

Bonhams

Goodwood SpeedWeek

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 17 October 2020



presented by









Richard Bolster competing at the Woodside Hill Climb in Buckinghamshire. 1930s

Goodwood SpeedWeek

Important Collector's Motor Cars and Automobilia

Viewing at Goodwood Earls Court Motor Show Building, Chichester, Sussex

Sale conducted from 101 New Bond Street, London | Saturday 17 October 2020

VIEWING AT GOODWOOD

By Appointment only

Tuesday 13 October, 12pm - 5pm

Wednesday 14 October, 9am - 5pm

Accredited viewing

Thursday 15 October, 9am - 5pm

Friday 16 October, 9am - 5pm

Saturday 17 October, from 9am

SALE TIMES

Conducted from the

Bond Street saleroom

Saturday 17 October

Automobilia, 11am

Motor Cars (lots 201 - 272)

Section I, 1pm

Motor Cars (lots 273 - 301)

Section II, 5pm

SALE NUMBER

26117

CATALOGUE

£30.00 + p&p

BIDS

+44 (0) 20 7447 7447

To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than 4pm on Friday 16 October. 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

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Malcolm Barber

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CLIENT 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: 278

Back cover: 289

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/26117 and click on the Register to bid link at the top left of the page.



Bonhams 1793 Limited

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

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

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 4 March 2019:

For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

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 view and sale?

Yes. Please ensure that you bring your catalogue to either the view or 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 post it back to our offices. Should you email/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 email/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 30 vehicles per hour.

Can I view the files that accompany the vehicles?

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

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles 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 4 March 2019:

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared on Monday 19 October. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse on on Monday 19 October.

After midday on Monday 19 October remaining unpaid motor car 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



James Knight



Malcolm Barber



Mark Gold



Olive Spurrier



Rob Hubbard



Harry Fox-Edwards



Tyger Tholstrup



Beth Hargreaves

Bonhams | MPH

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Greg Porter



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Buyers/Sellers Accounts US

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+1 (415) 861 8591 fax

Collections

Automobilia

No purchased lots will be available for collection at the Goodwood site.

All purchased lots shall be removed to Bonhams Guildford office at the buyer's expense, at the end of the auction, for collection from Bonhams Guildford only.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE
Monday to Friday 9am to 1pm and 2pm to 4.30pm and will be available for collection from 11am Tuesday 20 October 2020
by appointment only.

To arrange collection please contact the Automobilia Department 01483 445 494 or automobilia@bonhams.com to make an appointment.

All lots will be charged for storage at £1+VAT per day per lot from Monday 26 October 2020

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

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. These larger items will be removed and stored off site by a third party at the buyers expense.

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

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

Motor Cars

Vehicles must be collected from Goodwood by 12noon on Monday 19 October 2020, at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility (please see Guide for Buyers).

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

Otherwise Lots shall be removed to storage at the Buyer's expense (see below).

Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Straight Eight Logistics to storage on the south coast of England.

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 available and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Straight Eight Logistics
2G & H Marchwood Industrial Park
North Road, Marchwood
Southampton SO40 4BL
020 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Insurance

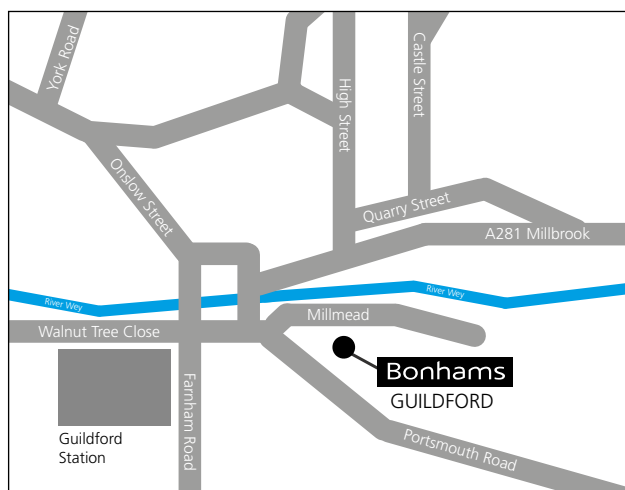
For further details, please contact:
Hagerty International Limited
The Arch Barn, Pury Hill Farm
Towcester, Northants, NN12 7TB
Telephone 0333 323 0989
or email enquiries@hagertyinsurance.co.uk

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Neil Fraser
Peter Singoff
Tim Scott
Roger Dixon (Automobilia)



Directions to Goodwood SpeedWeek

Viewing: Important Information

Please note that Bonhams observe social distancing guidelines in our salerooms and we ask that all clients wear masks or face coverings when attending our viewings or auctions.

By Appointment Only Viewings: Tuesday 13 & Wednesday 14 October

The Goodwood SpeedWeek event will run behind closed doors, with strictly no public in attendance, due to COVID-19.

Limited, by appointment only, viewings are available to interested parties who are not otherwise competing, preparing cars or working in another capacity and are separately accredited by Goodwood.

To make an appointment, please email:
laura.johnston@bonhams.com or call +44 (0) 20 7468 5801

Once your appointment is confirmed, using the Motor Circuit post code of PO18 0PH, follow signs to Car Park B, traditionally referred to as 'Over The Road' at Goodwood Revival. Kindly report to the small Bonhams marquee where you will be met by a member of our Client Services team and given a pass to access the Motor Circuit by crossing the road, chaperoned by marshals throughout. Passes may be time stamped and are strictly for the purpose of visiting Bonhams at the Earls Court building only. No access to the wider Motor Circuit and paddocks is permitted. You will be asked to provide contact details for Track & Trace.

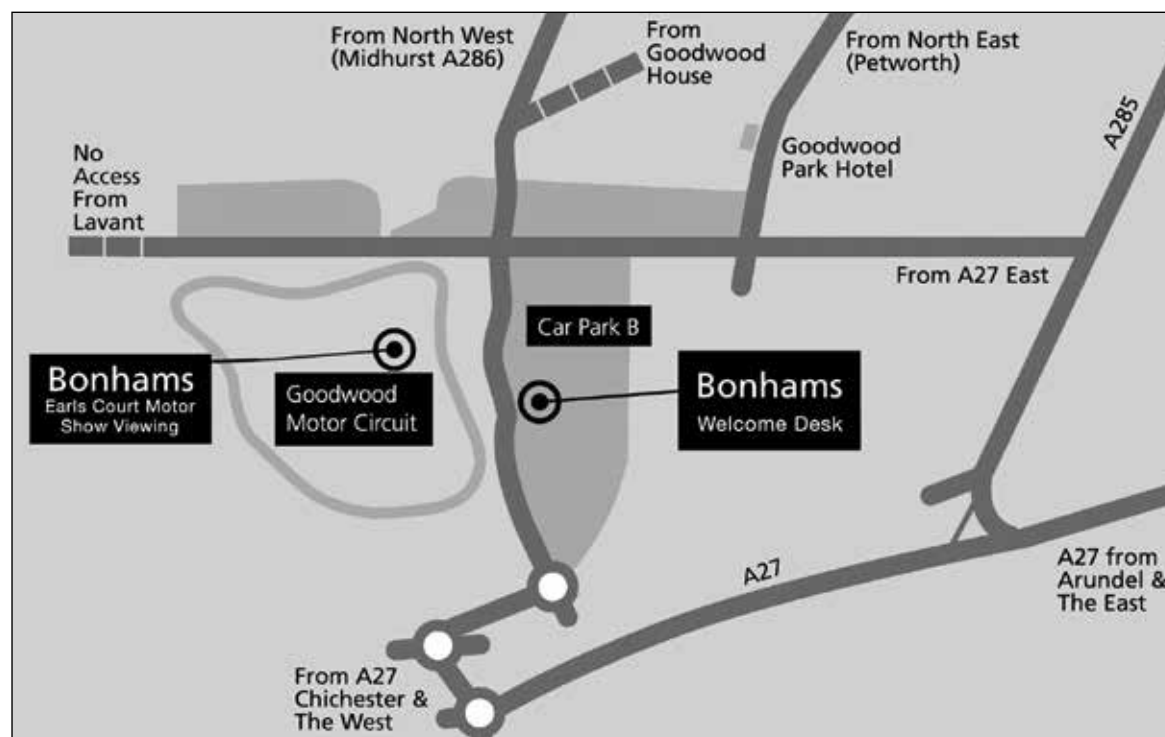
Accredited Viewings: Thursday 15, Friday 16 & Saturday 17 October

On live event days, only those people accredited by Goodwood for the purpose of competing, demonstrating, preparing cars etc are permitted on site and can visit Bonhams at the Earls Court building freely, without the need to make an appointment.

Only those accredited by Goodwood for the event may bid in person remotely, via live video link to the New Bond Street Saleroom, from the Earls Court building.

Maximum capacity inside Bonhams at Earls Court building will be capped and may be amended by relevant authorities if deemed necessary.

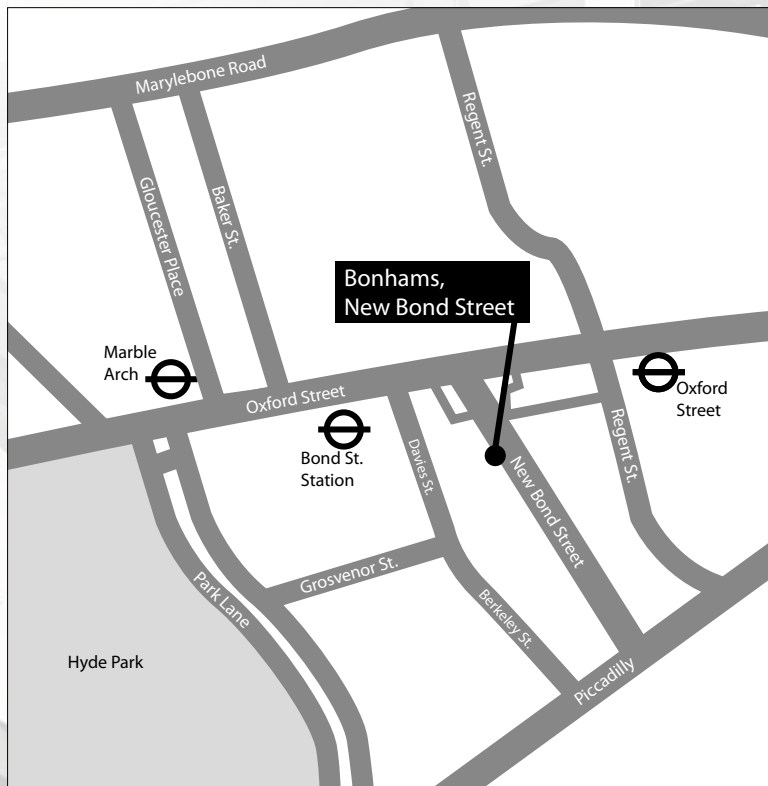
GOODWOOD MOTOR CIRCUIT POSTCODE : **PO18 0PH**



Directions to the SpeedWeek Sale that will be conducted at 101 New Bond Street, London

Please note that Bonhams observe social distancing guidelines in our salerooms and we ask that all clients wear masks or face coverings when attending our viewings or auctions.

Attending the sale is strictly by appointment only please contact the motor car department for further information.



By Underground

The nearest underground stations are Bond Street (Jubilee Line/Central Line) or Oxford Circus (Bakerloo Line/Central Line/Victoria Line).

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR

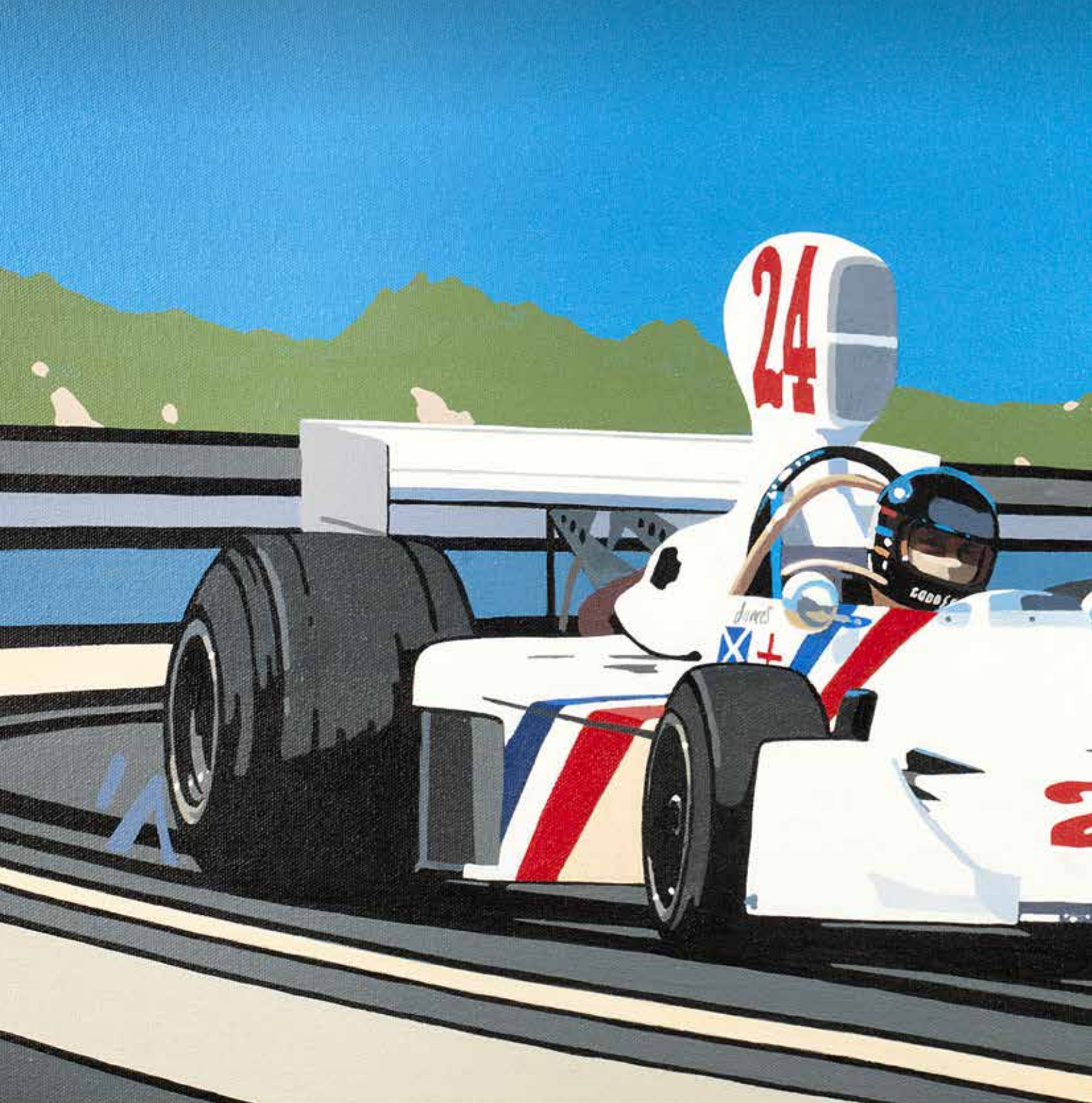
AUTOMOBILIA

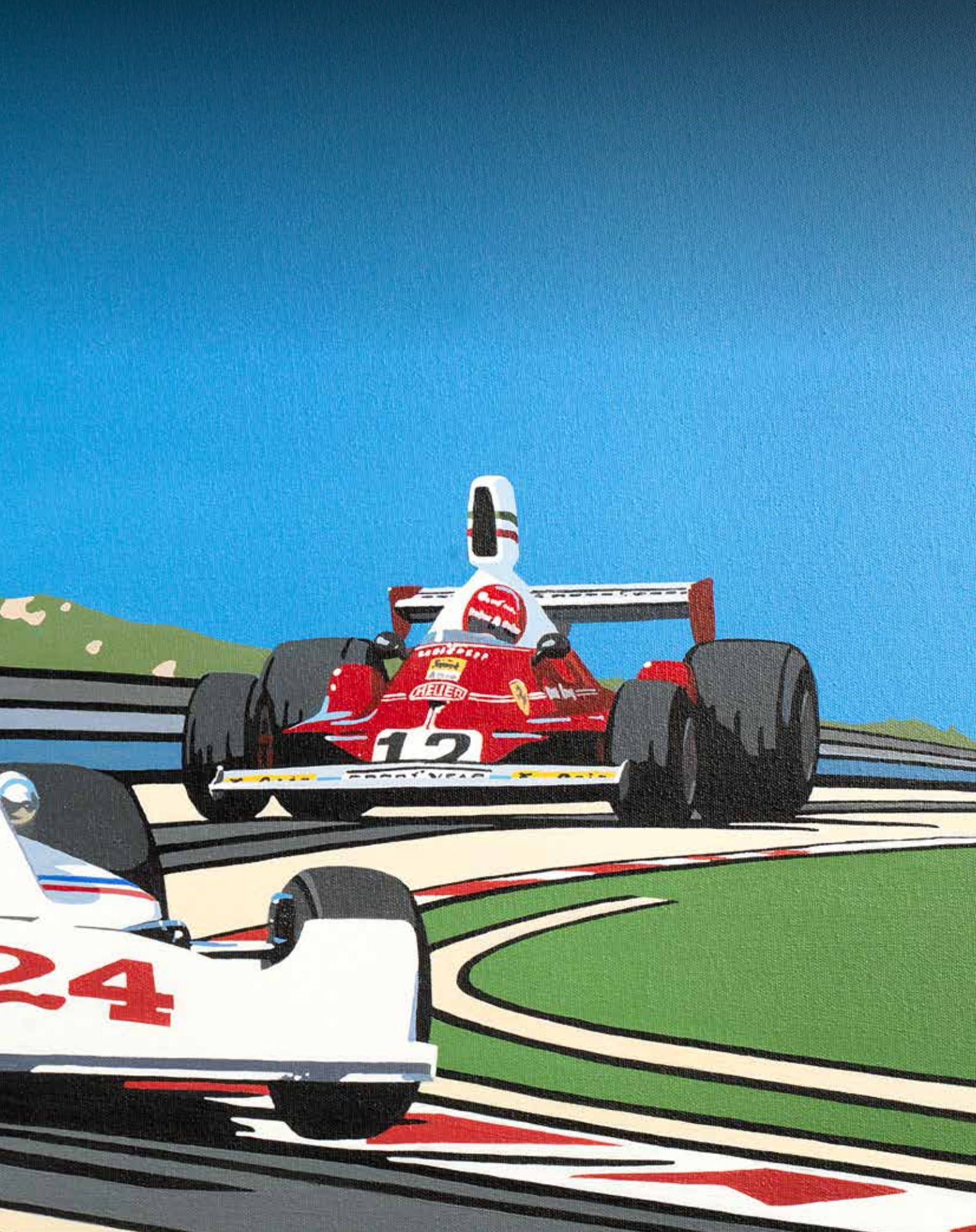
11am

Lots 1- 111

VEHICLE REGISTRATION NUMBERS

Lots 112 - 115







2



3



4



5



6



6

1
**A LAKE & ELLIOT MILLENNIUM
HYDRAULIC JACK FOR ASTON MARTIN
DB5/6 AND DBS,**

type 12-MSB-1½, 30cwt lifting capacity, in used unrestored condition, lacking bar handle, offered with reproduction adhesive label.

(2)

£300 - 400

€330 - 440

2
**A REPRODUCTION FERRARI 275 GTB/4
TOOLKIT,**

black leatherette bag and roll, with tan leather edging and straps, opening to assorted tools including, Nylon headed mallet, lead-headed mallet (heavily worn), hammer, oil filter tool, pliers, two-part ratchet jack handle, four wooden-handled screwdrivers, and eight assorted C-spanners by Beta of Italy, and other items including jack warning triangle and straps, some tools with some light usage and wear.

£1,500 - 2,000

€1,600 - 2,200

3 ♦♦♦

**AN AVERY HARDOLL MODEL CH1 ONE
GALLON HAND-CRANKED PETROL PUMP**
restored in red, black and yellow with Russian Oil Products brand plate, ROP "Zip" 1/6d price flag plate, together with a ROP Zip Spirit transfer on the pumping cylinder, with hose and nozzle, 178cm high overall.

£800 - 1,200

€870 - 1,300

4
A 'FERRARI' ENAMEL SIGN,
modern reproduction, enamelled in five colours on domed rectangular steel panel and featuring the 'Prancing Horse' logo, in bright colours, with holes drilled for wall mounting, 49.5 x 34.5cm.

£300 - 400

€330 - 440

5
**AN ALFA ROMEO ADVERTISING
ROUNDEL,**
single-sided printed plastic sign in six colours, depicting the marque emblem, 92cm diameter, some mounting holes.

£250 - 350

€270 - 380

6
**TWO FRAMED MOTORSPORT
PHOTOGRAPHS,**
monochrome 11.5" x 11.5" photographs, Copyright O'Neill Classics, the first depicting Jim Clark in the Lotus 49, the second depicting Mike Hawthorn and Peter Collins in jovial discussion, each display mounted, framed and glazed, each measuring 53 x 53cm overall, offered for sale without Copyright.

(2)

£250 - 350

€270 - 380

7
**A SIGNED PHOTOGRAPH OF SEAN
CONNERY AS JAMES BOND WITH THE
'GOLDFINGER' ASTON MARTIN DB5,**
12" x 8" colour image of Connery as '007' with the DB5 at the Furka Pass, signed 'S Connery' in blue marker, mounted, framed and glazed.

£250 - 350

€270 - 380



8



11

8
SIX LARGE MONOCHROME PHOTOGRAPHS BY LOUIS KLEMANTASKI AND ROBERT FELLOWES,

comprising five by Klemantaski: depicting Mercedes-Benz W125 #14 40 x 50cm; Tazio Nuvolari in the Scuderia Ferrari Alfa Romeo 12C – 36 #22, 40 x 50cm; Mercedes-Benz W125 #12 40 x 50cm; Auto Union C-type #44, 40 x 50cm; Mercedes-Benz W154 #16 driven by Rudolf Caracciola, 36 x 49cm; one by Fellowes: depicting Auto Union V12 #2 driven by Tazio Nuvolari, 1 May 1939 during practice for the Eifelrennen race, 36 x 49cm, each mounted, framed and glazed.

(6)
£400 - 500
€440 - 540

9
FIVE FRAMED MOTORSPORT PHOTOGRAPHS OF PRE AND POST-WAR RACE SCENES,

each a monochrome 11.5" x 18" photograph, depicting Richard Seaman in the Mercedes-Benz W154 at the 1938 Donington Grand Prix, Tazio Nuvolari in the Auto Union D-Type at the 1939 Reims Grand Prix, Mike Hawthorn in the Jaguar D-Type at the 1955 Le Mans 24-Hours, Tony Brooks in the Aston Martin DB3S at the 1955 Goodwood 9-Hours race, and Graham Hill in the Ferrari 250 GTO at the 1963 Goodwood TT, each display mounted, framed and glazed and each measuring 47 x 63cm overall, offered for sale without Copyright.

(5)
£500 - 700
€540 - 760

10
TWO SIGNED PHOTOGRAPHS OF MIKE HAWTHORN,

both monochrome, 6" x 4", comprising a race image of Hawthorn in the Jaguar D-Type 'OKV 3', circa 1955, and a portrait image of the driver, both signed by Hawthorn in blue ink.

(2)
£500 - 600
€540 - 650



10



12

11
A FRAMED PHOTOGRAPH OF MIKE HAWTHORN AND PETER COLLINS WITH SIGNATURES,

15" x 15" monochrome image by photographer John Ross, Copyright Jarrotts, depicting the Ferrari Scuderia drivers in jovial discussion at the 1958 RAC British Grand Prix at Silverstone, display mounted with signatures of both drivers in blue and black ink respectively on pale blue paper, framed and glazed, measuring 59 x 57cm overall, offered for sale without Copyright.

£500 - 700
€540 - 760

12
SEVEN DRIVER SIGNED PHOTOGRAPHS,

each monochrome, portrait and race scenes including Jaguar D-Type, comprising six 6" x 4" images, depicting Mike Hawthorn, Duncan Hamilton, Paul Frere, Jack Fairman, Ivor Bueb, and Desmond Titterton, and a 6" x 8" portrait photograph of Norman Dewis, each signed by the respective driver in blue ink.

(7)
£800 - 1,000
€870 - 1,100



13

13
MAJOR H.O.D. SEGRAVE'S PERSONAL PHOTOGRAPHS AND PRESS CUTTING ALBUMS,

five albums:

Album 1: (end boards and covers detached, pages loose, many detached), 1921 Season, some personal photographs, including Segrave in military uniform, with cars including 1914 Vauxhall 25Hp, 20Hp Singer, 10-12Hp Panhard, and others, assorted press cuttings, advertisements, magazine articles relating to Segrave, most pages annotated in white by Segrave.

Album 2: (blue leather covers worn, detached), first page dated "Light Car and Cyclecar 19.9.1924", press cuttings with hand written dates.

Album 3: (blue leather covers worn, detached, split, loose), front cover embossed "World's Record, Florida. March 29th 1927 1", press cuttings relating entirely to Segrave's World Land Speed Record breaking success in the 1,000Hp Sunbeam, each article with hand-written date.

Album 4: (blue leather covers worn and distressed) relating entirely to Miss England and Segrave's successful campaign against Gar Wood's Miss America II, first press cutting dated 1.3.29 and up to 14.6.29, include many foreign language articles, press cuttings hand annotated with dates.

Album 5: An Album presented to Major H.O.D. Segrave by the Planned Publicity Service, press cuttings from local American newspapers with date stamps and press information, together with an original letter to Major Segrave, dated April 5th 1927, relating to the album and assorted carbon copies of other letters from the same period.

(5)
£1,000 - 1,500
£1,100 - 1,600



15

14
AN AYRTON SENNA SIGNED 1983 VALVOLINE FORMULA 3 POSTER,

Autosport poster celebrating the Marlboro British Formula Three Champion and featuring Senna in the Ralt RT3 Toyota, signed in black marker (some fading) with dedication 'Com amizade e estima' ('With friendship and care') in Portuguese by Senna, quartered fold marks to poster, 42 x 56cm, mounted, framed and Perspex glazed.

£250 - 350
£270 - 380

15
A 1957 MONACO GRAND PRIX POSTER, lithographic poster printed by A.D.I.A. of Nice, featuring artwork after J.Ramel, laid on linen and stretched on wooden frame, some light wrinkling, slight discolouration and small puncture holes in places, 118 x 78cm.

£400 - 600
£440 - 650

16
A STEVE MCQUEEN 'LE MANS' FILM POSTER, 1971,

US quad poster for the film by Solar Productions, with artwork after Ton Jung featuring McQueen saluting the spectators, 70 x 99cm, mounted, framed and glazed, measuring 91 x 119cm overall.

£2,000 - 3,000
£2,200 - 3,300



17

17
A FRAMED AYRTON SENNA PRINT WITH SIGNATURE,

the print after S.Coffield, depicting portrait of Senna with the McLaren Honda, 53 x 42cm, mounted together with a printed profile description of the driver signed by Senna in ball-point pen, framed and glazed, measuring 82 x 58cm overall.

£300 - 400
€330 - 440

18
FOUR FRAMED GRAND PRIX DRIVER DISPLAYS INCLUDING THREE SIGNED EXAMPLES,

comprising a monochrome photograph of Jo Siffert with his Lotus Climax at the 1962 Monaco Grand Prix, signed by Siffert with dedication in blue ballpoint, mounted together with a race programme for the event, 35 x 45cm, a signed image of Gilles Villeneuve in the Ferrari at Monaco, mounted together with two portrait and race scene photographs and title plate, 36 x 46cm, a limited edition (37/482) 'Nigel Mansell 1992 World F1 Champion' display of five images, with brushed alloy title plate signed in 2008 by Mansell in black marker, 42 x 78cm, and an unsigned print after S.Coffield depicting Ayrton Senna and the McLaren, mounted, 76 x 58cm, each framed and glazed.

(4)
£450 - 550
€490 - 600



16

19
**ASSORTED TECHNICAL ILLUSTRATIONS
AND BLUEPRINTS RELATING TO SIR
MALCOLM CAMPBELL'S WORLD SPEED
RECORD BLUEBIRD CARS AND BOAT,
1930S/1940S,**

the majority by Thomson & Taylor (Brooklands) Ltd., various conditions and materials including original pencil and ink technical drawings on draftsman's paper, and blueprints, the majority rolled, some torn creased and distressed, various conditions, inspection advised, together with some correspondence relating to components between Thomson & Taylor and Jonas Woodhead & Sons Ltd., with related blueprints.

(Qty)

£1,000 - 1,500

€1,100 - 1,600

20

**'STEVE MCQUEEN', AN ARTWORK ON
CANVAS,**

modern, acrylic on canvas, depicting the 'king of cool' in his Le Mans Gulf Porsche overalls and helmet, 130 x 85cm

£600 - 800

€650 - 870



19 (Sample)

21 AR

**TONY UPSON (BRITISH), 'ASTON MARTIN
OWNERS CLUB',**

signed, acrylic on canvas, depicting the AMOC winged emblem, 76 x 122cm, within a black-painted wooden frame.

£400 - 600

€440 - 650

22

**HARRIET GILLETT (1995 -), 'THE ALFA P3
IN MOTION',**

initialled 'HG', acrylic on canvas, depicting one of the most important designs in Grand Prix racing history, ex-Scuderia Ferrari, ex-Richard-Shuttleworth, 1935 Donington Grand Prix-winning 1932-4 Alfa Romeo Tipo B Grand Prix Monoposto, 60 x 80cm (4cm deep box canvas).

£800 - 1,200

€870 - 1,300

Gillett, Harriet (b. 1995 East Yorkshire, UK) is a self-taught painter currently based in London. After leaving Edinburgh University in 2017 with a first class degree in English Literature, she has followed further training at the Royal Drawing School in 2018 and has been mentored by her friend Dexter Brown. She has exhibited across the UK, and her work is held in private collections internationally. Her background growing up around vintage and classic cars means that they have become a natural subject for exploring her interest in expressing movement and energy.



20



21



22



23



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28

23 AR

WALTER GOTSCHKE (AMERICAN 1912-2000), '1931 MILLE MIGLIA',

signed lower left and dated 84, gouache on paper, race scene depicting Rudolf Caracciola and Wilhelm Sebastian on their way to victory in the Mercedes-Benz SSKL, the first victory for a foreign driver at the event, 20 x 28cm, mounted with printed title, framed and glazed.

£1,000 - 1,200

€1,100 - 1,300

24 AR

WALTER GOTSCHKE (AMERICAN 1912-2000), '1928 TARGA FLORIO',

signed lower right and dated 84, gouache on paper, race scene depicting Elisabeth Junek leading the field in the Bugatti Type 35B, 20 x 28cm, mounted with printed title, framed and glazed.

£1,000 - 1,200

€1,100 - 1,300

25 AR

WALTER GOTSCHKE (AMERICAN 1912-2000), '1934 SPANISH GRAND PRIX',

unsigned, gouache on paper, race scene depicting Rudolf Caracciola on his way to 2nd place in the Mercedes-Benz W25 passing Louis Chiron in the Alfa Romeo Type B, 20 x 28cm, mounted with printed title, framed and glazed.

£1,000 - 1,200

€1,100 - 1,300

26 AR

WALTER GOTSCHKE (AMERICAN 1912-2000), '1951 ALBI GRAND PRIX',

signed lower right, gouache on paper, depicting Maurice Trintignant in the pits in the Simca-Gordini prior to his fastest lap of 103.7 mph, 20 x 28cm, mounted with printed title, framed and glazed.

£1,000 - 1,200

€1,100 - 1,300

27 AR

TIM LAYZELL (BRITISH 1981-), 'HUNT VS LAUDA - 1975 DUTCH GRAND PRIX',

signed lower left, acrylic on canvas, race scene depicting James Hunt in the Hesketh-Ford Cosworth 308 leading Niki Lauda in the Ferrari 312T at Zandvoort, on his way to victory and Hunt's first Formula 1 race win, 60 x 76cm, mounted within white-painted wooden frame.

£1,000 - 1,500

€1,100 - 1,600

28 AR

NICHOLAS WATTS, (BRITISH, 1947-), 'ARCHIE AND THE LISTER JAGUAR',

signed lower left, acrylic on board, depicting Archie Scott-Brown in the Lister Jaguar 'VPP 9' leading Tony Brooks in the Aston Martin DBR2, Masten Gregory in the Ecurie Ecosse Lister Jaguar and Roy Salvadori in the Aston Martin DBR2 on his way to victory in the over 1100cc Sports Car event at the 1958 Aintree 200 Meeting, his last major title, 73 x 98cm, framed.

£1,000 - 1,500

€1,100 - 1,600



29

29 AR

ROY NOCKOLDS (1911-1979), 'ALBERTO ASCARI - FERRARI 375 - 1950',

signed lower left, oil on canvas, depicting Ascari at speed in the V12 Ferrari 375 Grand Prix car at a 1950 race event, 50 x 76cm, framed.

£1,200 - 1,600

€1,300 - 1,700

30

FREDERICK GORDON CROSBY (BRITISH 1885-1943), 'BROOKLANDS 200 MILE RACE 1923',

signed and dated 1923 lower left, graphite on paper, depicting six scenes from the 13th October race and comprising: Malcolm Campbell in the Fiat; eventual winner C.M. Harvey in the Alvis; Captain George Eyston in the Aston Martin; Woolf Barnato in the Bertelli; and two other race and trackside repair scenes; 48 x 35cm, mounted with printed title, framed and glazed, measuring 65 x 52cm overall.

£1,500 - 2,000

€1,600 - 2,200



30

31

FREDERICK GORDON CROSBY (BRITISH 1885-1943), 'GRAND PRIX DU TOURISME - LYON 1924',

signed and titled lower right, monochrome wash heightened with white on artists' board, night-time race scene depicting eventual winner Christian Dauvergne in the Peugeot at Les Esses during the Eliminary Trials for the 8th August race at the Givors circuit, 34 x 37.5cm, mounted with printed title, framed and glazed, measuring 63 x 63cm overall.

£3,000 - 4,000

€3,300 - 4,400

32

A BRONZE SCULPTURE OF JUAN MANUEL FANGIO IN THE JAGUAR C-TYPE, BY GARY SMITH (BRITISH 1961-),

one of two known examples specially commissioned from the sculptor, signed 'Gary' under the rear, cast bronze, depicting Fangio at speed in the C-Type Chassis 'XKC 018', 35cm long, mounted to a black marble base with title plaque to front edge and with glass detailing water splashes to front wheels, 43cm long overall.

£1,000 - 1,200

€1,100 - 1,300



32



31



33



34

33 Ω AR

ROBERT MERMET (FRENCH 1896-1988), A BRONZE BUST OF A RACING DRIVER, MID 20TH CENTURY,

faintly signed 'RobMermet' under left shoulder, patinated 'cire perdue' cast bronze sculpture of a race driver in peaked helmet with goggles, 17.5cm high, loose mounted on a stepped base.

£300 - 400

€330 - 440

34 AR

GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLUM DFC,

produced circa 2014, 'lost wax' cast bronze sculpture from the artist's 'Knight of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', limited edition signed by the sculptor to inside of fuselage and numbered 004 of 025 examples, measuring 30cm long, mounted to a bronze stem above a stepped slate display base also signed by the sculptor, 40cm high overall.

£800 - 1,200

€870 - 1,300



35

35
**'STIRLING MOSS - ASTON MARTIN DBR1',
AN ARTWORK ON CANVAS,**
modern, acrylic on canvas, depicting Moss at
the wheel, 130 x 98cm
£250 - 350
€270 - 380

36
A 'BENTLEY' GARAGE DISPLAY EMBLEM,
modern, cold-cast resin and aluminium
composite, in the form of the Winged 'B'
badge, 150cm wide.
£250 - 350
€270 - 380

37
**AN 'ASTON MARTIN' GARAGE DISPLAY
EMBLEM,**
modern, cold-cast resin and aluminium
composite, in the form of the winged badge, for
garage display, 150cm wide.
£250 - 350
€270 - 380

38
**A 'ROLLS-ROYCE' GARAGE DISPLAY
PLAQUE,**
modern, cold-cast resin and aluminium
composite, in the form of the badge featuring
the entwined 'RR' logo, 120cm high.
£250 - 350
€270 - 380

39
**A HAND-PAINTED 'ASTON MARTIN
DB4 GT ZAGATO' CELEBRATORY OVAL
PLAQUE,**
modern, for garage display, painted wooden
oval panel with fibre-glass raised laurel leaf
surround, celebrating Jim Clark's drive at the
1961 Goodwood Tourist Trophy race, 120cm
wide, offered together with a cold-cast resin
and brass composite Zagato Milano 'Z' badge,
70 x 100cm.
(2)
£500 - 700
€540 - 760

40 ♦♦
**A HAND-PAINTED 'MR BIBENDUM'
STANDING FORECOURT FIGURE,**
modern, fibreglass construction, wearing
'Michelin' sash, 120cm high
£800 - 1,200
€870 - 1,300



46

41
**A HAND-PAINTED FIBREGLASS
REPRODUCTION LE MANS 24-HOUR
RACE CIRCUIT KILOMETRE MARKER
BOARD SIGN,**
117cm high
£400 - 500
€440 - 540

42 ♦
**TWO LARGE FERRARI AND MASERATI
GARAGE DISPLAY SPARK PLUGS,**
modern, each painted fibreglass construction,
decorated with 'Candela' lettering and Prancing
Horse and Trident logos, each 109cm high.
(2)
£700 - 900
€760 - 980

43
**A HAND-PAINTED FIBREGLASS
REPRODUCTION LE MANS 24-HOUR
RACE CIRCUIT SIGN**
117cm high
£500 - 700
€540 - 760

44
**A COLD CAST BRONZE 'JAGUAR C-TYPE'
GARAGE DISPLAY EMBLEM,**
105cm diameter
£800 - 1,200
€870 - 1,300

45
**A COLD CAST 'JAGUAR' GARAGE
DISPLAY EMBLEM,**
140cm wide
£600 - 800
€650 - 870



47



51

46 •

RUSSELL HAYES: THE ASTON MARTIN V8 1969-2000; LIMITED EDITION PUBLISHED BY PALAWAN PRESS 2019,

Quarter Leather Edition bound in dark grey buckram and orange leather spine, limited edition numbered 134/300, 530 numbered pages, well illustrated history of the model, in good clean order, complete with dark grey buckram slipcase and with original carton packaging.

£500 - 600

£540 - 650

47 • ♦♦

THE OFFICIAL FORMULA 1 OPUS: CLASSIC EDITION; PUBLISHED 2012,

limited edition numbered 19, large format title in cloth-bound hard covers with checkered flag design front cover and black leather spine, signed by Bernie Ecclestone to title page, 845 numbered pages, well illustrated with many full colour images, contained in black cloth presentation library box (side panels loose), with original carton packing.

£800 - 1,200

£870 - 1,300

48 •

SPEED MAGAZINE; BOUND VOLUMES I TO IV (1935-1939),

a complete run of issues 1-46, in green leathercloth bindings with gilt tooling, bound with covers and trimmed.

(4)

£250 - 350

£270 - 380

49 •

A COLLECTION OF BARC GOODWOOD RACE PROGRAMMES 1948-1966,

near complete run, in excess of 120 programmes, for various race events and meetings including approximately 55 programmes for Whit Monday, Easter Monday, Tourist Trophy, International Trophy, and First Goodwood Race Meeting, from 18th September 1948-30th May 1966, and approximately 67 programmes for sports car events and Members Meeting from 13th August 1949-2nd July 1966.

(Qty)

£300 - 400

£330 - 440

50

AN ASTON MARTIN INSTRUCTION BOOK, CIRCA 1936,

cloth bound wrap-around covers with press stud, embossed with green lettering, 35 numbered pages, some with hand-written notes, other press cuttings, a business card, ephemera and loose hand-written notes tucked into pages at back (some taped in), 8vo.

£300 - 400

£330 - 440

51

A COLLECTION OF THUNDERBOLT MEMORABILIA (FORMERLY THE PROPERTY OF HERBERT JUBB OF BEANS INDUSTRIES LIMITED),

comprising a file of press cuttings and correspondence, including Eyston signed memorandum, dated May 30 1938 on Beans memo paper; Eyston signed handwritten note about collecting brake gear, dated 23.1.38 on 52 Lennox Gardens, note paper; a signed typed letter Re Order No. 200 regarding the fabrication of radiator supports, on G.E.T. Eyston letter headed paper; two copies of cablegrams received by Beans relating to the condition of the gearbox, from Eyston; a 'Crossing the line at 360 M.P.H.' Christmas card from Captain & Mrs George Eyston (facsimile signature); a small Autograph book signed by Eyston, dated 1937; assorted monochrome photographic images showing Thunderbolt under construction with some negatives, other images of industrial/agricultural vehicles; a boxed Dinky Toys No23m "Thunderbolt" Racing Car, tyres perished, box soiled; and a boxed Britain's number 1400 Bluebird, chassis intact, main body split into two parts.

(Qty)

£300 - 400

£330 - 440



53

52
ASSORTED ECURIE ECOSSE MEMORABILIA,

comprising an enamel member's car badge, mounted on a badge bar with a Scottish Motor Racing Club enamel badge and an RAC members badge, two enamel Ecurie Ecosse lapel badges, and fifteen issues of "News from the Mews", 1964 to 1966.

(Qty)

£350 - 450

€380 - 490

53
FOUR MATCHING SETS OF BROOKLANDS AUTOMOBILE RACING CLUB MEMBER'S AND GUEST'S LAPEL BADGES 1909-1912,

each display mounted on enlarged copy of the mounting card, number's unknown as each set individually framed and glazed, together with Bill Body: "The History of Brooklands Motor Course", 1979 revised impression, with dust jacket.

(5)

£400 - 600

€440 - 650



55

54
A GOOD COLLECTION OF GOODWOOD ENAMEL BADGES AND LAPELS INCLUDING FESTIVAL OF SPEED AND REVIVAL,

believed limited edition collectors' badges for the events, including a full set of Festival of Speed badges with cords for 1993-2019, and accompanying lapel badges for 1996-2019; a full set of Goodwood Revival badges with cords for 1998-2019, and full set of accompanying lapel badges for 1998-2019; six Goodwood Members Meeting badges with cords for 72nd-77th (2014-2019) events, and seven accompanying pin badges for 72nd-78th (2014-2020); a full set of GRRRC Members pin badges for 1998-2019 and a GRRRC Fellowship pin badge; and other assorted Goodwood and Exhibitor and Driver Club badge sets (some complete) and tags, including March Enclosure 1998-2019; Kinrara Enclosure 1998-2018; Cartier 1995-2019; Rolex, Dunhill, Louis Vuitton Classic, Chrysler, and others, many in plastic wallets, offered together with a 1949 Goodwood BARC pewter tankard, a BARC enamel button-hole badge, and a complete run of GRRRC Yearbooks in slip-cases 1993-2019.

(Qty)

£600 - 800

€650 - 870



56

55

A 'GIRL IN THE MOON' MASCOT,

marked 'Elie Ottavy' and 'Depose' to base, nickel-plated mascot depicting a female nude sitting in a stylised crescent moon, 16cm high, mounted on a radiator cap.

£800 - 1,200

€870 - 1,300

56

A 'FEMME AU SINGE' (GIRL WITH MONKEY) MASCOT,

marked 'Elie Ottavy' and 'Depose' to base, nickel-plated bronze mascot depicting a female nude with a monkey at her knees, 18cm high, mounted on a radiator cap.

£800 - 1,200

€870 - 1,300

57

A 'SNAKE GIRL' MASCOT BY M. PODIEBRAD, FRENCH, 1920S,

signed to base, nickel-plated bronze mascot in the form of a crouched Egyptian female nude with serpent coiled around her body, 14cm high, mounted on a period locking radiator cap.

£800 - 1,200

€870 - 1,300



57



58



59



60



61



62

60
A 'DESIRE DU FAUNE' MASCOT,
unsigned, nickel-plated mascot in the form of
a Faune head with figurine of a female nude
dancing on flames to rear, 11cm high, mounted
on a radiator cap.
£800 - 1,200
€870 - 1,300

61
A 'DOMINATION' MASCOT BY CHARLES
PAILLET, FRENCH, 1920S,
signed on the back, marked '6' on base,
depicting a nude riding on the shoulders of a
satyr, nickel plated bronze, 15cm high, on a
radiator cap.
£1,000 - 1,500
€1,100 - 1,600

64
A 'FEMME LIBELLULE' MASCOT BY
VICTOR ROSSI, FRENCH, 1920S,
signed to rear of base, one of a series of
'Allegorical Art' mascots produced by Rossi
in the early 1920s and retailed from 27 Rue
Marois, Paris, nickel-plated bronze mascot in
the form of a draped female nude with dragonfly
wings, 23cm long, mounted on a black-painted
turned wooden display base.
£2,500 - 3,500
€2,700 - 3,800

Created by Victor Rossi in 1921, this mascot
won 3rd prize in the L'Auto Concourse
Bouchon de Radiator in 1921. Its success was
the inspiration for Rossi's later series of winged
nude mascots.

58
A 'RACE DRIVER' MASCOT BY MARVEL,
FRENCH, 1920,
signed 'Editions Marvel' to side of neck, nickel-
plated bronze mascot in the form of a racing
driver head with helmet and goggles, 8cm high,
mounted on a radiator cap.
£800 - 1,200
€870 - 1,300

59
A HUMOROUS 'DUCK' MASCOT BY
GAIRAUD, FRENCH, 1920S,
signed to rear of base, nickel-plated bronze,
depicting a comical duck 'crash landing' on ice,
11.5cm high, on a Bakelite radiator cap.
£1,000 - 1,500
€1,100 - 1,600

62
A 'SPEED HEAD' MASCOT BY F.COFFIN,
FRENCH, 1920S,
signed, nickel plated hollow-cast alloy, 12cm
high, on brass radiator cap above turned
wooden base.
£1,000 - 1,500
€1,100 - 1,600

63
A 'NAIADE' MASCOT BY VICTOR ROSSI,
FRENCH, 1920S,
signed 'V.Rossi' to rear of base, one of a series
of 'Allegorical Art' mascots produced by Rossi
in the early 1920s and retailed from 17 Rue
Marois, Paris, and inscribed accordingly to front
of base, nickel-plated bronze in the form of a
draped female nude, 17cm long, mounted on a
black-painted turned wooden display base.
£1,500 - 2,000
€1,600 - 2,200

65
A 'FEMME PAPILLON' MASCOT BY
VICTOR ROSSI, FRENCH, 1920S,
signed to rear of base, one of a series of
'Allegorical Art' mascots produced by Rossi
in the early 1920s and retailed from 17 Rue
Marois, Paris, nickel-plated bronze mascot in
the form of a draped female nude with butterfly
wings, 15.5cm long, mounted on a black-
painted turned wooden display base.
£1,000 - 1,500
€1,100 - 1,600



63



64



65



66



67



68

66

A 'LA GLOIRE' MASCOT BY VICTOR ROSSI, FRENCH, CIRCA 1920,

signed to left side of base, one of a series of 'Allegorical Art' mascots produced by Rossi in the early 1920s and retailed from 17 Rue Marois, Paris, nickel-plated bronze mascot in the form of a winged female nude, 13cm high, on a black-painted turned wooden display base.

£1,000 - 1,500

€1,100 - 1,600

67

A 'DRAPED NUDE' MASCOT BY VICTOR ROSSI, FRENCH, 1920S,

signed to rear of base, nickel-plated bronze mascot in the form of a prancing female nude with flowing drapery, 17cm high, mounted on a black-painted turned wooden display base.

£1,500 - 2,000

€1,600 - 2,200

68

A 'GIRL RIDING STORK' MASCOT BY VICTOR ROSSI, FRENCH, 1920S,

signed to rear of base and with foundry mark, nickel-plated bronze in the form of a female nude riding a stork in flight, 14cm high, 20cm wingspan, mounted on a black-painted turned wooden display base.

£2,000 - 3,000

€2,200 - 3,300



69

69
A RARE 'EOS HERALD OF DAWN' MASCOT, BY JOSEPHINE SYKES, INTRODUCED 26TH FEBRUARY 1927,
 signed 'J.Sykes 26.2.27' to lower edge of drape, and inscribed 'Eos, Herald of Dawn' around the base, cire perdue nickel-plated bronze mascot with fine detailing depicting an elegant female with arms outstretched, the drapes of her dress flowing in the wind, 19cm high, with mounting stud, in single family ownership for 70 years.
£7,000 - 9,000
€7,600 - 9,800

Accepted to the Royal Academy at age 19, talented sculptress Josephine Sykes joined her father, famed creator of the Rolls-Royce Spirit of Ecstasy mascot, Charles Sykes, in car mascot production.



70

70
AN AC COBRA STEERING WHEEL BY MOTO-LITA,
 three spoke wheel with black leather stitched rim, 34cm diameter, offered together with an AC Cobra 2-page sales brochure, for the 289 Mk II model, 4to, two artworks depicting AC Cobra cars by Ian M Cunningham, and a print of an AC 427 Cobra, each framed and glazed.
£300 - 400
€330 - 440

71 ▲
A FERRARI 250 STEERING WHEEL, ITALIAN, 1960S,
 three spoke slotted metal frame, shaped and varnished wooden rim 40cm diameter, central hub with Ferrari horn push.
£1,000 - 1,400
€1,100 - 1,500



71



72

72
A FERRARI STEERING WHEEL, ITALIAN, 1960S
 three spoked 'Nardi' type to suit Ferrari 275 series, engine turned decoration, riveted shaped dark wooden rim with ebonised central banding, Cavallino decorated horn push, 40cm diameter, used.
£2,000 - 3,000
€2,200 - 3,300



75



76



77



73

73 00

A FORD COSWORTH DFV FIBREGLASS DISPLAY MOTOR,

painted black, silver and red, fitted with dummy ancillaries including water pump and distributor, supplied by F1 manufacturers with a car in lieu of original engine, 60 x 70 x 60cm

£800 - 1,200

€870 - 1,300

74 (NO LOT)

75

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

size 38, composite, finished light blue, with cloth neck guard with leather straps, worn, together with a leather and Perspex peak-fitted visor.

£600 - 800

€650 - 870

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

76

AN EVEROAK CLASSIC MOTOR RACING HELMET,

hand-made re-creation by Bill Vero the original maker of helmets for Jim Clark, Stirling Moss, Graham Hill, Innes Ireland and for retail by Herbert Johnson and Les Leston, faithfully re-created to the same exact pattern and using the same traditional materials as used in the 1950s-60s, in an Everoak stock box with lid, with two colour photocopies showing various helmets by Bill Vero.

(Qty)

£800 - 1,200

€870 - 1,300

77

A HERBERT JOHNSON RACING HELMET, FORMERLY THE PROPERTY OF T A 'BOB' ROBERTS OBE,

painted in 'Bugatti' blue, some crazing and minor loss to paint, applied Bugatti transfer to front, with canvas and leather interior harness (leather chin strap and buckle catch later added), complete with peak-fitted wrap-around face visor, in original Herbert Johnson box addressed to T A Roberts Esq.

(Qty)

£800 - 1,200

€870 - 1,300

T A (Bob) Roberts, OBE (- 1990), former Vice-President of the Bugatti Owner's Club, owner of the Midlands Motor Museum and a great enthusiast for the better sports cars, of which he owned a formidable collection, including T43 Bugatti, Napier Railton and the 1925 Sunbeam Tiger.

This helmet was previously offered by Bonhams in the 'Bob' Roberts estate auction. See Lot 46, Bonhams Auction 9 September 2001.

78

AN EDDIE IRVINE FERRARI PROMOTIONAL HELMET BY BIEFFE, WITH SIGNED VISOR,

painted bright red with green hooped livery, with Marlboro and Zero-Light branding, 'Prancing Horse' logo to crown and Shamrock design to rear, fitted with Asprey and Marlboro branded tinted visor signed by Irvine in silver-coloured marker.

£800 - 1,200

€870 - 1,300



78



79



81



81

79

BRUCE HALFORD'S RACE HELMET, OVERALLS AND ASSOCIATED RACEWEAR,

used in the late 1970s during Bruce's Historic Grand Prix racing events, comprising Everoak open-face helmet, in white, with 'Everoak' stickers to front and rear, and ACU and two safety standard stickers to cheeks, scratched and with race wear, interior padding worn and distressed, with felt drawstring helmet bag embroidered 'Bruce Halford' and HGPCA emblem, a set of Linea Sport race overalls in blue, with maker's patches to arms and driver's embroidered name patch with blood type to left breast, together with a pair of brown leather palmed driving gloves, two pairs of race boots including a 'Westover' pair by Edward Lewis, a pair of rubber overshoes, a white undershirt, and a pair of white driving socks, together with Bruce Halford's personal carrying case with name to lid, worn condition.

(Qty)

£800 - 1,000

€870 - 1,100

Bruce Halford (1931-2001) competed in various Formula 1 and other race events including 8 World Championship Grand Prix races from 1956-1960, driving Prince Bira's Maserati 250F in 1956-1957, and later Lotus 16 and Cooper T45 and T51 cars and at Le Mans 1957-1961 in the Lister Jaguar, Jaguar D-Type, and Cooper Coventry Climax, and in Lotus 16 in Historic racing events in the mid-1970s.

Halford's obituary in The Daily Telegraph described him as "one of the last of the 1950s' select band of private-entrant owner-drivers from the heyday of the classical front-engined Grand Prix car."

80

A MICHELIN CAP SIGNED BY GILLES VILLENEUVE,

the blue cap with yellow trim and with embroidered Michelin Bibendum patch, faintly signed to the peak by Villeneuve in black marker, mounted within a framed box display with title and image of Villeneuve wearing an identical cap, Perspex glazed, measuring 56 x 35 x 8cm overall.

£300 - 400

€330 - 440

81

AYRTON SENNA'S AUSTRALIAN GRAND PRIX 1993 NACIONAL BASEBALL CAP,

gifted to Alan Read personally by Ayrton Senna at the Australian Grand Prix post race barbecue. This cap was worn by Senna on the podium (underneath the winner's cap) and at the at the post-race press conferences. This was to be Senna's 41st and final win in Formula 1 before his tragic death months later at Imola 1994. Sold together with an Adelaide GP pin badge, a pin badge of Senna's helmet, a 1993 Australian GP marshal pass with accompanying embroidered patch, an invitation to the post race barbecue (where the cap was gifted by Senna to Read), a photograph of Senna, Mansilla and Toledane, and a typed signed statement of authenticity.

(8)

£1,000 - 1,500

€1,100 - 1,600

Alan Read (1947-2017) was a marshal in F1 long before Senna's arrival into the sport in the UK and he would frequently marshal Formula 3 and Formula 1 races around the UK as well as at the Australian Grand Prix for over a decade. During this time, Alan and his family became great friends with Senna and would frequently catch up for a chat at races or by letter, after the 1993 Australian GP Alan treasured the cap which passed to the current vendor by decent in 2017. This lot is offered with a signed statement from the vendor.



82



83



84



85



87

82 ♦

A RARE 40TH ANNIVERSARY LAMBORGHINI MURCIELAGO SUITCASE, 2003,

fine black leather outer over carbon fibre inner hard shell, zip opening, 48 x 62 x 14cm, exclusive limited edition only available with the 50 cars produced for the anniversary, sold with cloth bag/cover.

(2)

£500 - 700

€540 - 760

83 ♦

A MASERATI SUITCASE,

tan leather with stitched grille pattern and Maserati Trident badge to lid, zip opening to reveal Maserati patterned material lined interior with internal suit carrier, the case with fixed handle, 56 x 63 x 14cm overall, hardly used with very light wear.

(2)

£500 - 700

€540 - 760

84 ♦

A THREE-PIECE SET OF LEATHER LUGGAGE FOR FERRARI F355 BY SCHEDONI, ITALIAN,

each in black leather with tan pigskin interior and zip-fastening, comprising one large and one medium case, each 68cm wide and with Ferrari branded padlocks and keys, and a suit bag, some light marks in places but in otherwise good general order, each with yellow cloth drawstring protective bag.

(6)

£800 - 1,200

€870 - 1,300

85 ♦

A FOUR-PIECE SET OF LEATHER LUGGAGE FOR FERRARI 575M MARANELLO BY SCHEDONI, ITALIAN,

each in two-tone black and grey with grey pigskin interior, comprising two suitcases with zip-fastening, 67cm wide, a documents case, 42cm wide, and a vanity case, with zip-fastening, 36cm wide, some light wrinkling in places but in otherwise good general order, each with accompanying yellow cloth drawstring protective bag.

(8)

£1,000 - 1,500

€1,100 - 1,600

86 ♦♦

A SIX-PIECE LEATHER LUGGAGE SET FOR FERRARI TESTAROSSA, BY SCHEDONI, ITALIAN,

each in brown leather with tan lining, comprising lady's and gent's suit-bags, a holdall with front pouch, two vanity cases, and a briefcase with combination locks, each with luggage tags and three with key-sets, each impressed with Prancing Horse and 'Testarossa' logos, some light dappling in places to leather and some flaking to lining of handle clasps to three pieces, in otherwise good general order showing little sign of use and with accompanying cloth drawstring bags.

(12)

£1,800 - 2,200

€2,000 - 2,400

87 ♦

TWO BENTLEY GT CONTINENTAL LEATHER CASES, BY TRUNKS OF HASLEMERE,

bespoke cases in beige leather, each with applied Winged 'B' emblem to edge of lid, chromed locks and catches, watered silk linings, measuring 56cm and 38cm wide respectively, some light use.

(2)

£2,500 - 3,000

€2,700 - 3,300



86

88
A RARE PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), BRITISH, CIRCA 1970,

polished brass, the front with erotic 'motoring' scene, un-issued and un-numbered, the reverse marked Deane & Adams Mint, London, England, 5.7 x 10.1cm.

£800 - 1,200

€870 - 1,300



88

89 Ω

A ROLLS-ROYCE STERLING SILVER INK BLOTTER BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT FOR 1932,

hallmarked London, 1932, with Spirit of Ecstasy figure handle mounted on machine decorated main base, with engraved initials 'R.S.G' to one end, 14cm wide.

£800 - 1,000

€870 - 1,100

90 Ω

A ROLLS-ROYCE STERLING SILVER ASHTRAY BY SEBASTIAN GARRARD & CO., PRESENTED AS A CHRISTMAS GIFT FOR 1926,

hallmarked London to underside of base, with central miniature Spirit of Ecstasy figure after the original design by Charles Sykes, the rim with applied initials 'C.E.H', 15cm diameter.

£1,000 - 1,500

€1,100 - 1,600

91 Ω

A ROLLS-ROYCE STERLING SILVER DESK CLOCK BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT FOR 1927,

8-day brass-cased clock with square dial and Swiss movement, mounted within sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1927, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, red enamelled badge, but miniature Spirit of Ecstasy mascot broken, with engraved initials 'C.E.H' to front of base, 12cm high overall.

£1,200 - 1,500

€1,300 - 1,600

92 Ω

A ROLLS-ROYCE STERLING SILVER DESK BAROMETER BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT FOR 1933,

square dial, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 19

£1,500 - 2,000

€1,600 - 2,200

This desk barometer was one of a series commissioned and presented by Rolls-Royce Ltd as a Christmas gift for 1933 to selected dealers and distributors of UK Rolls-Royce motor cars, and part of a set of 11 different Christmas gifts in total presented in the years 1926-1937, after the successful introduction of the Phantom I.

Recipients of desk sets included Clyde Automobiles of Glasgow, Watson of Liverpool, Cockshoot of Manchester, Rippon Bros of Huddersfield, Car Mart of London, Roltes of Maidstone and Croal of Edinburgh.



89



90



91



92



94



95



93

A CARTIER 'FERRARI FORMULA' CHRONOGRAPH GENT'S WRISTWATCH, 1980S,

operational quartz movement with rare features of stopwatch, stainless steel case, black dial with date window and subsidiary dials and decorated with Ferrari logo, with red leather strap, in original box with instructions booklet and dealership list.

£900 - 1,400
€980 - 1,500

94*

A BARC BROOKLANDS 1920 FIFTH LIGHTNING LONG HANDICAP WINNER'S STERLING SILVER TROPHY, FOR VICTORY BY HARRY HAWKER IN SUNBEAM,

twin handled trophy with lid by Charles & Richard Comyns, hallmarked London 1920, engraved with BARC Brooklands emblem to one side, the other side engraved with race details 'The Fifth Lightning Long Handicap - 1st Prize - 24th May 1920', measuring 35cm high overall and weighing approximately 1,970 grams including lid.

(2)

£1,000 - 1,500
€1,100 - 1,600

This trophy was awarded to famed Australian aviator and racing driver Harry Hawker for victory in the 24th May 1920 Whitsun meeting, driving the 1919 4.9 Litre Indianapolis Sunbeam, achieving an average speed of 101.25mph in the Long Lightning Handicap race, ahead of E.H. Lees in the Vauxhall, and alongside his earlier victory in the Short Lightning Handicap race.

95

THE 1951 FRENCH GRAND PRIX LAP RECORD AWARD, ACHIEVED BY JUAN MANUEL FANGIO FOR ALFA ROMEO,

the award comprising a cast white metal relief allegorical draped female in flight, inscribed 'R. Papa' to lower right drapery, and with four single-seater race cars travelling across both arms, mounted to a wooden stand with engraved plaque 'Grand Prix d'Europe - Record du Tour - Reims - 1er Juillet 1951', and the reverse mounted with series of six national flags for Luxembourg, Belgium, Netherlands, France, Italy and Germany (some later replacements) on steel wire poles with plastic 'spear tip' finials, the whole measuring 46cm wide overall.

£5,000 - 7,000
€5,400 - 7,600

It is believed that this award was presented to the Alfa Corse Team for Fangio's Lap Record at the Reims circuit with a time of 2 mins 27.8 secs during lap 32 of the 77 lap race in the Alfa Romeo 159B 'Alfetta', having changed from his 159A after developing problems early in the race. Fangio's teammate Luigi Fagioli was ordered to swap cars at his refuelling stop, which angered him greatly, with Fangio taking over the healthy 159B and racing to victory.



96



97



98



99



100

96

A 1:20 SCALE MODEL OF THE 1959 DUTCH GRAND PRIX WINNING BRM P25,

hand finished in British Racing Green livery, depicting the car driven to Victory by Jo Bonnier, 19.5cm long, mounted on baize covered base with engraved plaque, under Perspex cover, 23 x 12 x 10cm overall.

£300 - 400

€330 - 440

97

A 1:18 SCALE MICHAEL SCHUMACHER FERRARI F2004 LIMITED EDITION DISPLAY MODEL,

by Hotwheels Racing from the Michael Schumacher Retirement Series, numbered 1275/3030, showing the Championship winning car on raised mount, 25cm long, with miniature figure of Schumacher, and mounted on a decorative base with plaques detailing successes and victories for car and driver during the 2004 record season, displayed under a wooden glazed case, 45cm wide.

£300 - 400

€330 - 440

98

A SCRATCH-BUILT MODEL OF AN ERA SINGLE-SEATER RACING VOITURETTE, BY REX HAYES,

approximately 1:15 scale, wooden body painted black, fitted with spoked wheel fitted with rear plastic tyres and front rubber tyres, and other details including brightwork and cockpit, 26cm long.

£400 - 600

€440 - 650

99

A RARE "SO-CAL STREAMLINER" SPINDIZZY BY CHARLES AND STUART HAMILL, CALIFORNIAN, 1990S,

the pylon racing car machined Duralumin chassis number 11, with streamlined alloy coachwork in upper and lower halves, held together with stainless steel screws, Hamillcar #11 was never completed or fitted with an engine, the usual choice being a Super Tiger 40, but a Dooling 29 was chosen for display purposes (loose fitted to interior), Boston 2-1 gears, McCoy wheels, 47cm long overall, together with detached tether arm and two small gears.

(4)

£500 - 700

€540 - 760

100

A MODEL OF A 1920S INDIANAPOLIS RACING CAR,

modern, shaped wooded chassis with cast alloy body, leaf 'suspension', opening louvered bonnet to glow-plug engine, drive shaft and geared steering, upholstered seat, Perspex windscreen, brass detailing, wire spoked wheels with rubber tyres, 48cm long overall, some wear, together with 4 photographs of Louis Meyer and the 1928 Indianapolis 500 winning Miller Special.

(5)

£500 - 700

€540 - 760

101 ♦♦

A 1:3 SCALE FIBREGLASS 'FERRARI F40' BODY SHELL,

cast from an original produced by Pininfarina/Ferrari for shows and main dealers to promote the new model in the late 1980's, 170cm

£1,500 - 2,500

€1,600 - 2,700



102



103



101



104



105

102 ♦

A 1:8 SCALE MODEL OF THE 1952 FERRARI F500 BY PRESENTATION MODELS OF CHESHUNT, HERTS,

limited edition 92/100, kerbside scratch-built model of the 1952 British Grand Prix winning single-seater driven by Ascari, resin body finished in Rosso Corsa and wearing race number 15, with detailed cockpit, 46cm long, mounted on engine turned metal display base with maker's plaque and further plaque with engraved dedication 'To Peter - Thank You - June 2001 - RCS', with Perspex display case and signed by the model maker under the base.

£1,000 - 1,400

€1,100 - 1,500

103

A 1:12 SCALE MODEL OF A VANWALL GRAND PRIX CAR BY MICHELE CONTI, ITALIAN,

scratchbuilt early kerbside composite model of the single-seater, finished in British Racing Green with yellow nose and wearing number 18, with rolling solid wheels fitted with rubber tyres, articulated front steering, and with chromed exhaust, bearing model maker's label to underside, some damage and loss to celluloid windscreen, 36cm long.

£1,800 - 2,500

€2,000 - 2,700

104 ♦

A 1:8 SCALE MODEL OF THE MONZA 1,000KM WINNING FERRARI 330 P4, BY PATRICE DE CONTO,

personalised kerbside model, resin body with rubber tyres, finished in Rosso Corsa race livery and wearing the number 3 and with post-race weathered effect, detailed interior and dashboard, depicting the car as driven to victory by Lorenzo Bandini and Chris Amon, 52cm long, (one windscreen wiper detached but present), mounted on a black ebonised display base with model maker's signature in silver-coloured marker and displayed under a Perspex cover, measuring 72 x 42 x 26cm overall.

£2,000 - 3,000

€2,200 - 3,300



106

105

A FINE 1:8 SCALE SCRATCH BUILT MODEL OF THE 1963 DICK PROTHEROE JAGUAR E-TYPE 'LOW DRAG' CUT 7 BY JAVAN SMITH,

a detailed and rare 1:8 scale 'kerbside' model of Jaguar E-Type, chassis number EC1001 - The Husbands Bosworth Jaguar Dealer's, fabulous E-Type Low Drag Coupe, was one of the famous three 'low Drags' of the period, the other two being the Lumsden/Sargent 49FXN and the Peter Lindner/Peter Knocker car 4868WK. Presented with a fully detailed interior and mounted, as with all Javan Smith models on a modern Perspex plinth with 'Jaguar' etched display case, 60 x 28 x 20cm overall and complete with signed and dated certificate of authenticity by the maker.

£2,200 - 2,500

€2,400 - 2,700

106

A CHILD'S CAR MODELLLED AS 'SKIFF-BODIED' 1922 ROLLS-ROYCE SILVER GHOST,

modern, capable of approximately 8mph variable speeds with both forward and reverse gears via lever stick, dual braking system with disc brakes to front wheels, supported by an 'eye' section beam axle with coil and leaf springs, steel box section chassis with rack and pinion steering, electric 24 Volt motor/transaxle is powered by 2 new Lucas 34AH gel batteries and is controlled by an intelligent 4QD brain, coachwork polished aluminium bonnet, nickel plated radiator grille with 'Spirit of Ecstasy' mascot, wooden ribbed boat-tail body clad with ply slats, carvel finish in dark mahogany, with stringing type light decking, gloss varnished, interior deep buttoned maroon leather-cloth, two-seater with front and rear compartments, Birdseye Maple veneered dashboard with dummy gauges, aero screens, opening near side door. Featuring working side and head lamps, adjustable pedal length for differing drivers from children to average adult size, 2 spare tyres in steel front wings, 300 x 12 pneumatic on wire spoked wheels. Overall length 2400 x width 900 x height 900.

£5,500 - 7,500

€6,000 - 8,200



107

107

A COLLECTION OF SEVEN ALFA ROMEO P2 CLOCKWORK TINPLATE TOYS BY CIJ, FRENCH, MID-1920S-30S,

produced by Compagnie Industrielle du Jouet and modelled on the successful 1924 racing car designed by Vittorio Jano, each with spoked wheels with rubber tyres, drum brakes, shock absorbers and wearing race number 2 with clover motif, wire mesh grille, starting handle, filler and radiator caps, comprising:

Early Type 1 version, mid 1920s - with smooth unbranded rubber tyres, repainted in maroon, spring operated front steering, with Excelsior shock absorbers.

Type 2 version, circa 1929 - with treaded 'Michelin' tyres, finished in blue national colours for France, clockwork currently operational.

Type 2 version, circa 1929 - with treaded 'Michelin' tyres, finished in white national colours for Germany, clockwork currently operational.

Type 2 version, circa 1929 - with treaded 'Michelin' tyres, finished in red national colours for Italy, clockwork currently operational.

Type 2 version, circa 1929 - with treaded 'Michelin' tyres, finished in silver national colours for Germany, CIJ maker's stamp to underside, clockwork currently operational.

Type 2 version, circa 1929 - with treaded 'Michelin' tyres, finished in pale green, clockwork currently operational.

Type 2 version, circa 1929 - fitted with 'Type 3' large tread unbranded tyres, and with front headlamps, finished in cream and blue race livery with race number 2 in red, maker's label to underside, offered together with a set of four 'Type 2' spare wheels fitted with 'Michelin' tyres, and offered with modern reproduction blue carton box with reproduction label to lid.

Each model approximately 52cm long, in playworn conditions with some wear and scratches commensurate with age, each complete with later dummy 'driver' for display, the collection offered together with two original and three reproduction keys and two modern replacement leather bonnet straps.

(7)

£15,000 - 20,000

€16,000 - 22,000

108

A RARE CASED ELECTRICALLY-POWERED MASERATI-TYPE RACING CAR BY DOMO OF ITALY, CIRCA 1949,

sheet and cast metal construction, based upon the Maserati Tipo 4CL single-seat race car, 42cm long, marked under the base 'Matric N.AT4/00151' and other maker's marks, finished in Rosso Corsa paintwork (some minor loss of paint to nose), rubber tyres, lacking windscreen and front fender, but complete with driver with felt clothing and ceramic head, fitted with control lead and 5-pin plug connecting to control box/transformer (110/220V) with steering wheel and forward/reverse lever, and flex wiring fitted with UK plug, the set offered with aluminium tethering pole, stand (one leg missing), two pulleys, and other accessories including 'Autocorsa TC' illustrated instruction booklet (English text), and spare Italian plug, contained in original hinged wooden case, 72cm wide, with original Domo straw padding cushions.

£3,000 - 4,000

€3,300 - 4,400



108

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.



(detail)

(detail)

111

109 ♦♦

A FLYING SCALE MODEL OF A SUPERMARINE SPITFIRE MK IXC,

balsa wood construction with vinyl skin in D-Day Invasion Stripe camouflage, modelled as JE-J aircraft number MK392 as flown by Johnnie Johnson, fitted with battery powered engine, with access panel to top of engine cowl, flight control solenoids, and wiring, 122cm wingspan, battery not included together with "Quartet" after Gerald Coulson, giclee print on canvas board depicting a formation of RAF Spitfires from 66 Squadron on patrol during the summer of 1940, 30 x 40cm, framed.

(2)

£300 - 400

€330 - 440

110 ♦♦

A WOODEN TWO-BLADED PROPELLER TO FIT A BLACKBURN CIRRUS MAJOR III ENGINE, 1930S,

laminated construction, the hub stamped DRG. Z6011/3, D.6.75 P 4.51 86655, brass cover to leading edge of each blade, 206cm diameter, slight loss to trailing edge at tips, weathered.

£800 - 1,200

€870 - 1,300

111 ♦♦♦

A WORLD WAR 1 FOUR BLADED WOODEN PROPELLER BY LOCKRAFT & WESTCOTT LTD FOR 70HP RENAULT NO 10 AREO ENGINE, PRE-1916,

the hub stamped T 1453 Lockraft & Westcott Ltd, 70Hp Renault, NO104, with two embossed acceptance inspection stamps and blade numbers 1 to 4 on reverse face of blades, Company insignia transfer logos on each blade, light weight five plank laminated and doweled mahogany, with clear varnish finish, 276cm diameter.

£2,200 - 2,800

€2,400 - 3,000

The two rows of 5 no. 5mm dowels equidistant along all 4 blades is of interest, as the practice of dowing the laminations was discontinued sometime in 1915 when it was discovered that it gave no appreciable extra strength to the blades. The presence of dowels does however give a useful indication of the date and identification of the propeller. Based upon available information the propeller could either have been used on an early version of the Royal Aircraft Establishment B.E.2c or possibly R.E.1. two seat multi use aircraft.



110

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.

112

UK VEHICLE REGISTRATION NUMBER '99 ON'

held on V750 Certificate of Entitlement, expires
28 September 2026.

£6,000 - 8,000

€6,600 - 8,800



112

113

UK VEHICLE REGISTRATION NUMBER '5 OON'

held on V778 Retention Certificate, expires 17
June 2030.

£8,000 - 12,000

€8,800 - 13,000



113

114

UK VEHICLE REGISTRATION NUMBER '2 TAE'

held on V778 Retention Certificate, expires 13
February 2026.

£15,000 - 18,000

€16,000 - 20,000



114

115

UK VEHICLE REGISTRATION NUMBER 'RR 3'

held on V778 Retention Document, expires 29
April 2025.

£80,000 - 120,000

€88,000 - 130,000



115

116 - 200

No Lots

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.

Motor Cars

Section I - Lots 201 - 272

1pm

Further images of each lot can be found at:
bonhams.com/26117



1960 MGA FIA COMPETITION ROADSTER

Registration no. 696 CLL

Chassis no. GHN/91842

- *Built and raced by the late Ron Cody*
- *Successfully campaigned in the Equipe GTS series*
- *1,950cc B-Series engine (178bhp)*
- *Restored in 2015 and 2020*



A successful outing for three EX182 pre-production prototypes at the Le Mans 24 Hours Race in 1955 provided perfect pre-launch publicity for MG's new sports car. Conceived as a replacement for the traditional T-Series MGs and launched in 1955, the MGA combined a rigid chassis with the Austin-designed, 1,489cc engine that had first appeared in the ZA Magnette. The overhead valve B-Series unit produced 68bhp (later 72bhp) at 5,500rpm on twin SU carburettors. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

This FIA-specification MGA competition roadster was built and raced by the late Ron Cody and has competed in a number of race series over a period of approximately 20 years. During this time the car saw many victories in the Equipe GTS race series.

This success led Ron to build, restore and race-prepare cars for other competitors to the same high standard, his engines being both very quick and reliable. Since the car last competed it has undergone a significant restoration, receiving a new livery of Rosso Corsa with Old English White striping. Most of the rebuild was carried out in 2015 with further works in 2020.

This MGA is powered by a 1,950cc B-Series engine producing 178bhp, notable features of which include an Arrow steel billet crankshaft; Carrillo con-rods; Burgess (special development) cylinder head; Piper (special development) camshaft; and a Weber 48DCO/SP carburettor. Other noteworthy features of this highly developed car include an MGB close-ratio gearbox; Quaife limited-slip differential; alloy front wings; new radiator with thermostatic fan; new electrical switches; new lighting wiring; and up-rated suspension incorporating Koni telescopic dampers. Requiring little more than an FIA date-compliant seat and harness to complete it, '696 CLL' is eligible for numerous race series in its current specification but can easily be modified for other purposes if so required.

£14,000 - 20,000**€15,000 - 22,000****No Reserve**

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C.1958 ALBATROSS CONTINENTAL MKI SPEEDBOAT

Serial no. 1087

- Historic British aluminium-hulled speedboat
- Rebuilt Coventry Climax engine
- Refurbished 2014/2015 by Albatross Marine
- Used sparingly



Throughout the 1950s and 1960s, Albatross Marine of St Olaves, Norfolk built aeronautically engineered, aluminium-hulled powerboats with classic lines and automotive power units. They were designed by Archie Peace, who, together with fellow engineer Peter Hives (son of Rolls-Royce chairman, Lord Hives) had co-founded the firm in the late 1940s. Designed around 1949/1950, the first Albatross was built from aluminium, a material available in great abundance following the end of WW2, and used Peace's novel method of riveted construction.

The two-seater prototype weighed a mere 160lb (72kg) and was powered by the ubiquitous Ford 1,172cc sidevalve engine as found in many sports car 'specials' of the period. Promoted in Mediterranean waters by the newly recruited Bruce Campbell, the Albatross was soon in demand from wealthy socialites. They were popular for water skiing and racing, and were adored by celebrities, royalty, and boating enthusiasts alike. Customers included Brigitte Bardot, Aristotle Onassis, Prince Rainier of Monaco, Grace Kelly, George Formby, Jon Pertwee, and Prince Constantine of Greece, while in 1955 Prince Philip was given an Albatross by the Aluminium Development Association.

The firm expanded into a second, larger building and in 1957 introduced a four-seater model: the 15' 3" Continental. By this time Albatross was offering the Coventry Climax racing engine as an alternative power unit. The latter was a marinised version of the '1220' (actually 1,216cc) FWE power unit developed for the Lotus Elite sports car, and with one of these installed the Albatross's pulling power and speed was greatly increased, the two-seater being good for over 50mph. Sadly, Archie Peace contracted multiple sclerosis, and with Messrs Hives and Campbell departed, the original Albatross Marine closed in 1966.

The company was revived in the 21st Century to help keep these historic craft alive, and has been responsible for refurbishing '1087' for the current owner. Carried out during 2014/2015, these works included the installation of a freshly built Coventry Climax engine, and rewiring the electrics (bills on file). Since then the Albatross had been used sparingly for around one week each year and is presented in commensurately good condition.

£13,000 - 15,000
€14,000 - 16,000

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 carburettors 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

€38,000 - 49,000

1957 AUSTIN HEALEY 100/6 CONVERTIBLE WITH HARDTOP

Registration no. TLM 578
Chassis no. BN4-0-31508

- *First of the six-cylinder 'Big Healeys'*
- *Described as in generally good condition*
- *Hardtop needs repainting*
- *Present ownership since 2010*



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

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

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

This Austin-Healey 100/6 has belonged to the lady vendor since August 2010. Finished in two-tone red over white with white-piped red interior, the car is described by the owner as in generally good condition, although we are advised that the hardtop need repainting. Accompanying documentation consists of an old-style V5 registration document, two MoTs (most recent expired 2013) and a quantity of expired tax discs. The car comes complete with an owner's manual, tool kit, and spare wheel.

£30,000 - 40,000
€33,000 - 44,000

1933 RILEY 9HP 'BROOKLANDS SPECIAL'

Registration no. UJ 2482

Chassis no. 6023934

- Based on a Riley Nine chassis
- Professionally restored 2013/2014 by Brooklands EngineCraft
- Brooklands BodyCraft aluminium coachwork
- VSCC logbook



"The designs of the Nine were completed in 1925 and after a thorough road-testing programme which covered England, Scotland, Wales, Ireland and the Alps, the car was announced to the world. Within a year, it had earned the reputation 'The Wonder car'." – David G Styles, Riley: As Old As The Industry.

First introduced in 1926, Percy Riley's 9hp, 1,087cc, twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Looking to all intents and purposes like a twin-overhead-camshaft design, the Nine's cross-flow cylinder head featured hemispherical combustion chambers and valves inclined at an included angle of 90 degrees. The twin gear-driven camshafts were mounted high in the block, operating the valves via short pushrods. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. Their success in 1,100cc class racing at Brooklands led to the introduction of a production version, the Speed Model, which soon became known as the Brooklands Nine.

Numerous World Speed Records and famous class victories at Brooklands, Shelsley Walsh, the RAC Tourist Trophy, and Le Mans followed, while outright wins were secured at the Ulster TT and the JCC 1,000 Miles Race at Brooklands in 1932. Six-cylinder Brooklands and MPH models followed, and from these Riley developed the next of its 9hp four-cylinder sports cars: the Imp.

This Riley 'Brooklands Special' was restored mechanically (chassis, engine, transmission, electrics, etc) in 2013/2014 by pre-war Riley specialists Brooklands EngineCraft of Chippenham, Wiltshire. The car was fitted with an aluminium two-seater body built by Brooklands BodyCraft while the seats were re-trimmed using the original leather. A VSCC logbook was issued in 2014, and the following year the Riley competed in the Brooklands Double Twelve and was an entrant in the Circuit des Remparts concours in Angoulême. A relatively affordable entry into VSCC competitions, this expertly well-executed Riley 'Brooklands Special' is offered with V5C Registration Certificate.

£45,000 - 55,000**€49,000 - 60,000**

1935 ROLLS-ROYCE 20/25 OPEN TOURER

Registration no. KS 8969

Chassis no. GBJ38

- *Originally a Hooper limousine*
- *Open tourer body designed by Osmond Rivers of Hooper & Co*
- *Restored and re-bodied in the mid/late 1960s*
- *Single family ownership from 1966 to 2018*



First registered on 1st November 1935, this Rolls-Royce 20/25 was purchased by previous owner Sydney Creamer, of the eponymous Kensington-based Jaguar agency, from Mr D J Petty of the Manor House, Welwyn, Hertfordshire on 25th April 1966 for the sum of £175. Writing in June 2002 (document on file) he related: "It was then fitted with its original and very heavy Hooper limousine body. The purchase was fortunate because of the quality of the fittings in the body, such as the door furniture, radiator, headlamps, etc, all of which could be used to benefit the restoration of the car.

"I was introduced to Mr Osmond Rivers, who had started life as an apprentice at Hooper Motor Bodies Ltd and during the course of his career had risen to be Managing Director and Chief Designer for the company. I knew the style of the body I had in mind and made some sketches and proposed them to Mr Rivers. He offered to design a body for me of the style I had described, providing I allowed him to see through the making of the body.

"Osmond Rivers examined the limousine body... and advised me to dispose of the main part of the body but retain the base or platform. This was in good order and of course it fitted the chassis perfectly and would form the basis of the new coachwork. I finished the restoration of the chassis and the body was duly built by me under the direction of Mr Rivers.

The only difficulty encountered was at the end when it came to adjusting brakes and the carburettor. These were carried out by the Rolls-Royce Service Department at Hyde Road on instructions of Mr Ron Heynes, who advised swift action as the only person left in his department capable of accurately adjusting the brakes was retiring at the end of the month. At the same time, they attended to the carburettor.

"Amongst all the bills that I have today is that of Mr Rivers for designing the body... and seeing me through the making of it. The sum? 25 guineas, or £26. When the car was finished I gave it to my wife Joan as a wedding anniversary present. She still owns it and I am the unpaid chauffeur."

The current vendor inherited the Rolls-Royce from Mrs Joan Creamer upon her death in 2018. Seemingly unused for several years, the car will require re-commissioning before returning to the road. Correspondence between Messrs Creamer and Osmond Rivers is on file together with a selection of photographs, an old-style continuation logbook, and a current V5C Registration Certificate.

£27,000 - 34,000**€29,000 - 37,000**

1965 PORSCHE 356C COUPÉ 'OUTLAW'

Registration no. RHR 445C

Chassis no. 131232

- Customised in 'Outlaw' style in the USA
- Imported from Southern California in 2015
- 1,883cc tuned engine



In Southern California in the 1950s a movement emerged dedicated to customising the Porsche 356, one such variant being known as the 'Outlaw'. It is believed that the first 'Outlaw 356' was created in 1957 by Dean Jeffries, who wanted to showcase his abilities as a custom car builder. As well as working as a custom car designer and fabricator, Los Angeles-based Jeffries became famous as a stuntman and stunt coordinator for motion pictures and television programmes.

This Porsche 356C 'Outlaw' was imported into the UK in early 2015. It is understood that restoration works were carried out in 2009 by Hamilton Classics, a small Texas-based restoration company that has specialised in restoring the 356 model since the late 1960s. Rebuilt in 2013, the engine has been upgraded with an LN Engineering Nickies big bore kit and now displaces 1,883cc, with further top-end and crankshaft work and a full flow oil filter. Induction is by Weber carburetors and exhaust gases are expelled through a Bursch extractor system with a street silencer. The four-wheel disc brakes are fitted with dual circuits, and the brake callipers have been rebuilt and the brake master cylinder replaced. The interior has been re-trimmed, including the headlining and German-weave carpet, while other noteworthy features include Lexan side windows; re-upholstered custom 911RS race-style seats; three-point harnesses; a MoMo Prototipo steering wheel; aluminium floorboards; and a dead pedal.

On the car's arrival into the UK, the paintwork was found to have suffered from the Californian sun and was repainted to a high standard as can be seen today. On strip down, the Porsche was found to be remarkably free of corrosion, as one would expect from a Southern Californian car, while the boot, doors, bonnet and A-posts were found to have the correct chassis number stamped on them. Finished in silver with grey stripes, and rolling on genuine 1971 Fuchs wheels, this car not only looks wonderful but also has drive to match.

Accompanying documentation includes sundry bills; a photographic record of the 2013 engine rebuild; a V5C registration Certificate; a letter from Porsche Cars Great Britain Ltd; and a Porsche Certificate of Authenticity. In recent years, the car has completed three European tours and is described by the vendor as very reliable. These 'Outlaw' Porsches are rarely seen outside the USA and this magnificent example represents an exciting opportunity for the European collector.

£40,000 - 50,000**€44,000 - 54,000**

C.1962 LAND ROVER SERIES IIA 109" SAS MILITARY 4X4

Registration no. 10 FG 61 (British Army)
Chassis no. 25113989D

- Built to British Army specification for use by the SAS
- Outstandingly original condition
- Retains most of its original equipment apart from the weapons
- Purchased from marque specialists Dare Britannia Ltd in Washington State
- Believed only 1 of 20 remaining



Armed forces the world over have been buying the Land Rover since its earliest days, and its chassis plate identifies this military version as a 'Truck, General Service, SAS, ¾ Ton, 4x4, Rover II'. It is painted and equipped for desert operations and would have been supplied, as the chassis plate confirms, to the British Army's elite SAS (Special Air Service).

Provided by the British Army's REME (Royal Electrical and Mechanical Engineers), this vehicle's formidable specification included armament, pyrotechnics, navigation and camping equipment. The armament consisted of two general-purpose machine guns, a Carl Gustav (anti-tank) weapon, two self-loading rifles, three compartment grenade holders, four sets or three smoke dischargers and a signal pistol. Navigation equipment would have included a sun compass, magnetic compass and a theodolite. Communication equipment consisted of Type A43 and A123 radios.

Extended vehicle operating range was provided for by two 40-gallon auxiliary fuel tanks. Seats were provided for a commander, driver, and rear gunner, with two additional seats above the rear wheelarches. The suspension was strengthened by fitting heavy-duty springs and shock absorbers. Guards were fitted to both differential housings, and the wheels were shod with large-section sand-tread tyres.

The steering was modified by fitting a cylindrical hydraulic steering damper between the left-hand chassis member and a clamp on the steering drag link. Curiously, the Data Summary does not mention the engine, which was the 2.2-litre petrol unit, as seen in this example.

Although details of this Land Rover's military career are not known, the SAS saw service in the Dhofar Rebellion (Omani Civil War) of 1963 to 1976 and in the Aden Emergency of 1963 to 1967. Both of these conflicts would have required a vehicle in desert warfare specification like this example.

'10 FG 21' appears to have been preserved in remarkably original condition, complete with most of its military equipment apart from the weapons, although the machine gun mounts and smoke dischargers are still in place. This ex-SAS Land Rover was purchased from marque specialist Charles Kellogg III's Dare Britannia Ltd in Washington State in July 2018 and shipped back to the UK. It is not known when it left military service or how long it had been in the USA. Purchase paperwork is on file.

There is no shortage of military Land Rovers, but original examples with this one's pedigree and unique specification are rarely offered for sale. A not-to-be-missed opportunity for the discerning military vehicle collector.

£38,000 - 45,000
€41,000 - 49,000

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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

€220,000 - 330,000



1959 ASTON MARTIN DB4 SERIES I SPORTS SALOON

Registration no. XLE 46

Chassis no. DB4/148/R

- *Rare 'first of the breed' Series 1 example*
- *Celebrated first owner and continuous provenance*
- *Matching chassis and engine numbers*
- *Original registration number and colour scheme*
- *Offered at No Reserve*



A much sought-after 'Series 1' example, chassis number '148/R' was sold new to Richard Gordon Ltd of South Audley St, London finished in Pacific Blue with Blue Grey Connolly leather interior. Richard Gordon was the pen name of Gordon Ostlere, a noted surgeon and anaesthetist, who also wrote the immensely popular 'Doctor...' series of comic novels and their television, movie and stage adaptations, commencing with 'Doctor in the House' (1952). Registered 'XLE 46', the DB4 was delivered to Gordon Ostlere on 26th September 1959 from Brooklands Garage, London. In an accompanying letter he recalls 'showing it off' at Pinewood Studios. Unfortunately, nothing is known of the second owner, Mrs B J Smith of Burgess Hill, Sussex.

In 1967 the Aston was bought by its third owner, Mr Robin C McKinney of Lisburn, County Antrim, Northern Ireland, who was President of the Ulster Automobile Club for many years. Fourth owner Mr Malcolm MacGregor of Belfast, Northern Ireland bought the car in 1968. A long time AMOC and Ulster Automobile Club member, Malcolm MacGregor competed with the DB4 in numerous events, including the Spelga Pass Hill Climb (2nd) and the Soyn Fin Hill Climb (1st), both in 1968. As the period photograph on file shows, this also included 'XLE 46' being used as the course car for the Circuit of Ireland Rally.

In the early 1970s the Aston was bought by its fifth owner, Mr Roy Jones of Wickham Bishops, Essex, who had worked for the Aston Martin works racing team (article on file). Roy Jones was an engine builder working on the very successful DB3S and DBR1 racing engines, and later put his knowledge and expertise to good use when rebuilding and tuning the DB4's engine, which he describes in an accompanying letter.

Joint sixth owners brothers Stephen and Jeffery Archer (sons of much loved AMOC stalwart Alan) bought the DB4 in 1978 and kept the car for some three years before it was sold in August 1981 to Julian Rosser, a keen Aston Martin enthusiast and for many years the AMOC area representative for South Wales. He had a considerable amount of restoration work carried out on the car, the majority of which was undertaken by Jack Moss of Four Ashes Garage (invoices and correspondence are on file).



The next (eighth) owner (a Mr Sparkes) bought 'XLE 46' in September 1994 and would become its custodian of longest standing, cherishing the Aston until 2019, a period of 25 years. The accompanying history file contains the purchase agreement from when Mr Sparkes bought the car in 1994 together with his correspondence with previous owners.

Undertaken by 22GT Racing in December 2019 and R S Williams in March 2020, the most recent works included extensive servicing; new front and rear windscreens and associated trim; miscellaneous chassis work; boot trim; cosmetic enhancement; and a gearbox rebuild, collectively totalling a little under £17,000.

The current odometer reading is 36,603 miles, representing a total of circa 136,603 covered from new. Its last serious restoration having been undertaken some 30 years ago, 'XLE 46' naturally shows some signs of age, with some external marks and a delightfully patinated interior.

'XLE 46' is offered with a very comprehensive and well-ordered lever-arch file containing the instruction book; the V5C registration document; a copy of the original build sheet; assorted correspondence; current MoT (expires March 2021); many past MoTs (earliest 1981); many invoices mostly covering servicing and parts supply (chiefly from the Rosser/Sparkes ownership period 1981-2019, but the earliest dated 1978).

In full roadworthy condition, this is a car that can be used and enjoyed 'as is', or improved upon as and when the fortunate buyer chooses. It is also one of the rarest of Aston Martin's Touring-styled Superleggera sports saloons, being the 48th of only 150 'Series 1' DB4s built.

This delightful example is worthy of close inspection – not least as it is offered without reserve – and a welcome addition to any collection.

£250,000 - 350,000

€270,000 - 380,000

No Reserve

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**£54,000 - 65,000****No Reserve**

212

1952 CHEVROLET STYLELINE DELUXE COUPÉ

Coachwork by Fisher

Registration no. XBV 961

Chassis no. 0R0772604F54Y

- Fully prepared for endurance rallying by RPS
- In excess of £160,000 spent
- Completed in 2019
- Ready to rally



America's best-selling auto maker at the time, Chevrolet re-organised its line-up for 1949, rationalising the range into two Series - Special (basic) and Deluxe - both of which featured Styleline (notchback) and Fleetline (fastback) body styles. This distinction would last until the end of the '52 season, when the fastback model was dropped altogether along with the 'Styleline' name. Chevrolet's sole power unit at this time was the famous 'stovebolt', 216.5ci (3,549cc) overhead-valve six. The latter had continued unchanged for many years prior to the introduction of GM's Powerglide two-speed automatic transmission in 1951, when a 235.5ci (3.9-litre) version became available.

For the Styleline's final year there were no fewer than six different body styles offered in Deluxe form, the Convertible, priced at \$2,113, being the most expensive after the Station Wagon. The disappearance of the Styleline/Fleetline at the end of 1952 marked the end of an all too brief period when Chevrolet produced some of America's most elegant cars, a fact reflected in their increasing popularity with collectors. This is a rare opportunity to own a fully specified, ready-to-rally Chevrolet in excellent condition.

The current owner (a veteran Peking-Paris entrant) has spent in excess of £160,000 with Rally Preparation Services (RPS) to make this car a true contender (all bills available). Completed to the highest of standards in 2019, the rebuild included a complete restoration of the bodyshell; full rebuilds of the engine and gearbox; under-sealing floors and fitting internal sound deadening; complete braking system overhaul, with new master cylinder, linings and drums; and fitting up-rated suspension front and rear.

The full specification is too long to list here but does include:

RPS hand-crafted wiring loom
Up-rated Dynator and starter motor
Cockpit Vision tachometer and speedometer
Separate 90-litre and 60-litre fuel tanks with separate gauges
Oil pressure and water temperature gauges
Fenton manifolds
Up-rated air filters
Silver Top Fuel Pump competition kit, including inline filters
Avanti 18" rally map light
Monit rally trip meter
Corbeau leather bucket seats with TRS four-point harnesses
Fire extinguisher

Ready to rally, this fully specified Chevrolet is offered with a V5C registration Certificate and the aforementioned restoration invoices.

£50,000 - 70,000

€54,000 - 76,000

No Reserve

213

NO LOT

214

1992 PORSCHE 911 TYPE 964 CARRERA 2 9M11ST CONVERSION BY NINEMEISTER

Registration no. NLT 63L

Chassis no. WP0ZZZ96ZNS400562

- Unique creation commissioned by the current owner
- A Type 964 re-imagined in the style of a pre-1972 911
- Built between 2017 and 2019
- Circa 566 miles since completion
- Immaculate condition



This unique Porsche creation is the work of '9m', UK-based marque specialist Ninemeister's custom build department. With decades of experience to call upon, 9m's team of engineers, bodywork artisans, and paintwork and interior specialists undertakes bespoke commissions from clients across the world to create their perfect Porsche 911. In this case, the owner's brief was to combine the best of modern-era Porsche 911 technology with the understated looks of the classic original of the pre-1972 'pre-impact bumper' era.

The basis of this car is a 1992 Carrera 2 Type 964, purchased in 2017 especially for this project, the larger bodyshell of which had to undergo major surgery to achieve the proportions of the early 911S/911T and accept the earlier parts. The front end panels required were sourced from Porsche Classic Genuine Parts, those used being the early slam panel and 'long' bonnet of the 1972 911 and front wings of the 1973 Carrera RS 2.7. Of course, this kind of adaptation is much easier said than done, and it is worthwhile noting that each of the custom-made wheelarches took a week of workshop time before it was ready to fit. Indeed, this no-expense-spared build took 400 hours for fabrication, a further 600 for paintwork (Sapphire Blue metallic, introduced on the Type 993), and another 300 for final assembly. And then there were the mechanicals to attend to...

Not merely content with transforming the 964's looks, the owner also wanted increased performance, and so 9m enlarged the engine from 3.6 to 3.8 litres using Carrera RS Type 993 cylinders and pistons, and fitted their own CNC-machined cylinder heads and Carrera RS Type 993 camshafts. The result is a maximum power output of 325bhp (up from the stock 964's 250 horsepower) with no reduction in dependability and keeping the car suitable for everyday use. The stock transmission has been up-rated accordingly, incorporating a lightweight RS flywheel and clutch, and a 9m Wavetrack torque-sensing limited-slip differential.

On the chassis side, the bodyshell was seam-welded (like all 9m's cars) and the suspension bushes up-rated with Type 964 RS components. KW Variant 3 adjustable dampers were fitted all round together with custom-made Fuchs-style 16" alloy wheels, the rears carried on 9m's own narrow axle. The braking too has been up-rated using Type 993 components including the master cylinder and servo, with Brembo radial-mount callipers at the front and Brembo four-pot callipers at the rear. Inside, the excellent Type 964 cabin was left mostly original apart from a re-trim in black leather and fitting a MoMo Prototipo steering wheel, Ninemeister retro dials, and a Porsche Classic Radio Navigation System.



The Type 964's standard power steering and anti-lock brakes were retained, while the wiring harness was greatly simplified, with all extraneous sections deleted. As one would expect, this unique Porsche comes fully equipped with a space-saver spare wheel; tyre pump; Porsche tool roll and jack; spare bulb and fuse kit; and a document wallet and service book (new). An appropriate age-related (1972/1973) registration completes the picture.

On the project's conclusion in 2019, Ninemeister's managing director Colin Belton declared it the best 911 his company had ever built. A full account of the conversion was published in GT Porsche magazine's November 2019 edition. A copy of the article is available and the car also comes with a detailed listing of its outstanding specification (perusal recommended). Circa 566 miles have been covered since the build and this wonderfully re-imagined Porsche 911 is presented in effectively 'as new' condition.

£80,000 - 140,000

€87,000 - 150,000

No Reserve



215 N

1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/10535/RCA

- *Cosmetically restored in the 1990s*
- *In Germany for the last 10 years*
- *German registration papers*
- *TÜV valid to 2021*
- *Automatic transmission*



"Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph." - *Autocar*, 8 July 1971.

Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

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.

An automatic transmission model, this original right-hand drive Aston Martin V8 has resided in Germany for the last 10 years in the hands of only two owners, as recorded in its German Zulassungsbescheinigung Teil II. The vendor, who owns a well-known classic car restoration company, bought the Aston Martin many years ago from its first German owner. A lover of the Aston Martin marque, he has driven the car sparingly, covering only a nominal mileage over the years.

However, having everything on hand to service it properly, the vendor describes the car as in very good condition mechanically and cosmetically excellent both inside and out. Offered with German historic registration papers and a clean TÜV to 2021, this classic Aston Martin can be registered and enjoyed without delay. (The AMOC Register records the UK registration as 'VPR 337L').

£70,000 - 80,000

£76,000 - 87,000

216

Ex-Herbert Stenger

1990 FICHTEL & SACHS-BMW GROUP C3 SPORTS PROTOTYPE

Chassis no. C3 ES 902

- One-off sports prototype
- Professionally restored in 2008
- New BMW engine and Hewland gearbox
- Race ready and 'on the button'
- Eligible for various historic sports car events and series



This one-off Group C3 sports prototype was built by the famous German automotive components manufacturer Fichtel & Sachs for renowned European Mountain Champion, Herbert Stenger. Stenger had commenced his hill climb racing career back in the late 1960s using self-tuned and prepared Ford Escorts and Capris.

Equipe Stenger's cars proved highly effective in Herbert's skilled hands, winning the European Hill Climb Championship (Group 1 division) in 1978 with a Ford Escort RS and in 1982 (Group 5 division) with a Zakspeed-tuned Ford Capri Turbo (ex-Harald Ertl). When the rules changed in the mid-1980s he switched to racing open sports prototypes. Over the succeeding decades Herbert Stenger would win countless events on his way to numerous additional European and German championships, cementing his reputation as one of the finest hill climb racers of all time.

Professionally restored in 2008 with no expense spared, the ex-Stenger C3 racer is fitted with a new BMW 3.2-litre six-cylinder M3 S54 engine and a new Hewland DG300 gearbox, while the chassis and dampers were placed on an alignment jig at Fichtel & Sachs and accurately measured and adjusted. For many years the ex-Stenger C3 prototype has belonged to a German privateer racer, continuing its successful career, and we are informed that it achieves lap times on a par with those of current Deutsche Tourenwagen Masters (DTM) racers, thanks in no small measure to the accurate chassis set-up. More importantly, the car always finishes its races and has never been involved in any accidents.

Race ready, 'on the button' and shod with new Avon racing tyres, this unique car is suitable for many Fahrergemeinschaft Historischer Rennsport (FHR) 100-mile races and other prestigious events, and as such represents a relatively affordable entry into the world of international historic sports car racing. The car is offered with an ONS Wagen Pass.

£70,000 - 80,000

€76,000 - 87,000

1929 AUSTIN SEVEN ULSTER REPLICA

Registration no. KP 3807

Chassis no. 134035

- *Present family ownership since 1993*
- *Restored 1993-1995*
- *Pressure-fed Phoenix crankshaft; close-ratio gearbox*
- *Circa 3,000 miles since engine rebuild*
- *VSCC Eligibility Form*



The vendor purchased this Ulster replica in 1993 from a Norman Peter Ridpath, who described it as having 'all the right bits'. The car seemed to go well and the chassis was in excellent condition, but the Ulster-style sports bodywork was tatty and required extensive repairs prior to being repainted. The car was completely dismantled and everything renewed/ repaired as necessary.

The 'right bits' included an original Sports bowed front axle; excellent 5.25:1 ratio rear axle; an original Ulster Sports steering box (very hard to find these days); a close-ratio gearbox with Eltos remote change; and nice original instruments: speedometer, rev counter, clock, etc. The brakes are linked so that although the braking is not brilliant, the car does pull up very well and straight.

The engine now incorporates a Phoenix pressure-fed 1&5/16" crankshaft and con-rods with shell bearings and an up-rated oil pump (50psi steady when hot). Oversize pistons and a re-profiled road/race camshaft (Pigsty Engineering) were added together with oversize valves (Mini Cooper) and the high-compression Ruby cylinder head. The sump is high-capacity type (Barlow) and the engine is fully balanced and smooth. It has a 1¼" inch SU carburettor for improved performance and reliability.

The engine is good for over 6,000 revs and the Seven once did 75mph. We are advised by the vendor that the car is a little over geared on the 19" wheels (good for touring) but on 15" wheels is very quick and has performed well on more than one occasion at Prescott. Sets of 15", 17" and 19" wheels are included, all new as are 2 new seat squabs. (The car comes on its 19" 'Austin' scroll wheels.) Some 3,000 miles have been covered since the engine was rebuilt and the Seven is said to be very reliable, never missing a beat and with no knocks or rattles. The exhaust note is sublime.

Accompanying documentation consists of an old-style green logbook (issued 1973); VSCC Registration & Eligibility Form; a V5C Registration Certificate; and Brewster Mudie Ltd's invoice of September 2020 for overhauling the rear axle and cleaning/adjusting the carburettor.

£18,000 - 25,000
€20,000 - 27,000

1959 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 959 UYO

Chassis no. 9500100

- Landmark Mercedes-Benz sports car
- Left-hand drive
- Appealing colour combination
- Described as in generally very good condition



"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, which was cleverly styled along the lines of its more costly sibling. 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 carburettors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). With its four-speed all-synchromesh gearbox, servo-assisted hydraulic drum brakes, and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The fact that the 190 SL's ride was more boulevard than sporting 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.

Offered here is a very attractively finished left-hand drive example, whose body, ivory paintwork and exterior trim is described by the vendor as in very good condition, while the red leather interior is rated as very good throughout. The engine is said to start and run very well, and the running gear likewise is reported to be very good.

£70,000 - 80,000

€76,000 - 87,000

1953 ASTON MARTIN DB2/4 SPORTS SALOON

Coachwork by Mulliners of Birmingham

Registration no. LOU 222

Chassis no. LML/539

- Engine replaced by the factory in 1959
- Professionally restored by Wren Classics 1999-2002
- Present ownership since 1999
- Extensively campaigned



With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

"This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute," reported The Motor. "The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage."

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed. Equipped with latter, the DB2/4 was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car.

Production of the first-series DB2/4 (latterly known as the 'Mark I') lasted from October 1953 to October 1955 with chassis numbers running from 'LML/501' to 'LML/1065', a total of 565 cars.

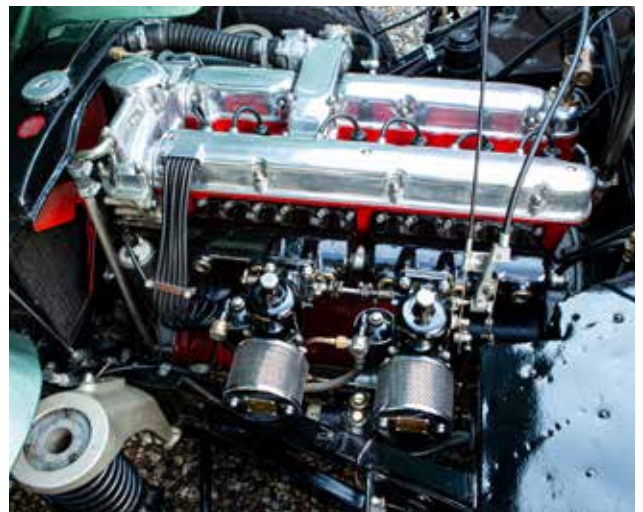
According to the Aston Martin guarantee form (copy on file), this DB2/4 was delivered on 27th November 1953 to its first owner, one T A W Harper of Moretonhampstead, Devon. The original colour scheme was Sea Green with beige Connolly leather interior, while the original UK registration was 'LOU 222'. Heavy-duty 'shockers' were specified. The guarantee form also records that, in addition to repairs and services, a replacement engine was fitted in July 1959, while the second owner is listed as Radio Rentals Ltd and the third as R Brisker & Sons Ltd (from May 1956). Also on file is a copy of an old-style continuation logbook (issued December 1957) listing a further four owners after the Briskers: Major H Martindale (1962); W B Ross (1964); J F Forster (1965); and Robert Alan Robinson (1966). The current owner bought 'LOU 222' from Robert Robinson's daughter, Miss J M Robinson, in 1999.



In a dismantled state when purchased, the Aston was then restored to original specification by Wren Classics, Dorset between 1999 and 2002. To say that 'LOU 222' has been extensively and enthusiastically campaigned since then would be a gross understatement, as evidenced by a list of excursions undertaken and events attended between 2002 and 2019 running to almost four A4 pages - over 120 entries in total! On its first outing in May 2002, to the AMOC Spring Concours, the DB2/4 came 1st in the Feltham Class, a feat it has since repeated three times among many other concours awards. The car's last such outing was to the Bentley Drivers Club's Centenary celebrations at Blenheim Palace in September 2019. Some 36,000 miles have been covered since the restoration.

Described by the private vendor as in excellent condition throughout, the Aston benefits from the sensible upgrades of an electric cooling fan, electric power steering (concealed), an aluminium fuel tank, and twin exhausts, the latter being a factory option when new. A well-sorted DB2/4 of proven reliability, this exceptional example is offered with a V5C Registration Certificate, MoT to 2021, and the aforementioned historical paperwork.

£180,000 - 220,000
€200,000 - 240,000



220 N

1968 PORSCHE 911S 2.0-LITRE TARGA COUPÉ

Registration no. not UK registered

Chassis no. 119310317

- One of 614 made for 1969
- Full matching numbers
- Restored in 2005
- Registered in Spain



The first of countless up-grades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. Introduced on the 1969 range, the extension of the wheelbase by 57mm represented the first major revision of the original 911 design. Production of these 'B Programme' cars, as they are known, began in August 1968, their introduction coinciding with the adoption of Bosch mechanical fuel injection on the 'Normal' and 'S' models. The latter now had 170bhp on tap, which was good enough for a top speed of 220km/h.

Two years after the coupé's introduction in 1964, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian Targa Florio - had become available. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot when not in use. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

The car offered here is one of only 614 Porsche 911S Targas completed for the 1969 model year, the chassis number sequence being '119310001'-'119310614'. The year 1969 is one of the most significant in the development of the early 911, as it ushered in a lengthened chassis and Bosch mechanical fuel injection (on the 911S) as part of the 'B-programme'. A fully matching numbers example, this Porsche has spent all its life in the Mediterranean area and has had only three owners from new, all in Spain. Restored in 2005, it has been expertly maintained by a Porsche specialist in Barcelona and is described by the private vendor as in very good condition throughout, benefiting from a rebuilt engine. Seats upholstered in 'Pepita' fabric are the only notified deviation from factory specification.

Registered in Spain, the car is offered with a Porsche Certificate of Authenticity; restoration invoices; valid technical control; and a Club Porsche Spain dating certificate. A rare opportunity to acquire this rare and most sought after 911S Targa model.

£90,000 - 140,000

€98,000 - 150,000

221

1971 FIAT DINO 2400 COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. BRM 831J

Chassis no. 135BC0004792

- Sourced from Italy
- Professionally restored 2013-2015
- Restoration fully documented
- Most recent service in early 2020



In the mid-1960s, Ferrari needed a 2.0-litre production-based engine for the new Formula 2, conceiving the mid-engined Dino to provide the necessary basis. Faced with the daunting task of building 500 units per annum to meet the homologation requirements, Ferrari turned to FIAT for assistance, the resulting agreement for the latter to build the Dino's four-cam V6 engine leading to a spin-off model for FIAT.

Launched in Pininfarina-bodied Spider form at the 1966 Turin Show, the FIAT Dino carried its 2.0-litre, 160bhp engine ahead of the driver in conventional manner and was notable as the first FIAT to employ four overhead camshafts and a limited-slip differential as standard. Steel bodied, the newcomer employed a FIAT five-speed gearbox and featured independent front suspension by means of wishbones and coil springs, a live rear axle and disc brakes all round. A longer-wheelbase Coupé model with Bertone coachwork appeared the following year, and in 1969 the V6 engine's capacity was increased to 2,418cc; a ZF gearbox and FIAT 130-type trailing-arm independent rear suspension being adopted at the same time. Power went up to 180bhp (DIN) at 6,600rpm.

Styling changes were few: in the Spider's case being confined to a new front grille, rubber centre strips in the bumpers, and different wheel centres, while the interior benefited from improved switch gear and a carpeted boot. A stylish conveyance for four, the FIAT Dino raced to 100km/h (62mph) in around 8 seconds and could reach 210km/h (130mph) while making all the right Ferrari-esque noises. Production ceased in 1972.

Sourced via an Italy-based Dino specialist for a UK owner, this 2.4-litre example comes with a comprehensive folder of documentation including details of its restoration in 2013-2015 (photographs, invoices, full report, etc). Since its arrival in the UK in 2015, the car has been overhauled by Dino specialists 24Hundred and brought up to UK road standards; it was last serviced by them early in 2020 and is MoT'd to February 2021. Finished in its original livery of Azzurro Metallizzato, the car is described by the vendor as in very good condition throughout, with part original/part restored interior. Noteworthy features include a wiper motor cover, battery cover, and tool roll, and the car also comes with two sets of keys and a V5C document.

£55,000 - 65,000

€60,000 - 71,000

222

Offered from the estate of the late John Surtees, CBE

1957 BMW 503 3.2-LITRE CABRIOLET

Registration no. BEE 46

Chassis no. 69141

- One of only 138 cabriolets made
- One of only three right-hand drive examples
- First registered to AFN Ltd for Mrs Aldington
- Two owners from new
- Restored while in John Surtees' ownership



"It was evident that the factory had yet another classic in its own time as they had with the 328 two decades earlier. The wholly individual coupé or convertible was a true follower of the 328 traditions... one of the very few non-Italian body designs to be assured of classic status from the 'fifties...' - Sloniger and Von Fersen on the BMW 503, *German High Performance Cars, 1894-1965*.

At the end of WW2, BMW was in a much worse state than Mercedes-Benz in Stuttgart because one of its major plants – the old Dixi works at Eisenach in Saxony – was within the Russian Zone and would soon be cut off from the West behind the 'Iron Curtain'. Nevertheless, manufacture of what would later be called 'EMW' cars recommenced at Eisenach under Russian control almost as soon as hostilities ceased. BMW's Munich factory though, had been badly damaged by Allied bombing and for the next few years a much-reduced workforce struggled on producing household utensils, agricultural machinery, bicycles and railway brake sets. It would be 1948 before deliveries of BMW motorcycles restarted and another four years before the first true BMW car of the post-war era emerged. BMW recommenced car production in 1952 with the introduction of the 501 luxury saloon, a strange choice for an impoverished country still recovering from the ravages of war. The 501 had been announced in 1951 and first appeared with a development of the company's pre-war six-cylinder engine before gaining a much needed performance boost, in the form of a 2.6-litre V8, in 1954.

Designed by Alfred Böning, this new power unit had been inspired by American V8s but was constructed of aluminium alloy rather than cast iron. Towards the end of 1955 a 3.2-litre version was introduced and the big saloon's model designation changed to '502'.

Clearly, this new state-of-the-art V8 had considerable potential as a sports car engine. Sales Director Hanns Grewenig had been pressing for a V8-engined sports car for some time but it was not until Mercedes-Benz introduced the 300 SL that the project was given the green light. BMW was encouraged by Austrian-born entrepreneur Max Hoffman, at that time the US importer of various European makes, who knew just the man to style the car: Count Albrecht von Goertz, an independent industrial designer who had worked for the legendary Raymond Loewy on the latter's trend-setting Studebakers. Designer of everything from fountain pens to furniture, Goertz had never before styled an entire car and would not work for BMW again until the 1980s, by which time he had produced another classic of automobile styling: the Datsun 240Z. Goertz was commissioned to produce two different designs, both of which debuted in prototype form at the Frankfurt Auto Show towards the end of 1955. The more conservative of the two – the 503 – retained the 502 saloon's 2,834mm wheelbase chassis, suspension and centrally mounted, column-change gearbox, while the 507 was built on a much shorter wheelbase, which necessitated attaching the gearbox directly to the engine. (The Series II 503 – introduced in 1957 – used the 507-type engine/transmission arrangement complete with floor-mounted change).



As installed in the alloy-bodied 503, the 3.2-litre V8 produced 140bhp, which was good enough for a top speed of 118mph (190km/h). With its long bonnet, 2+2 seating and generously sized boot, the 503 looked every inch the elegant Grande Routière. Even Pinin Farina was impressed, declaring it to be the most beautiful car in the show. Had the 507 not debuted at the same time, it would no doubt have also been the most memorable. Expensive and exclusive, the 503 was built both as a closed coupé and a cabriolet, only 206 of the former and 138 of the latter being delivered between 1956 and 1960.

BMW's high-performance, V8-engined cars of the 1950s attracted a small but discerning clientele, including some very well known names from the motor sporting world. The example offered here belonged to the late John Surtees, four-time motorcycling World Champion in the 500cc class and Formula 1 World Champion in 1964. The car was registered to him on 6th August 1992 and is offered for sale now directly from the Surtees family. In an undated document on file, John states that his car was built specially for Mrs Aldington of the eponymous family that owned AFN Ltd, which had arisen from the old Frazer Nash company in 1926. One of only six right-hand drive BMW 503s made, of which three were cabriolets, chassis number '69141' was first registered to AFN Ltd, Falcon Works, Isleworth on 19th September 1957. This car's rather special registration, 'BEE 46', is a reference to Mrs Aldington's gynaecologist (a Dr Bee) who was allowed to use the car.

AFN had been BMW importers since the 1930s and in 1953 began importing Porsches, becoming the official importer for Great Britain in 1956. This arrangement lasted until 1965 when Porsche Cars Great Britain was formed. Aldington family members remained on the board of this company until John Aldington sold out to Porsche in 1987.

In John Surtees' own words: "When Porsche purchased the AFN facilities one of the assets they still had was the 503. A friend of mine, who was well aware of my keen interest in BMWs, phoned me to say they had something that was ideal for me. I purchased the car and fortunately it was in very sound condition having just been stored at the back of the workshop. Working with some people well versed in German car restoration I restored the car to a condition that satisfied me. It looks superb, runs likewise and everything that was original works including the foldaway roof operated by an hydraulic pump."

Additional documentation consists of details of works carried out during John Surtees' ownership and a V5C Registration Certificate in his name recording AFN Ltd as the first owner.

A rare right-hand drive example of an exclusive limited edition model, this beautiful BMW 503 Cabriolet has the unique cachet of belonging to the only man to have been World Champion on both two and four wheels.

£220,000 - 260,000
£240,000 - 290,000

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

2008 BENTLEY AZURE CONVERTIBLE

Registration no. BA08 JCB

Chassis no. SCBDC48H29CH13767

- Two owners
- Present ownership since January 2013
- 23,000 miles from new
- Bentley service history



Bentley Motors' owners since 1998, Volkswagen kept the existing Continental R-based Azure convertible in production until 2003 but delayed introducing its successor for a further three years. Production of the new Azure thus began for the 2006 model year. On this occasion the Azure was based on the more modern Arnage platform. The latter had been built in two forms: Green Label (with BMW power) and Red Label with the long-running Rolls-Royce/Bentley 6.75-litre pushrod V8.

A legacy of the Rolls-Royce/Bentley takeover battle with BMW, Volkswagen's use of a rival manufacturer's engines could only be a temporary measure, and so future models would use the 'old' Bentley V8, suitably up-rated with twin turbochargers for the new Azure convertible. As well as the twin turbochargers, replacing the single unit used previously, this venerable engine was extensively reworked, Bentley claiming that more than half the parts were new. In this form it produced 450bhp and a mighty 645lb/ft of torque, while a new ZF six-speed automatic transmission fed this abundance of power to the rear wheels.

Bentley claimed a 0-60mph (0-97km/h) acceleration time of 5.6 seconds and a top speed of 168mph (270 km/h), slightly faster than the previous model and still excellent for a vehicle of its size and weight. "In a word, wonderful," was how *Autocar* magazine greeted the new Azure, which was also reckoned "notably better for the new gearbox. Overall, it's amazing how much difference a decent auto 'box can make."

Only its second owner in 12 years, the current vendor bought this Azure from Bentley Cardiff on 8th January 2013, since when all servicing has been undertaken by Bentley Sevenoaks and more recently by Bentley Bristol (bills on file). In September 2016 this car's fine quality was recognised at the Windsor Castle Concours of Elegance with the award of the Bentley Trophy (included in the sale). It should be noted that the odometer was changed at 4,000 miles and that the current odometer reading is 19,000 miles, making the distance travelled since new some 23,000 miles. Finished in Silver Lake with off-white leather interior, this immaculate Azure Convertible is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history.

£90,000 - 110,000**€98,000 - 120,000**

224 N

1997 ASTON MARTIN V8 VOLANTE LWB

Registration no. not UK registered

Chassis no. SCFDAM2C5WBR89005

- One of only 64 LWB Volantes made
- Automatic transmission
- Extensively refurbished between 2005 and 2012
- 30,819 miles from new
- Registered in Germany



Premiered at the London Motor Show in October 1998 was one of the most elegant of modern day Aston Martins: the long-wheelbase Volante convertible. Built on a wheelbase not shared with any other V8 Aston, this longer Volante benefited from a 200mm stretch that increased rear passenger legroom and luggage space. The last production Volantes built at Newport Pagnell, these cars came with a quoted 354bhp on tap; the factory claimed a 0-60mph time of 6.2 seconds and a top speed of over 150mph, making the LWB Volante one of the world's fastest soft-tops. Given the £169,500 asking price, it is perhaps not surprising that by the time production of Aston Martin's long-running V8 ceased in 2000, only 64 of these exclusive, last-of-the-line Volantes had been built compared with 234 of the standard shorter-wheelbase version.

This automatic transmission LWB Volante was first registered on 24th January 1998. There are nine invoices on file issued between December 2005 and May 2012, during which period the car underwent a complete repair and maintenance programme covering the engine, transmission, steering, front suspension, brakes, wheels/tyres, chassis, exhaust, bodywork, interior and electrics. As a result, the Volante was in outstanding condition when it was acquired on 30th June 2012 by the next owner, the odometer reading at that time being circa 26,000 miles.

The current owner purchased the car at Bonhams' sale at Aston Martin Works in May 2014 (Lot 215) at which time the recorded mileage was circa 27,000. At that time the car was described as in generally excellent condition in every respect and capable of use as an everyday commuter. Since its acquisition in 2014 the car has only been used for holiday driving, covering fewer than 4,000 miles over the last six years (the current odometer reading is 30,819 miles). During that time it has been continuously registered for road use and undergone the technical examination by the German TÜV every two years. The last check was in November 2019 and is valid until 2021. The only expenditure required has been on routine servicing and maintenance, and no problems have been experienced with the car, which has been stored in a heated garage when not in use.

Previously registered as 'R173 WWO' in the UK, the Aston comes with the original Virage Volante manual as well as an instruction booklet for the integrated stereo and satellite navigation system. Accompanying documentation consists of the aforementioned invoices and German registration papers. A rare modern Aston Martin destined for future collectible classic status.

£85,000 - 95,000
€93,000 - 100,000

225

1938 LAGONDA V12 'LE MANS'-STYLE SPORTS TOURER

Registration no. EXE 588

Chassis no. 16015

- One of only 189 Lagonda V12s made
- Originally a saloon
- Replacement engine
- Modified to short-chassis 'Le Mans' specification
- Professionally restored in the 2000s
- Little used since completion



"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.

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 of all types had been built before the coming of WW2 prematurely 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.



That 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 3rd place with Lords Selsdon and Waleran 4th. Had a less conservative race strategy been employed, then either might have won.

The Lagonda V12 was built in three wheelbase lengths – short, medium and long – and this car left the factory on 5th May 1938 as a medium chassis fitted with saloon coachwork. Many years later, in 1957, 'EXE 588' was bought by Donald Overy, a well-known Lagonda Club member and rallyist who needed a sports car for hill climbs. Donald decided to shorten the chassis to 9' 10" and replace the heavy saloon body with an open four-seat tourer, painted bright red (his other Lagondas were red) while at the same time changing the engine. The replacement engine (number '14112') has lands (flanges) between the crankshaft journals so that the con-rods do not touch. 'EXE' performed well in VSCC hill climbs and other events in the 1960s.

The current vendor bought the Lagonda from Donald Overy in 1985 and put the car into storage for several years while marriage and family life took precedence, necessarily slowing the process of restoration. In 1994 it was decided to fit a two-seater Le Mans-style body and this job was entrusted to Dick Brockman of South Stoke, Goring-on-Thames. After this the chassis was stripped and refurbished to Le Mans specification. Mel Cranmer (a well-known Lagonda V12 expert) rebuilt the engine, gearbox, and running gear circa 2005 and the car was on the road again in 2012. 'EXE' went on to win the Lagonda Concours for LG6 and V12 cars in 2014.

We are advised by the private vendor that 'EXE' has hardly been used since the restoration's completion and runs very well. Accompanying documentation includes an original old-style logbook; a V5C Registration Certificate; a current MoT; and a detailed breakdown of the restoration works undertaken and modifications incorporated.

W O Bentley's Lagonda V12 is one of the most sophisticated, attractive, and exclusive cars of the pre-war era and this example, modified to the highly desirable 'Le Mans' specification, is an opportunity not to be missed.

£190,000 - 240,000
£210,000 - 260,000

226

The 1956 Earls Court Motor Show

1956 BENTLEY S1 CONTINENTAL COUPÉ

Coachwork by Park Ward

Registration no. 433 STD

Chassis no. BC44BG

- *Known ownership history*
- *Exceptionally well documented*
- *Restored in 2010*
- *Offered from an important UK private collection*



Described by *Autocar* as, “A new stage in the evolution of the post-war Bentley”, the magnificent Continental sports saloon has been synonymous with effortless high-speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Eulogising about Bentley's new ‘S’ Series cars, introduced in April 1955, *Autocar* wrote, “the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists”.

Later, in October that same year, the Bentley Continental became available on the ‘S’ chassis. “It brings Bentley back to the forefront of the world's fastest cars,” *Autocar* said of the H J Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day. The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

The Continental version came with a shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car; the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish. Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd.

The 1956 Earls Court Motor Show car, chassis number ‘BC44BG’ was first registered to Bowmarker Ltd as ‘TGO 207’. Photocopy chassis cards and an original Rolls-Royce and Bentley sales brochure are on file. On 22nd April 1957 the Bentley changed ownership, passing to a Mr Melling, and on 9th July 1958 became the property of Frank Arden. Next owner J Rubin acquired the Continental on 3rd November 1960, and some four years later the car passed to a Mr Felix Furlonger of London, who would own it until the late 1990s/2000.



One of the three accompanying history files contains documentation dating from the 1960s and 1970s. This includes original 1964 correspondence from H J Mulliner Park Ward Ltd to Mr Furlonger confirming they have found a suitable Park Ward Continental, to which they were proposing to have a Webasto roof fitted. Enclosed with the correspondence is an original Webasto sales brochure. Also on file is H J Mulliner Park Ward's original delivery note to Mr Furlonger dated 9th March 1964 confirming his delivery and receipt of the car. There is also a vast amount of correspondence between Mr Furlonger, Bentley Motors, R S Mead Ltd, Jack Barclay, H R Owen, and the Bentley Drivers Club together with extensive service records throughout the 1960s/1970s and a number of MoT test certificates. Indeed, this car has one of the most complete early service histories we have ever seen.

The extensive service history continues into the 1980s in the second file. Still in Mr Furlonger's ownership, the car was maintained mainly by the highly regarded Bentley and Rolls-Royce expert Peter Fischer, followed by Hofmann and Mountfort Ltd/Hofmann's of Henley, and Frank Dale & Stepsons (from 1990). Photographs confirm the car was used for and entered in a wide variety of Rolls-Royce and Bentley events, and it featured on the front cover of the Rolls-Royce Enthusiasts' Club bulletin of March/April 1997 (copy on file). In the late 1990s the car was maintained by Haines & Hall. There is documentation on file up to 1997.

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.

There is then have a short gap in the Bentley's history before it reappears in 2001 in the ownership of a Mr Ingrey, who had the car maintained by P & A Wood until 2010. The Continental was then the subject of an extensive restoration. Photographs of the work are on file together with numerous invoices totalling over £47,000. Works included a professional bare metal respray in stunning Steel Blue. The interior leather was reconnolized and it received new carpets including the boot and headlining by renowned trimmers County Coachtrimmers of Maldon in 2017 (bills on file). The car given a complete service mechanically. Since then the car has formed part of a significant collection of motor cars and motorcycles in Essex. The vendor has now decided to live abroad on a permanent basis, which is the only reason for sale.

Less numerous than the H J Mulliner version, with a believed only 45 examples produced the Park Ward-bodied Bentley S1 Continental is a relatively rare variant of an already exclusive car; and this fine example, benefiting from an extensive restoration, is worthy of the closest inspection.

£195,000 - 295,000

€210,000 - 320,000

227

Lancia England's demonstrator and press car

1957 LANCIA AURELIA B20 GT 6TH-SERIES COUPÉ

Coachwork by Pinin Farina

Registration no. 5 LME

Chassis no. B20 3857

- One of only 25 right-hand drive UK-market cars
- Restored in Italy
- FIA papers
- Most recent service in May 2019 by Thornley Kelham
- Mille Miglia eligible



Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WW2 with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts.

An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing-arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph. Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-litre works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence.

A rare UK-delivered model with Nardi floor shift, '3857' boasts the desirable attributes of matching numbers, few owners, low mileage and full history. This car is one of only 25 B20s imported by Lancia England Ltd and was first registered to them as '5 LME' on 2nd July 1957 according to the original buff logbook, which lists a further seven owners up to 1969. A letter on file from Lancia to one of the previous owners, Ugo Barone, states that the original colour scheme was grey with matching cloth interior.



'5 LME' served as Lancia England's demonstrator and press car, featuring in *Autocar*'s road test report of 8th November 1957 (copy on file). According to *Autocar*: "The Lancia Aurelia Gran Turismo 2500 is of wide academic interest, not only to the sporting fraternity but also to all who can appreciate fine machinery and enterprising design, even when it may be priced beyond their grasp." And at £3,346 including UK purchase tax, the B20 GT was more expensive than the contemporary Aston Martin DB Mark III and thus well out of the reach of all but the wealthiest of enthusiasts. *Autocar* concluded its test of '5 LME' by stating: "In appearance it is classically stylish without need of ornament, and the general standard of finish, of both bodywork and mechanical components, is almost beyond criticism; without doubt it is one of the most desirable sporting cars of the decade." The Lancia Aurelia B20 GT has remained so ever since.

Documentation on file shows that '3857' was sold to the aforementioned Ugo Barone by one Ernest Gibbs of Hampshire in July 1992, by which time the car had been reregistered as 'VUV 453'. Mr Barone then had the Lancia comprehensively restored, as evidenced by numerous work-in-progress photographs on file. Copy ACI paperwork shows that the car was registered to Mr Barone on 8th August 2005.

The Lancia was subsequently owned in the UK by Anthony Brazzo of Essex (from 2008). The original registration was retrieved and the Aurelia despatched to renowned marque specialists Omicron Engineering for extensive re-commissioning and fault rectification at a cost of £5,423 (see detailed bill dated December 2008 on file). The Aurelia was then sold to Dennis Mahoney of Surrey, who entered the car in the Mille Miglia in 2010, co-driving with Rick Hall. It passed to next owner Richard Wills in January 2013.

Offered for sale by a prominent private collector, the car was treated to a major service at Thornley Kelham in May 2019 and comes with TK's service booklet. The comprehensive two-part history file also contains a copy instruction book; photocopied literature; a quantity of expired MoTs; a FIVA Identity Card; HTP papers (Period E: 1947-1961; FIA Class: GTS6); and the aforementioned historical documentation.

Representing a rare opportunity to purchase an Aurelia B20 GT of the very highest quality, '5 LME' ticks all the boxes and is eligible for many of the most prestigious historic motoring events.

£170,000 - 180,000
€190,000 - 200,000

1997 BENTLEY CONTINENTAL T COUPÉ

Registration no. R101 VLT

Chassis no. ZCBZU23C7VCH53467

- Two owners from new
- Present ownership since 2000
- Circa 10,000 miles in the last 10 years
- 27,689 miles from new



Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers. The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeo 1.8s the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tyre-shredding 5.8 seconds on its way to a (governor limited) top speed of 156mph. Equally eye-watering was the price: £220,312 at time of launch.

This Continental T was purchased from the original owner by the current vendor in 2000, and in the 20 years since has covered approximately 10,000 miles (see expired MoTs on file). Garaged throughout the vendor's ownership, the car has not been involved in any accidents or been damaged, and has no known faults. Maintained by Lillywhite Bros in Emsworth, Hampshire and described by the private vendor as 'believed good' in every respect, this increasingly collectible modern Bentley is offered with MoT to July 2021, a V5C Registration Certificate, and the aforementioned expired MoT certificates verifying the recorded mileage of 27,689.

£60,000 - 80,000

£65,000 - 87,000

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-axles; 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**€120,000 - 140,000**

230 N

1924 VAUXHALL 30-98 OE-TYPE VELOX TOURER

Registration no. not UK registered

Chassis no. OE 188

- *Delivered new to Australia*
- *An older restoration*
- *Present ownership since 2007*
- *Extensively campaigned*
- *Registered in Germany*



This is a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car which could run rings around 3-Litre Bentleys on cross-country journeys.

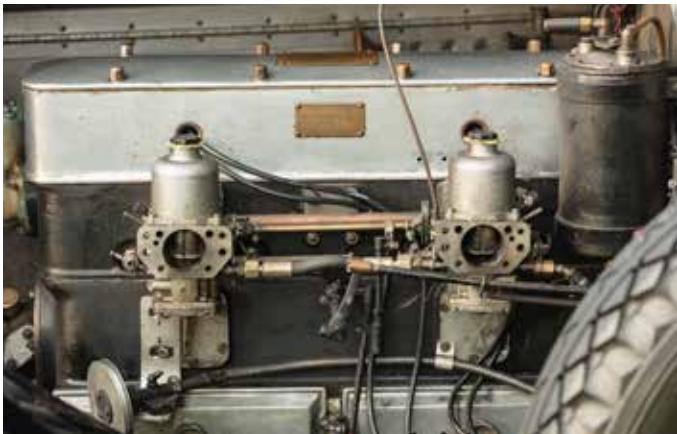
Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed; there was then a slight hiatus before its successor, the overhead-valve 'OE', commenced delivery in early 1923. Despite a reduction in capacity to 4.2 litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.

The OE was not to gain front-wheel brakes until late 1923, when a cable system was introduced. This was operated, along with the transmission brake, by the foot pedal. Hydraulic actuation of the front-wheel and transmission brakes was adopted in 1926. By the time the final batch of OE chassis had been completed in early 1927, there were few customers for the 30-98, the antiquity of the design telling against it when compared to the more refined competition from Bentley and Sunbeam.

Total production of OEs numbered 312 cars. While some may argue that the E-Type was the last of the totally Pomeroy-designed cars, and is therefore for the purists, it is the OE that has become more sought after by enthusiasts over the years.

While the early history of 'OE 188' is not fully documented, the deep cut-out in the body has provided Australian historians with a clue as to the car's early history. The cut-out and the shape of the wings suggest that this is the car originally owned by F A Parles, a chemist from Campsie, New South Wales. The owner of the local theatre, Parles was a well-known personality in Campsie, and his efforts with Vauxhall 30-98s made him famous among local Vauxhall protagonists.

Entered in local speed events, Parles' cars were piloted by notable local drivers including J J O'Rourke and 'Wizard Smith': the former a garage owner who also had some success racing Bugattis of the period. The Parles-entered Vauxhall (or possibly Vauxhalls) were recognised as serious competitors. Perhaps the most notable performance of a 'Parles' Vauxhall was at the Gerringong Beach speed trials on the 9th May 1925 where O'Rourke piloted the 30-98 to win the 12-mile event and set the fastest time of any car in the heats. Period photographs of the 'Parles Vauxhall' taken while competing on a trial show a deep cut-out in the coachwork on the driver's side, although this is not featured on the image of the Parles car at Gerringong Beach in May 1925.



It is quite possible that Parles further modified 'OE 188' at a later date. Sadly this information has been lost in the mists of time. What is clear is that 'OE 188' is one of a handful of matching-numbers Vauxhall 30/98s around the world that has in-period competition history. 'OE 188' is featured in Nic Portway's definitive book on the marque: Vauxhall 30-98, the Finest of Sporting Cars (pages 112, 114, 115 and 224) which confirms that the car was delivered to Australia with engine number 'OE 182'.

In the early 1970s 'OE 188', was purchased by Gunnar Sundell, father of the preceding owner, together with around five other Vauxhalls, from New South Wales Vauxhall guru, Ron Grant. Initially four were sold and two were retained: an E-Type 30-98 and this car. 'OE 188' was in a very sorry state when acquired and had never been restored. A deal was struck between Gunnar Sundell and Russ Herbert: in return for a 'parts car' (now known as 'Black Bess') Russ Herbert agreed to restore 'OE 188' for Gunnar Sundell. The original mechanical parts of the car together with the wings, bulkhead, bonnet, radiator, etc were restored and a new Velox-style body constructed to replace the worn-out original. The original body from 'OE 188' was later fitted to 'Black Bess'.

The current vendor purchased the Vauxhall at Bonhams & Goodman's sale at Melbourne, Victoria in December 2007, since when it has been used extensively on non-competitive touring rallies, some of which have been entered on numerous occasions. These include the Alpes Retro in southern France; Rally Mont Joly around Mont Blanc in the Chamonix area of France; Transappenninica in Italy; Gstaad Rally in Switzerland; Alpenfahrt in Germany/Austria/Italy; and the FIVA rallies in Slovakia and Poland.

Registered in Germany, the car has been kept in a heated garage when not in use and has a current German TÜV. Described by the private vendor as mechanically and cosmetically in good condition, 'OE 188' represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

£200,000 - 250,000
€220,000 - 270,000

231

2016 MILLER RACING SPECIAL RE-CREATION 'THE CRAFTSMAN'

Registration no. UN 7132

Chassis no. H8900

- *Unique tribute to Harry Miller*
- *Built by Lamb Engineering*
- *4.3-litre Ford V8 'flat head' engine*
- *Completed circa 2018*
- *Circa 200 miles since built*



This unique tribute to the Indianapolis racers built by the great Harry Miller in the 1920s/1930s is the work of Lamb Engineering of South Newton, Salisbury, a company well known in the motorcycle world for producing world class custom machines. For the last four years the Lamb team has been devoted to building its 'Harry Miller Indy Tribute Car', known as 'The Craftsman', to honour Miller and his associates Leo Goossen and Fred Offenhauser.

Born in 1875, Harry Miller worked for the Yale Automobile Company and then as a race mechanic at Oldsmobile before setting up shop as a carburettor manufacturer in Los Angeles. Self-taught and once described as 'a genius rather than an engineer', he was soon involved in racing again, relying on his draftsman Leo Goossen and shop foreman Fred Offenhauser to bring his advanced concepts to reality. First of these was the Miller straight-eight engine, a state-of-the-art design featuring twin overhead camshafts and four valves per cylinder. Installed in a Duesenberg chassis, it brought Miller his first Indianapolis 500 victory in 1922 with Jimmy Murphy driving. Following Duesenberg's lead, Miller adopted supercharging and progressed to building complete cars, some with front-wheel drive transmission. Between 1923 and 1928, Miller cars accounted for over 80% of the Indianapolis 500 entries. By 1939, cars powered by Miller engines had won at the 'The Brickyard' on 12 occasions, which included seven consecutive victories between 1927 and 1934.



Harry Miller had gone bankrupt in 1933 and his company was purchased by Fred Offenhauser. He then formed a partnership with automobile entrepreneur Preston Tucker, setting up Miller & Tucker Inc in 1935 to build racing cars. The fledgling firm's first commission was from the Ford Motor Company, which wanted to showcase its new 'flat head' V8 engine on the racetrack. Five cars were built for the Indy 500 and all retired with steering box failure caused by the boxes being mounted too close to the exhaust, a fault that surely would have been cured had there been more time for development. These Ford-powered Millers had proved competitive in qualifying and later ran successfully in the hands of privateers.

Although inspired by Miller's Ford V8 racers, this car is by no means meant to be a replica, as Lamb Engineering wanted to combine modern design with old-school thinking. For example: the rear dampers are friction plates from a Honda but fitted with small hydraulic cylinders to make adjustments, while the speedometer was designed by Mike Wilkins for Lamb using Nixie tubes, which were used in aircraft in the 1950s and '60s. All the bodywork is aluminium alloy (of 1.5mm thickness) and the front axle, brakes, hubs, etc have all been made in-house. Miller was well known for its front-wheel and four-wheel drive racing cars, and although this car is rear-wheel driven, Lamb designed a geared Watts linkage for the front axle as a nod towards Miller's FWD designs.

The steel chassis has a 108" wheelbase and rolls on 18" Bentley wheels, while the rear axle is from a Volvo. Powering this wonderful creation is a 4.3-litre Ford V8 'flat head' engine built around an over-bored original 24-stud block and incorporating various performance components including a stroked crankshaft, high-lift camshaft, gas-flowed ports, etc. The gearbox is a five-speed manual.

Built with no expense spared rather than to a fixed budget, the Miller project consumed at least 4,000 hours and Lamb Engineering can be proud of their achievement in showing off old-world craftsmanship at its very best. Finished a couple of years ago and road registered, this unique vehicle never fails to pull an appreciative crowd wherever it goes. Only some 200 miles have been covered since the build was completed and the Miller is presented in commensurately excellent condition.

£120,000 - 160,000

£130,000 - 170,000

232 N

1964 LOTUS ELAN 26R HARDTOP COUPÉ TO FIA SPECIFICATION

Registration no. not registered

Chassis no. 26/3926

- *Rebuilt in 2017*
- *New Tony Thomson chassis and body*
- *Present ownership since 2017*
- *Only two races since restoration*
- *Eligible for many prestigious events such as Le Mans Classic, Spa 6 Hours, etc*



An Elite-type glassfibre monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman devised a simple but effective steel backbone frame for the company's new Elan sports car. Launched in October 1962, the Elan was available as a complete car or a kit at reduced price. Suspension was independent all round with unequal-length wishbones at the front, with a wide-based lower wishbone and modified Chapman Strut, as used in Lotus Grand Prix cars, at the rear. Triumph Vitesse rack-and-pinion steering was used and there were Girling disc brakes all round. The Elan's engine was a highly modified 1,498cc (later 1,558cc) Ford Cortina unit incorporating Lotus's own twin-camshaft cylinder head, and both the gearbox and differential came from Ford. Introduced in November 1964, the Series 2 featured numerous detail styling changes and improved brakes.

As one would expect, given its background and specification, the Elan proved to be a highly capable circuit racer. Capitalising on the numerous successes achieved by privately entered cars, Lotus introduced their own version - the '26R' - in 1964. A stiffened chassis, up-rated suspension, wider wheels, lightweight coachwork, and a BRM-built engine were among the many features distinguishing the 26R from its road-going counterparts.

Some of the top Grand Prix drivers of the day were associated with the Elan 26R including Jim Clark, Jackie Stewart, Jochen Rindt, Stirling Moss, and Jackie Oliver. In UK club racing its foremost exponent was John Miles, who won every race at the Goodwood Easter meeting in 1966 driving a Willment-entered example. The factory's record keeping was less than perfect and it is not known for certain how many 26Rs were produced, the official figures being 52 1st-series cars and 45 Series 2. Approximately 30 genuine examples are known to survive, as well as numerous racers built to 26R specification, such as the example offered here.

The vendor advises us that the 1st-series car was restored in 2017 and incorporates a new Tony Thomson chassis and body. The car was purchased in 2017 from a Portuguese driver who in his final year of ownership raced in Portugal, Spain, and at the Nürburgring in Germany. While in the vendor's hands the Elan has only completed two races in Spain and some tests. A competitive car and potential class winner in the right hands, this Elan is eligible for a wide variety of historic sports car championships as well as prestigious events like the Le Mans Classic, Spa 6 Hours, Silverstone Classic, Zandvoort Historic Grand Prix, Copenhagen Historic Grand Prix, Angoulême Circuit des Remparts, etc.

£40,000 - 60,000

€44,000 - 65,000

233

Property of Lorina McLaughlin, President of the British Women Racing Drivers Club

2001 RENAULT CLIO SPORT V6 HATCHBACK

Registration no. X929 OFC

Chassis no. VF1C61A0623966

- Renault UK press car
- Driven by Jenson Button at Goodwood and Monaco
- Present ownership since 2012
- Circa 58,000 miles from new
- Recently re-commissioned with no expense spared



A press launch car, this Renault Clio Sport V6 was first seen in 2001 when Jenson Button drove it up the hill at the Goodwood Festival of Speed. There is a video of Jenson online where he 'donuts' it at the top of the hill and gets told off by one of the marshals! Renault then loaned the Clio to Jenson, who took the car to Monaco where it featured in a photo-shoot for a Renault Magazine article (summer 2001 edition, copy available). Jenson is pictured driving the Clio through the famous Monaco tunnel and describes how he would lap the circuit in his Benetton-Renault Formula 1 car.

Present owner Lorina McLaughlin, President of the British Women Racing Drivers Club, fell in love with this car when she saw it at the first ever Chris Evans Car Fest South event in 2012, having been invited there to demonstrate her ex-Michael Schumacher Benetton F1 car. Known as 'Queen of the Hill' at Goodwood on account of her numerous wins there, Lorina was, coincidentally, at the Festival of Speed in 2001 in her ex-James Hunt McLaren M23 F1 car at the same time as Jenson Button was driving the Clio. She purchased the Clio on 26th August 2012, since when it has been SORN'd and kept in the family's collection.

This Clio is an early right-hand drive production model and, being a Renault UK press car, carries a special registration number. It also retains its original factory VIN plate, unlike later cars that have a UK-specific one. Over the past 12 months the Clio has had a serious amount of money spent on it to return to tip-top condition (details available). A considerable amount of work has been carried out, some of it undertaken by the UK's leading V6 specialists SG Motorsport. This included replacing cam belts and ancillary belts; brake rebuild with new discs, pads and callipers; a full set of recommended Michelin tyres; and a new water pump, drive shaft, engine mount, spark plugs, and ignition coils, etc.

Finished in silver with blue interior, 'X929 OFC' has covered only some 58,000 miles from new and is described by the lady vendor as in good condition throughout. MoT'd until December 2020, it comes with sundry bills, a V5C document, and a copy of the aforementioned magazine article.

As their numbers have decreased over time this hottest of 'hot hatches' has become increasingly collectible, and none more so than this ex-Renault press car with its unique history.

£38,000 - 42,000
€42,000 - 46,000

234

1984 JAGUAR XJ13 RE-CREATION BY TWR REPLICAS

Coachwork by Shapecraft

Registration no. 542 FGA

Chassis no. SAJJNACC7CC116203

- Professionally built evocation of Jaguar's legendary one-off sports prototype
- All-aluminium bodywork
- 6.0-litre rebuilt Jaguar V12 engine (360bhp)
- Completed in 2019
- 'Brand new' throughout



Constructed in 1965/66, the original XJ13 sports prototype had been intended to spearhead Jaguar's return to Le Mans where the Coventry firm had triumphed on five occasions in the 1950s, but development was protracted and by the time it ran for the first time in March 1967, the car was already outclassed. The prototype was extensively tested that year at the MIRA proving ground, lapping at 161.6mph, an impressive achievement that earned a entry in the Guinness Book of Records as the highest speed recorded for a lap of an enclosed British circuit. The solitary XJ13 was then mothballed at the factory, re-emerging in 1971 to take part in a filming session at MIRA promoting the new Series III E-Type. Driven by Jaguar's legendary test driver Norman Dewis, the XJ13 crashed heavily, the result of a wheel collapsing. That Dewis was able to walk away unhurt was ample demonstration of the inherent strength of the monocoque chassis. The XJ13 was subsequently rebuilt and survives in Jaguar's collection.

Commencing in 2012, this 'all aluminium' re-creation of the XJ13 was painstakingly built over a seven-and-a-half-year period by Trevor Williams at TWR Replicas, a recognised expert in the field of Jaguar re-creations. The donor vehicle was a 1984 manual-transmission Jaguar XJS Sports and the unique bodywork is by renowned body shop Shapecraft.



The chassis features a steel monocoque centre section with sub-frames front and rear mounting the pushrod suspension, which is damped by Öhlins TTX shock absorbers. The suspension uses a combination of custom components and parts from the XJS donor car, including the front and rear uprights. The braking system features an adjustable pedal box; bias-adjustable servo-assistance; and Jaguar callipers all round with vented and drilled discs. The peg-drive knock-on wheels are replicas of the originals and were cast in South Africa.

Producing 360bhp at the flywheel, the rebuilt 6.0-litre Jaguar V12 engine features an electronic fuel injection system with a Syvec S8 ECU; assisted cold start; and coil-on-plug ignition. Spent gasses are exhausted via a full stainless steel system finished with titanium heat wrap. Power is transmitted via a custom-made billet flywheel and an Audi RS4 clutch to an Audi six-speed gearbox (incorporating up-rated carbon synchros), and thence to the rear wheels via a Quaife limited-slip differential and competition-specification driveshafts. Other noteworthy features include a large-core aluminium radiator; silicone hoses; stainless steel connector pipes; SPAL 11" competition cooling fans; cable gearshift with Ringspann custom stainless spiral-lined cables; and a WOSP 180amp alternator and hi-torque starter.

Fuel is contained in two connected cells fitted with aluminium baffles, and is delivered to the engine by Facet 'red top' pumps and a Bosch high-pressure pump. Easy access fuel filters are connected with Aeroquip braided hoses and connectors.

All fabricated in aluminium, Shapecraft's body, doors, boot, bonnet and access panels are detailed and riveted as per the original. With a view to future servicing, a support mechanism has been designed to enable the entire rear of the body to be raised and held securely in place for easy access. A TripleX glass windscreen is fitted and the side windows are 5mm Plexiglas with a 4mm Plexiglas engine cover. The custom seats are trimmed in black leather and fitted with Sabelt three-point racing harnesses to FIA specification, while the original instruments have been fully refurbished and converted to electronic operation.

Completed in 2019, this unique evocation of Jaguar's mythical XJ13 is described by the private vendor (a well-known collector) as 'brand new' in every respect. The car comes with a comprehensive photographic record of the build (over 200 images); related invoices; fresh MoT; and a V5C Registration Certificate.

£300,000 - 400,000
€330,000 - 440,000

235

The 1989 Uniroyal Tyres Production Saloon Car Championship and Willhire 25-Hour winning

1988 FORD SAPPHIRE RS COSWORTH COMPETITION SALOON

Registration no. E488 CHK

Chassis no. WFOFXGGBFHM36563

- Driven in-period by Mark Hales and Slim Borgudd
- Engine rebuilt by Julian Godfrey Engineering
- Gearbox rebuilt by Competition Transmission Services
- Present ownership since 2010
- Ready to compete



Ford Motorsport commissioned Roger Dowson to prepare this Sapphire RS Cosworth to contest the 1989 Uniroyal Tyres Production Saloon Championship for Mark Hales. One of the championship's key rounds was the annual Willhire 24-hour race, which for 1989 was extended to 25 hours in celebration of the anniversary of Roger Williams' company. For the event Mark was partnered by former Formula 1 driver for ATS and Tyrell, and subsequent FIA World Truck Racing Champion, Slim Borgudd. After battling head to head for 23 of the 25 hours with Keith Odor and Barrie Williams in a Castrol Syntro X Sierra, the Sapphire secured the win of what, at the time, was the longest closed circuit race in the world. The overall championship honours for the 1989 season were also claimed by Mark and this Sapphire.

The car was retained for a short period by Firestone for promotional work before being sold to Alex Sidwell in 1992 (receipt on file), who then raced mostly on the continent up until 2004. During this period the car had to be upgraded from the original bolt-in alloy roll-cage to international FIA specification. The YB 200 engine was rebuilt by specialists Julian Godfrey Engineering using an ex-WRC cylinder head with RS500 manifold and green injectors.

Running a Pectel T6 ECU, the engine produces 460bhp. The gearbox benefits from a recent rebuild by Competition Transmission Services and the car is described by the private vendor as in good condition throughout, having never suffered any accident damage. Other noteworthy features include AP six-pot brake callipers; Quantum adjustable coil-over front dampers; Leda rear dampers; GpA adjustable front anti-roll bar; and Rose-jointed track control arms and compression struts. Receipts and the engine build sheet are on file.

The car passed to the current owner in 2010, joining a varied private collection, and has been used only sparingly, including at Cholmondeley in 2012. Prior to Bonhams' forthcoming sale the Cosworth was fully inspected by Revival Motorsport of Cambridge, confirming that this historic machine is ready to compete. A potentially front-running competitor at a variety of historic motor sports events, the car is offered with a spare set of wheels; an original fuelling churn complete with stand; and a very comprehensive history file of period pictures and memorabilia.

£40,000 - 45,000

£44,000 - 49,000

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. DBY 737M

Chassis no. 1S2566

- Only circa 17,000 miles from new
- Original condition
- Recent refurbishment by Twyford Moors
- Well documented
- Heritage Certificate



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

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

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

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

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

First registered in June 1974, this immaculate Series III E-Type has covered only some 17,000 miles from new. This exceptional car comes with full supporting documentation including most MoT certificates dating back to 1978 and a letter written that year certifying the mileage of only 450. The accompanying Heritage Certificate confirms matching numbers. The car's Carmen Red paintwork is stunning and the biscuit leather interior is in beautiful condition. Last year Jaguar specialists Twyford Moors replaced the manifolds and carried out various other works at a cost of £5,000. Equipped with the desirable manual transmission and rolling on spotless chrome wire wheels, 'DBY 737M' is ready to contest any concours and sure to delight the fortunate next owner.

£90,000 - 100,000

£98,000 - 110,000

237

One owner from new

2018 FERRARI 488 SPIDER 70TH ANNIVERSARY

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.

£190,000 - 230,000
€210,000 - 250,000

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

£150,000 - 170,000

1954 ALFA ROMEO 1900C SUPER SPRINT SERIES 2 COUPÉ

Coachwork 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
€190,000 - 240,000

1954 JAGUAR XK120 SE DROPHHEAD COUPÉ

Registration no. 738 XVD

Chassis no. S678338

- *Rare and desirable Special Equipment (SE) version*
- *One of only 1,472 left-hand drive XK120 SE drophead coupés built*
- *Only three owners from new*
- *Professionally restored in the USA*



Its accompanying Jaguar Heritage Trust Certificate reveals that this rare and desirable XK120 SE (Special Equipment) drophead coupé (one of only 1,472 left-hand drive examples built) was delivered to Jaguar's West Coast distributor Charles Hornberg in Los Angeles in May 1954. Only its third owner in almost 70 years, the vendor was told by the second owner (Mr Oliver Farinholt, who acquired the XK in 1987) that the first owner continued to drive the car until his early 90s, albeit by then not on public roads.

It is understood that in the early years of Mr Farinholt's ownership the Jaguar attended rallies and garnered the occasional prize in the South Eastern US. At that time the car was still in its original livery of Pastel Green with Suede Green interior and Sand coloured hood. The Jaguar was first registered in Virginia Beach and later in nearby Norfolk (registration documents on file). Around 2008, Mr Farinholt commenced a body-off restoration and the car was effectively off the road from then until December 2013. During restoration the livery was changed to Astral Silver with red interior and black hood. Work proceeded slowly until Mr Farinholt's health issues forced him to sell the car in late May 2013.

By that time the body had been reunited with the chassis, and the engine and drive-train were in place, though many other components remained to be installed. By December 2013 the vendor had mostly completed the wiring harness and window installation, and arranged for the XK to be shipped to Brainerd's Garage in Stony Creek, Connecticut for a check over and re-commissioning. Recognising that installation of the hood was well beyond his capacities, the vendor entrusted the work to recognised marque specialists Bassett's Jaguar in Wyoming, Rhode Island, who also undertook a thorough check prior to completion of the project. Chasing fluid leaks resulted in the engine being dismantled, and a thorough check of the mechanicals was done, including replacement of the differential. Invoices totalling around \$45,000 for Bassett's work are available.

To the best of the vendor's knowledge this XK120 SE is a matching-numbers example, based on a comparison of its components and the aforementioned Jaguar Heritage Certificate. In addition to the latter, FIVA passports in the US and, more recently, the UK have been obtained. The only post-restoration issue encountered was a leak in the heater matrix; a replacement has been installed (original with car), while the most recent service was carried out by Elliott Engineering of Washington, West Sussex in May 2020.

£75,000 - 95,000
€82,000 - 100,000

241 N

1965 PORSCHE 911 'SWB' COUPÉ

Registration no. not UK registered

Chassis no. 302204

- *Early 'O-Programme' short-wheelbase model*
- *Present ownership since 2004*
- *Used sparingly*
- *Maintained by a Porsche specialist in Barcelona*
- *Registered in Spain*



Few sports cars have proved as versatile as Porsche's perennial 911, a model that, for the last 50 years, has proved equally capable as a Grand Tourer, circuit racer, or rally car. A 'modern classic' if ever there was one, the 911 first appeared at the 1963 Frankfurt Show as the '901', but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers.

The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the chassis/body and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

This particular 911 is one of the early, short-wheelbase cars of the type much favoured by the historic rallying fraternity, a situation that has led to original examples such as this one becoming a great rarity. It belongs to the 'O-Programme' series built from the start of production in August 1964 up to the introduction of the 'A-Programme' model in August 1967, and thus represents the Porsche 911 in its earliest and purest form. The current vendor purchased the car directly from the first owner in California and imported it into Spain that same year.

Registered in Spain in 2005, the Porsche has seen little use since then: only a few trips to motor shows such as Auto Retro Barcelona and Espirit di Montjuich. Maintained by a Porsche specialist in Barcelona, the car has a valid technical control and is described by the private vendor as in generally very good condition, having been repainted 10 years ago while retaining its original interior. This collectible 'O-Programme' Porsche 911 comes complete with its original tool kit.

£115,000 - 170,000

€130,000 - 190,000

242

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 one of two thought to remain 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.

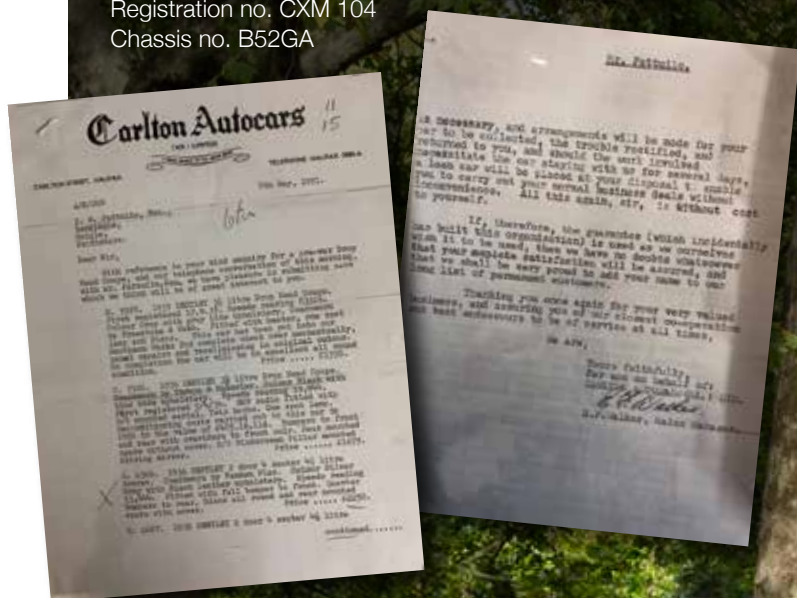
£90,000 - 120,000
€99,000 - 130,000



Coachwork by Vanden Plas

Chassis no. B52GA

- *Single family ownership since 1951*
- *Exceptionally well documented*
- *Most recent restoration by Milford Vintage Engineering Ltd (2011)*
- *Overdrive transmission*



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.

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, a 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.

Offered here is one of the very few sports tourers to this design by Vanden Plas, and arguably the most original of the survivors. London-based coachbuilder Vanden Plas had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes and resuming the relationship with its old partner to produce some of the most sublime designs on the Derby Bentley chassis, of which 'B52GA' is without doubt one of the finest.



This particular Derby was delivered new in May 1936 to Miss Nora M MacCaw and registered as 'CXM 104'. It has a remarkable history. The last long-term family owners purchased the car from Carlton Autocars in Halifax, Yorkshire in May 1951. There is some delightful (copy) correspondence on file dating from this period, and even a copy of the stock list from which this special car was chosen. The Bentley was always driven in the family's local region of Perthshire and Angus, and was a familiar sight there for almost 70 years.

Silver when purchased, the car was repainted green in the 1950s as this was probably considered a more suitable colour for a Scottish farmer (see photographs on file). Journeys were made in all weathers and seasons with the occupants protected by rugs and blankets, for the hood was seldom up! Many holidays were undertaken in the Highlands, and the Bentley was also used to take the children to school in Edinburgh and back again. In more recent times the car has taken the family to the North and West of Scotland, visiting a few castles and some of the smaller golf courses from Kintyre to the islands of the Hebrides.

All routine maintenance has been carried out on the family farm, for they are quite skilled and know the car rather well. For example: the Perspex side screens have been handmade, as the originals do not afford as much wind protection (the originals are in the boot wrapped in a blanket for safekeeping).

As one might expect, there is a most substantial quantity of bills on file, many of which relate to an extensive no-expense-spared restoration carried out in 2011 by Milford Vintage Engineering Ltd (inspection recommended). There is also a CD-ROM recording Milford's work. Previous restorations had been carried out by David Scott-Moncrieff (1981) and Classic Restorations Alyth (1993/1994). The car also comes with copy chassis cards; a quantity of expired MoTs; a V5 registration document; and the aforementioned correspondence.

Possessing coachwork by one of the most exceptional coachbuilders, and a fascinating history, 'B52GA' is a rare and significant representative of one of the most exclusive and desirable of all British Post-Vintage Thoroughbreds: The Derby Bentley.

£320,000 - 350,000
£350,000 - 380,000

1936 LAGONDA LG45 SPORTS TOURER

Coachwork by Lagonda

Registration no. CXT 392

Chassis no. 12087

- One of an estimated 21 survivors of fewer than 40 made
- Known ownership history
- Part of the Lancashire Constabulary vehicle fleet for 66 years
- Restored in the mid-1980s

Constructed in Staines under Lagonda's new owner Alan Good and his Technical Director W O Bentley, this LG45 tourer has the same 'DNA' as Fox & Nichols' Le Mans-winning team car of 1935. Indeed, '12087' incorporates many improvements from that winning car that had resulted directly from input by 'W O' and his Chief Engineer, Mr Willy Watson, who had joined Lagonda in August 1935. It is fitted with Meadows' robust 4½-litre six-cylinder overhead-valve engine (number 'LG45/215/S1').

Benefiting from much improvement by Messrs Bentley and Watson, this 'Sanction 1' unit has twin-plug ignition fired by two magnetos (Scintilla as primary and Vertex as supplementary) and twin SU HSV4 carburettors. The gearbox is a Meadows G9 with synchromesh on 3rd and 4th gears, fitted with a right-hand gear selector. Finished in dark grey with maroon interior, the open tourer coachwork was designed and produced in-house by Lagonda's Frank Feeley, considered by many to be the finest British designer of his day.

'12087' was delivered on 8th May 1936, and a copy of original build sheet comes with the car. Lagonda's customer was the dealership Kevill-Davies & March of Berkeley Street, London W1 for a Mr Malfatti. The factory service card records a road test dated 13th December 1937 showing a mileage of 28,440. It is assumed that this is when the Lagonda was acquired by Lord Cottenham, who then donated it to the newly established Police Driving School in Hutton, Lancashire.

Lord Cottenham's donation had resulted from a move to improve driving standards, initiated by the then Prime Minister Sir Stanley Baldwin, who had turned to racing driver and friend of Lord Cottenham, Sir Malcolm Campbell, for assistance with the project. Lord Cottenham purchased three Lagondas for allocation to the newly formed Police Driving Schools.

This car is the only known survivor of those three. It was quickly recognised as being far too prestigious a vehicle to be used at 'PC' level, and it is rumoured that the Lagonda was commandeered by subsequent Chief Constables for their 'official duties'. One of the highlights of the Lagonda's 66 years with Lancashire Constabulary occurred in the late 1980s when it was used at the Glasgow Police Tattoo to carry HRH Princess Anne (The Princess Royal) to and from the opening ceremony. Video footage of this event still exists.





For many decades, '12087' led a cosseted life in the care of the Lancashire Constabulary vehicle maintenance team. By the early 1980s, the cellulose paint had been all but polished to the primer undercoat, and it was decided that the engine would benefit from an overhaul. It is believed that the car had covered only some 90,000 miles by that time. The accompanying history file contains photographs and correspondence with the current owner from the Police mechanics who looked after the Lagonda from the 1960s until 2003. These same mechanics carried out the no-expense-spared two-year restoration, and the aforementioned correspondence shows that this car was much loved by the men whose responsibility it was to take care of it.

In 2003, Lancashire Constabulary sent the Lagonda to auction where it was purchased by its next owner, Mr Alan Lloyd, a knowledgeable collector of prestige motor cars and a long-time member of the Lagonda Club. He used the LG45 sparingly, favouring his Bentleys and Rolls-Royces, and laid it up around 2006/2007 in his warm, carpeted garage. Via a Lagonda Club introduction, the current owner acquired '12087' from Alan Lloyd in 2019 as a non-runner in need of re-commissioning.

During the current ownership, the Lagonda has been completely overhauled and returned to the magnificent condition in which it is today. A new high-quality hood, hood bag, and tonneau cover have been fitted also.

We are advised by the vendor that the car starts 'on the button' and runs smoothly and quietly with excellent oil pressure; indeed, the owner is confident he could 'drive her to Moscow and back' without issue. He has used the Lagonda frequently and taken it on several long-distance outings including motorway driving (cruising comfortably at 60-70mph) and busy 'A' roads in traffic. It is said to behave impeccably on twisty 'B' roads, with perfect gear ratios for all driving conditions.

It is estimated that fewer than 40 examples of this car/body-type were produced, and as far as can be established (by one of the Lagonda Club's historians), only 21 remain today. This is an original, matching numbers car, and is presented as per the original build sheet. The only known modification is the adoption of Lucas P80 headlamps in place of the original Lucas P100s, it being considered that these slightly smaller headlamps are much better suited to this refined, four-seat sports tourer. A period Klaxon horn is fitted, supplementing the original twin Windtone horns, while the original trafficators are in full working order and operate in conjunction with new and tasteful Minicators, better suited to today's driving conditions.

An exceptional example with a fascinating history, this rare and desirable Lagonda LG45 Tourer is an important and much admired motor car, worthy of inclusion in any prestigious private collection.

£170,000 - 190,000
€190,000 - 210,000

245

One of only six 60th Anniversary LE Special Editions, each representing a different decade of Aston Martin.

**2015 ASTON MARTIN AM WORKS
60TH ANNIVERSARY LE VANQUISH VOLANTE**

Registration no. KM15 WXN

Chassis no. SCFFPLCGU7FGK02481

- One of only three 60th Anniversary LE Vanquish Volantes made
- One owner from new
- Delivery mileage
- Professionally stored
- All books and tools





"Vanquish sits proudly at the top of the Aston Martin model range. As our flagship Grand Tourer it represents the height of our design, engineering, technology and craftsmanship. ...it is a car of unprecedented ability, it is the very essence of Aston Martin." – Aston Martin.

An entirely new Aston Martin for the 21st Century, the original Vanquish debuted at the Geneva Auto Show in March 2001. Styled by Ian Callum, the man responsible for the DB7, the V12-engined Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multi-million pound refurbishment to accommodate it. For the successor, '2nd Generation' Vanquish, production shifted to Aston Martin's new factory at Gaydon, from whence deliveries commenced in 2012.

Seeking to end Aston Martin's reliance on outside coachbuilders, then company boss David Brown had purchased Newport Pagnell-based Tickford Ltd in 1955. Within ten years, the Newport Pagnell site had become Aston Martin's home. At its height, the factory built more of its cars 'in-house' than almost any other manufacturer, including chassis, engine, bodywork, and trim. Even after production moved to Gaydon in 2007, part of the Newport Pagnell site was retained by Aston Martin Works, and the association between the town and the marque continues to this day.

To commemorate the 60th Anniversary of the association, Aston Martin Works commissioned six special cars (three Vanquish coupés and three Vanquish Volante convertibles), each representing a particular decade. Each limited edition Vanquish was styled by the design team at Aston Martin Lagonda working with the company's bespoke personalisation service: 'Q by Aston Martin'. Uniquely, these cars use authentic materials carefully selected from each era of the last 60 years to create a celebration of the past, present, and future of Aston Martin Works at Newport Pagnell.

The first car, a white Volante, was unveiled just before Christmas 2014 to specially invited customers at the annual party; the remaining cars were built during the first few months of 2015. Five of the six cars were, for the first time, brought together in May 2015 for the AM Works/Bonhams auction, and the following day in a special class at the AMOC Spring Concours.

This unique 60th Anniversary Vanquish Volante was sold new by Aston Martin works to the current vendor in 2015 and has been professionally stored since then, covering delivery mileage only. Presented in effectively 'as new' condition, this highly collectible limited edition Aston Martin is offered with all books and tools.

£160,000 - 220,000

£170,000 - 240,000

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.

1970 MCLAREN M8C CAN-AM SPORTS PROTOTYPE

Chassis no. unnumbered

- *In-period competition history*
- *Known ownership history*
- *Professionally restored in the late 1980s*
- *Present ownership since 1989*
- *Used only for occasional exhibition runs since acquisition*



A stalwart of the Formula 1 World Championship for 50 years – of the current teams, only Ferrari has been in the sport longer – the company founded by New Zealander Bruce McLaren first rose to prominence in sports car racing, building a highly successful series of prototypes for the emerging Can-Am series in North America. Indeed, McLaren and his fellow Kiwi team-mate Denny Hulme's domination of the series was so overwhelming that it was nicknamed the 'Bruce and Denny Show'. The team won the Can-Am championship on five consecutive occasions between 1967 and 1971 before the Porsche 917s of Penske Racing took over.

Bruce had won the 1967 Can-Am championship driving the McLaren M6A, and for 1968 the works team would use the design's next evolutions: M8A and M8B, which were notable in their use of the all-aluminium Chevrolet big-block V8 as a semi-stressed chassis member. The M8C was developed as a customer version of the M8A. Fifteen M8Cs were built by Trojan, and these cars featured a more conventional chassis that did not use the engine as a stressed member, giving customers more freedom in choosing an engine.

One of the M8C's purchasers was Lothar Motschenbacher, who competed in the Can-Am series between 1967 and 1972, clocking up more starts than any other driver in the series. Born in Germany, Lothar had moved to the USA in 1956, initially working as a Mercedes-Benz mechanic, before establishing his own business. He took up racing in the early 1960s, carrying on until 1974 when his career was ended prematurely by an injury. The highlight of his career was finishing 2nd in the Can-Am championship behind Hulme in 1970.

During the 1970 season Motschenbacher had campaigned a McLaren M8A and an M8B. At Elkhart Lake in August 1970 the M8B's engine crankshaft vibration damper exploded causing extensive damage to the rear of the chassis and cracking Lothar's shoulder blade. The McLaren went off into the woods and slammed into an embankment. Lothar got out without serious injury but the M8B was a total write-off. Motschenbacher was the McLaren agent for the USA and he quickly ordered a new chassis frame from McLaren's construction partner, Trojan. This chassis was meant for an enclosed GT version (possibly M12) and was hastily assembled by Motschenbacher using parts from the old car including the M8B's bulkhead. This replacement frame was never numbered.



The car ran with race number '11' like the original M8B and Motschenbacher competed in two races in 1970: Laguna Seca in October where it retired, and at Riverside where it was placed 5th. The car was sold after the 1970 season to Charles Kemp of Mississippi, who raced it in five Can-Am races and also in SCCA events.

After the 1971 Riverside race the McLaren was sold following damage to the left front wing, and late in 1971 was purchased by Bill Rhea of Los Angeles. In 1976 the car was sold to William L King, who kept it for 11 years, selling it to Harold Drinkwater in 1987. The McLaren was then imported into the UK for a rebuild. Undertaken by Jim Clark's former mechanic Cedric Selzer, the restoration was completed in October 1987 and the car was sold to Chris Beauvoisin. In April 1989 Beauvoisin sold the McLaren it to the current Swedish racing-driver owner.

At the time of the latter's purchase the car was described thus: "The entire car is as new and in perfect condition as you can expect following a complete and professional restoration. Any parts that needed replacing have been replaced. You have in fact an as new monocoque built around the original bulkheads and to which has been attached the original uprights and such original suspension parts as were re-usable. The car has a new body, re-conditioned transmission and a freshly rebuilt (ex-Chaparral/Foulston) 5-litre full race Chevrolet engine. This work has been carried out by Racing Fabrications."

Today the car remains in 'as new' condition having been used only for occasional exhibition runs in Sweden during the current vendor's ownership. A guaranteed entry into historic sports car events and series worldwide, this rare McLaren Can-Am racer is offered with HSCC and FIA papers from 1989 confirming the ownership chain back to 1970.

£260,000 - 300,000

€280,000 - 330,000

1972 ASTON MARTIN V8 SERIES 2 5.7-LITRE SPORTS SALOON

Registration no. HWK 961L
Chassis no. V8/10620/RCA

- One of only 289 Series 2 cars
- Original UK right-hand drive model
- Automatic transmission
- Professionally restored to concours standard
- Outstanding condition



Although always intended to house the new Tadek Marek-designed V8, the Aston Martin DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With in excess of 300 horsepower available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

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 revised model 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. Arguably the most elegant of all 'single headlight' Aston Martin V8s, the first version (generally known as the Series 2) retained many details of the original four-headlight DBS V8: chrome instrument bezels and switch gear, chrome headlight surrounds, lower bonnet scoop, and no side lamps. Electronic ignition and air conditioning were now standard.

For most 'left-hand drive' export markets – at least Germany – the chassis number kept the 'DBS' prefix to avoid having to homologate the Series 2 as a completely new model.

All early cars had 'DBS V8' side vent badges. Only 289 examples were made between April 1972 and July 1973 ('10501'-'10789'), of which 32 were left-hand drive. With an estimated 320bhp on tap, these Bosch fuel-injected cars were also the most powerful of all standard V8s, only bettered by the V8 Vantage introduced in 1977.

Its accompanying BMIHT Certificate reveals that '10620' was built in right-hand drive configuration for the UK market left the factory finished in Imperial Blue with natural leather interior trim. The car was despatched to the Arnold G Wilson Ltd dealership in Leeds. When purchased by the previous owner in 2015, the Aston was in a dismantled state and he duly commissioned Warren Classics of Much Hadham, Hertfordshire to carry out a complete 'last nut and bolt' restoration to concours standard. The rebuild was carried out between 2015 and 2017; photographs and a full description of the works are available (inspection highly recommended).

Specialists including the Aston Martin Heritage Trust, Nicholas Mee Ltd, and Rikki Cann assisted in ensuring that the car was rebuilt to original specification. The installation of a Harvey Bailey handling kit; a modified electronic ignition distributor; A Series 3 bonnet and rebuilding the engine to 5,744cc capacity are the only listed deviations from factory specification. Presented in generally excellent condition, this outstanding Series 2 V8 is offered the original owner's instruction booklet; MoT to October 2021; V5C registration document; and the aforementioned restoration records and BMIHT Certificate.

£135,000 - 155,000

£150,000 - 170,000

248 N

1968 PORSCHE 911 2.0-LITRE TARGA COUPÉ

Registration no. not UK registered

Chassis no. 11860047

- *Early 'soft window' model*
- *Left-hand drive*
- *Manual transmission*
- *Present ownership since 2005*
- *Registered in Spain*



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower.

Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911: the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot when not in use.

For 1969 a fixed rear window replaced the rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable original Targa finally bowed out at the end of the 1990s when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

The current vendor purchased this early 'soft window' left-hand drive 911 Targa in 2005 from a Porsche dealer in California. The car was registered in Spain in 2006, since when it has only attended a handful of Porsche Club meetings in Barcelona and been exhibited at two shows. No more than 2,000 kilometres have been covered in the last 15 or so years. Maintained within his private collection during the vendor's ownership, the car is described by him as in good condition throughout with very good paintwork, having been re-sprayed 12 years ago. Unmodified and original, even down to the 14" Fuchs wheels, this collectible early 911 Targa comes complete with its original owner's manual, service book, tools, and jack.

£100,000 - 170,000

€110,000 - 190,000

The ex-Sir Stirling Moss, Tony Brooks, Roy Salvadori, Ken Wharton

1952 FRAZER NASH LE MANS REPLICA MKII SPORTS

Registration no. XMG 6

Chassis no. 421/200/FN176A

- *Significant in-period competition history*
- *Rebuilt in the 2000s*
- *Raced competitively*
- *FIA and HTP papers*



'XMG 6' has raced extensively in the Motor Racing Legends and Royal Automobile Club Woodcote Trophy series for many seasons. It is a fully FIA and HTP compliant 1950s competition car, whose significant history is associated with legendary greats such as Sir Stirling Moss, Tony Brooks, and Roy Salvadori.

Powered by a 2.0-litre six-cylinder Bristol engine, this Le Mans Replica Mark II, chassis number 'FN176', was driven by Stirling Moss at Monaco and was the second of seven MkII Le Mans Replicas built on the parallel tube chassis. It was fitted with a Bristol BS1 engine; ultra close-ratio gearbox; lightweight Marston radiator and oil cooler; Alfin brake drums with lightened back plates; and lightened bolt-on Austin wheels. The narrower chassis allowed the body to be built to minimum race regulations and was 36" wide at the cockpit with no passenger door. There was a 15½-gallon aluminium fuel tank and the spare wheel was mounted vertically in the boot with a detachable tail section.

The Le Mans Replica was the most sporting model produced by Frazer Nash in its post-war era. Initially called the Competition model, it was renamed in honour of the Frazer Nash that finished 3rd overall at Le Mans in 1949. Only 29 were made between 1949 and 1954, of which only seven were the much rarer MkII version.

This Le Mans Replica was completed in May 1952 and retained as a works race and development car. After completion, it competed in the Prix de Monte Carlo, a race for 2-litre sports cars held on 1st June 1952 as a support race for the Monaco Grand Prix. Stirling Moss set the fastest time in practice to put the car on pole position, but retired whilst disputing 2nd place in the race.

Ken Wharton was then engaged as works driver and he finished 2nd in the car at the Jersey Road Race on 10th July 1952. 'FN176' then won the 100-mile race for sports cars up to 2 litres at Boreham on 2nd August, beating Mike Hawthorn. Wharton then raced the car at Thruxton (3rd), Shelsley Walsh (1st in class), Goodwood (3rd), Castle Coombe (3rd), and Charterhall (4th). At Goodwood in September Wharton used the car in a Formula 2 race.

With a one minute start over larger cars (DB3S Aston Martins, C-Type Jaguars and a 4.1-litre Ferrari) 'FN176' finished 2nd on handicap (3rd on distance covered) in the British Empire Trophy Race on the Isle of Man on 18th June 1953. Tony Brooks then finished 2nd (2-litre class), in the Unlimited Sports Car Race supporting the British Grand Prix at Silverstone on 18th July. Roy Salvadori was at the wheel at Snetterton on 25th July and won the 2-litre sports car race as well as competing in the Formula 2 race. The car then finished 2nd at Goodwood on 28th September in a five-lap sports car race.



This Le Mans Replica was rebuilt during July-August 1954 and renumbered as chassis number 'FN176A'. The chassis was lightened and fitted with ZF limited-slip differential and light alloy-rimmed wire wheels. The engine was changed for 'BS4/504' and a new aluminium-alloy body was fitted. The body was similar to a Le Mans MkII but had a different shaped nose and grille. The colour was Bristol Green. The car was raced by Ken Wharton at Aintree on 2nd October 1954 where it finished 3rd in class, then by Tony Brooks at Snetterton on 9th October finishing 4th in class.

At Goodwood on Easter Monday, 11th April 1955, Brooks finished 2nd in a five-lap race for 2-litre sports cars. He then won the 2-litre class at Silverstone's International Trophy Meeting on 7th May. At Goodwood on 30th May this Le Mans Replica finished 4th (2nd in class).

In mid-1955 the aluminium-alloy body was removed from the chassis and replaced with a full-width Microplas Mistral glassfibre body. The car's only race in this configuration was the Dundrod TT on 17th September 1955, where Ken Wharton was involved in a fiery multiple pile-up just after Deer's Leap on the second lap. The car was very badly damaged and taken back to Isleworth. The 1954/5 aluminium-alloy body remained at the Falcon Works, still with the Frazer Nash brass plate on the bulkhead stamped '421/200/176A'. This body was subsequently fitted to a Singer 9 chassis and retained the registration 'XMG 6'.

In the 1970s, renowned engineer, Dick Crosthwaite, was building a small run of replica Frazer Nash cars using his own chassis fitted with various Nash and Bristol parts. The chassis plate and registration number 'XMG 6' were then applied to the Crosthwaite Le Mans Replica, the original Frazer Nash aluminium-alloy body of 1954 being acquired via a third party.

After acquiring the original body, complete with its chassis plate and registration number, Jonathan Bradburn commissioned renowned Frazer Nash expert, Bill Roberts, to return 'FN176A' to its 1954 configuration using all the correct original parts. The restoration was completed in the early 2000s. 'XMG 6' has been racing competitively over the last few seasons.

Frazer Nash's Le Mans Replica is arguably the most highly regarded of all post-war cycle-mudguard sports-racing cars, and this supremely versatile model is eligible for all the most prestigious historic motor sports events: Monaco, Mile, Miglia, Targa Florio, Goodwood, etc. Only infrequently are they offered for public sale, which makes 'FN176A' - associated with some of the biggest names in the history of British motor sport - a rare opportunity for the discerning collector or historic racing competitor.

£300,000 - 400,000
£330,000 - 440,000

250

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.

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 Jan 1965 Guards and Eagle Trophy Formula Libre
BRSCC Mallory Park Whit Sunday 1965 Guards Trophy (possible DNS)
BRSCC Snetterton August Bank 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
€98,000 - 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.

251

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

€44,000 - 49,000

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: apertif king Andre Dubonnet won the Coupe Boillot at Boulogne 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. 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.

The following modifications are notified:

Temperature gauge made and fitted on dashboard

Coolant expansion tank made and fitted

Radiator cap modified so mascot can be removed without affecting the cooling system

Electric fan fitted behind radiator, with switch on dashboard

Electric fuel pump and filter, fitted above fuel tank

Float cut-off inserted in Autovac

Flashing indicators incorporated into sidelights. Semaphore system retained.

Switch between the two systems under dashboard RHS

Flame-arrester fitted into carburettor air intake tube

Remote oilers fitted to rear trunnions, allowing access from under chassis

Rack for trolley-jack fitted above fuel tank and compartments for tools, oils, etc below bootfloor and under running boards

Hispano-Suiza dealer's enamel plaque (Niort) added on inside of driver's door

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.

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

€380,000 - 440,000

253

1939 BENTLEY 4¼-LITRE VANDEN PLAS-STYLE TOURER

Coachwork by James E Pearce

Registration no. FYU 313

Chassis no. B-137-MX

- *The ultimate expression of pre-war motoring refinement*
- *Replica Vanden Plas-style body*
- *Desirable M-series overdrive model*
- *Original engine, gearbox, and registration*
- *Comprehensive history file*

'FYU 313' driving through the Dunes de Sable, Morocco, during the Around the World in 80 Days rally, 1 May - 18 July 2000



Introduced in 1936, the 4¼-Litre Bentley chassis, developed from the preceding 3½-Litre, was the finest that the wealthy sporting motorist could aspire to. Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

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

By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio, and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change, and servo-assisted braking. Land speed record holder Sir Malcolm Campbell appreciated its formidable performance, praising the 'absolute perfection' of the Bentley's engine, handling, and braking.

It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, that had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of an overdrive gearbox and improved lubrication system on Bentley's peerless Grande Routière.



These and other improvements, most notably the adoption of Marles cam-and-roller steering in place of the Rolls-Royce worm-and-nut, coincided with the introduction of the 'M' series cars in 1939.

Refinement, reliability, and effortless long-distance cruising (3,000 revs equates to 78mph) were hallmarks of the coveted overdrive-equipped 'M' series. Only some 200-or-so were produced during 1939 and all are most highly regarded today.

With its 4¼-litre engine and overdrive gearbox, 'B-137-MX' represents the Derby Bentley in its ultimate and most desirable incarnation. This car was originally bodied by Park Ward as a four-door sports saloon and was delivered new in September 1939 to Alan Samuel Butler, Chairman of the de Havilland Aircraft Co Ltd. The Bentley was registered as 'FYU 313'. Exported to the USA in 1952, returning in 1989, the car was owned for many years by the Ingham family of Surrey, who used it for many Continental tours, one of which was the Around the World in Eighty Days Rally in 2000! 'FYU 313' had been campaigned hard throughout its life and continued in use well into its seventh decade. It was then that the family decided to strip the car and give it a new lease of life, and renowned specialist James E Pearce was chosen to ensure that the quality of the rebuild would stand the test of time. Work commenced in 2007.

It was decided to re-body the car as a Vanden Plas-style tourer, and an original VdP tourer body was used as the buck. James E Pearce's invoices for the restoration are on file together with those issued by various other specialists for works carried out both before and after. Some ten years later the result still looks wonderful; indeed, the quality of the workmanship has often been recognised, as evidenced by various R-REC and BDC concours rosettes. The Bentley has also been chosen for display by the RAC at their Hampton Court Concours twice, and also for display within the Rotunda in their Pall Mall Clubhouse.

Last serviced in July 2019, the car comes with a comprehensive history file containing copy chassis cards; old/current V5C registration documents; a quantity of expired MoTs and tax discs; a list of previous UK owners; and the aforementioned bills and rosettes.

Not only is this VdP-style tourer undeniably attractive, it is said to drive sublimely too, starting on the button and running perfectly. As a late M-series example, it affords the benefits of overdrive and 'soft' steering, making it relaxed on the motorway and more manageable in town. Retaining its original registration number, engine, and gearbox, this fabulous Derby Bentley is not to be missed.

£220,000 - 240,000

£240,000 - 260,000

254 N

1967 PORSCHE 912 'SWB' COUPÉ

Registration no. not UK registered

Chassis no. 12802007

- *Present ownership since 1993*
- *Monte Carlo Historic and Rally Costa Brava Historic participant*
- *Five-speed manual transmission*
- *Re-commissioned at the end of 2019*
- *Registered in Spain*



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 and providing the Stuttgart manufacturer with a product worthy of comparison with the finest sports cars from Britain and Italy. The 356's rear-engined layout was retained, but the 911 switched to unitary construction for the bodysell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, the 911's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3-litres and, in turbo-charged form, put out well over 300 horsepower.

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-litre four-cylinder engine. As installed in the 912 the latter produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a better balanced car with greatly improved road manners.

The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 191km/h (119mph). A little over 30,000 were produced at Karmann's works (all on the original short-wheelbase chassis) between 1965 and 1968, and today the 912 is a relative rarity when compared with its better known sibling.

A desirable five-speed model, this left-hand drive 912 has belonged to the current vendor since 1993. Since then it has participated in Porsche Parades around Europe and in various regularity rallies including the Monte Carlo Historic (2009); Rally Costa Brava Historic (2008 and 2009); and others. Since 2010 the Porsche has been kept in storage and used only infrequently. It was re-commissioned at the end of 2019 and passed the technical inspection, but has not been used since then. The re-commissioning included a re-spray, new body rubbers, and a major engine service (new gaskets, seals, etc). Maintained by one of the best Porsche workshops in Barcelona, the Porsche has a valid technical control and is described by the private vendor as in good condition throughout. A period-correct rally light and a fire extinguisher are the only notified deviations from factory specification.

£37,000 - 55,000

€40,000 - 60,000

255

1990 ASTON MARTIN VIRAGE 6.3-LITRE 'WIDE BODY' COUPÉ

Registration no. G281 DPK

Chassis no. SCFCAM15LBR50009

- One of the most powerful of the Aston Martin V8 family
- Made in limited numbers
- Present ownership since 2016
- 65,576 miles recorded



After almost 20 years in production, Aston's well-liked V8 was updated for the 1990s as the Virage. The existing Lagonda chassis and suspension were used in revised form for the new car, while engine development was entrusted to Callaway Engineering, of Connecticut. Immensely strong, the old V8's bottom half was retained but fitted with new cylinder heads boasting four valves per cylinder and hydraulic tappets. Launched in October 1988, the sensational newcomer restated its forerunner's muscular looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds.

Ahead of its forthcoming twin-supercharged Vantage, Aston Martin offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage and Virage Volante that had been developed by R S Williams. When first released, the '6.3' produced 456bhp at 6,000rpm and 460lb/ft of torque. The resulting performance gains - 0-60mph in 5.5 seconds and a top speed of up to 174mph (depending on the axle ratio) - required serious chassis modifications; the '6.3' boasting sports suspension, 18"-diameter alloy wheels shod with Goodyear 285/45ZR18 tyres, and double vented and cross-drilled 14" front disc brakes, the largest seen on a production car at that time. Anti-lock brakes appeared for the first time on an Aston Martin on the '6.3'.

Outwardly the '6.3' was distinguishable by flared wheel arches and new front, side and rear valances, giving rise to its popular 'Wide Body' designation. Some cars were supplied to '6.3' specification by the factory while others were converted subsequently by Aston Martin's Service Division.

This Virage 6.3-litre 'Wide Body' was first registered as '4 AP' and then 'BTS 97' before obtaining its current registration 'G281 DPK'. The car has belonged to the current registered keeper since 2015 and is known to have been worked on by marque specialists Nicholas Mee and Oselli Engineering, but at time of cataloguing no supporting documents were available. Finished in red with ivory leather interior, the car displays a total of 65,576 miles on the odometer and is described by the vendor as in generally good condition. Offered with HPI check and a V5C Registration Certificate, it represents a rare opportunity to own one of the most exciting and spectacular members of the Aston Martin V8 family.

£40,000 - 60,000

€44,000 - 66,000

256

1932 RICHARD BOLSTER SPECIAL MONOPOSTO

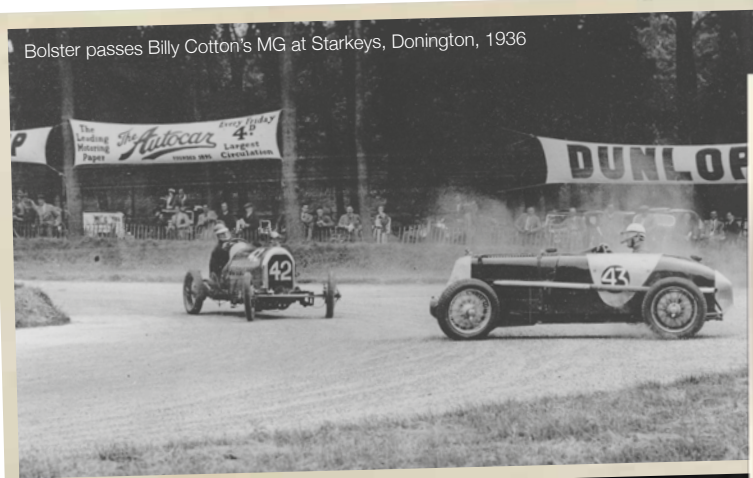
Registration no. NVS 355

Chassis no. RB1

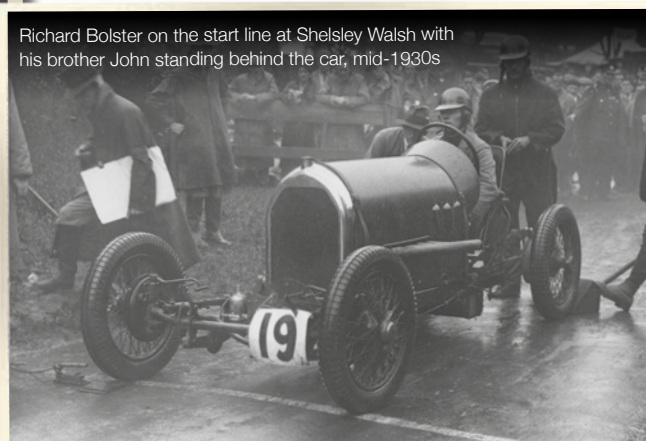
- Based on a Frazer Nash chassis
- Supercharged 1,318cc MG six-cylinder engine
- Known ownership history
- Engine professionally rebuilt at the end of 2014
- Frazer Nash Car Club and VSCC eligible
- Prescott, Shelsley Walsh, and Goodwood Members' Meeting participant



Richard Bolster competing at the Woodside Hill Climb in Buckinghamshire. 1930s



Bolster passes Billy Cotton's MG at Starkeys, Donington, 1936



Richard Bolster on the start line at Shelsley Walsh with his brother John standing behind the car, mid-1930s



Offered here is an historic racing car dating from the 1930s era of skilled amateur engineer-drivers. The car is based on a Frazer Nash chassis and four-speed chain-drive transmission with a fabricated front axle and Lea Francis steering and stub axles. Power comes from a supercharged MG six-cylinder engine running on methanol. The seat is reputedly ex-DC3 Dakota!

This car was first built by Richard Bolster in 1932 after he decided that 'Bloody Mary', the famous special that was built by him and his brother John as schoolboys, was too dangerous to drive any more! Its first incarnation was as a GN chassis with an 1,100cc JAP v-twin engine, but in the pursuit of speed the JAP was soon replaced by a supercharged MG straight-six. This was a Magna unit from the workshops of Thomson & Taylor, who undertook development work for MG and with whom Richard had a good relationship. The JAP engine went on to power the GN 'Grasshopper' special.

The MG engine comprehensively blew up and put a rod through the side of the block (reputedly while recording the sound of racing engines for the BBC!). To find yet more speed, Bolster next installed four Rudge 500cc single-cylinder dirt-track motors, which were connected by a layshaft in the O/S chassis member. In this form the Bolster Special was very quick indeed, albeit very difficult to start and run unless all engines fired up instantly, which they rarely did!

In the interests of reliability, Richard turned to a 4.0-litre Hudson straight-eight, which engine had impressed him in another special at Shelsley. However, the weight of the new motor was too much for the ageing GN chassis, so he acquired two new Frazer Nash TT Replica chassis rails from the factory and installed these, retaining the front axle and brakes that had given good service up until then. All this was done in 1939 with the September Shelsley Walsh meeting as the car's intended debut. Then the war intervened and the car was stored when Richard left to join the RAF. He was killed in action in 1940.

The Bolster family held onto the Special after the war but agreed to sell it in the early 1960s. Unfortunately, the new owner crashed into the bank at Shelsley on his first competitive outing and the car was again consigned to a barn for several more years. Part of the problem was that the VSCC would not accept the car as it was, since it had never raced with the Hudson engine before the war. The Special then passed through a number of owners, in a progressively more dismantled state until it was rescued and returned to the track by Peter Wigglesworth in 1986. Peter decided to restore the Bolster Special to its second specification with the MG engine. This was at first bored out to 1,496cc but has since been sleeved down to the current 1,318cc in the interests of longer life. The Hudson engine was sold on and is currently in the Triangle Skinner Special.



In the early 1990s the Bolster Special was sold on (through Dan Margulies) to Paul Smeeth, who raced it very successfully until an accident at Silverstone in 2000. The car was then fully rebuilt by Paul Myers and John Bibby, although it saw limited track use after the rebuild. Part of the reconstruction saw the car converted to two-stage supercharging, with a second blower under the bonnet, chain-driven from the flywheel.

The current owner purchased the Bolster Special at the end of 2011 and has developed the car steadily since then. The second blower has been removed to return the car to its original in-period form and to make it more controllable. Although it had a staggering power output (193bhp at the rear wheels is rumoured), with the two-stage blower, the power delivery was brutal and difficult to control.

The Bolster Special has competed in numerous VSCC events, including Prescott and Shelsley Walsh, and has twice been invited to compete at the Goodwood Members' Meeting, the last occasion being in 2018 for the Bolster Cup. The owner has also taken it to participate in France at the Vintage Monthéry event and the Etretat Hill Climb, and at the Vernasca Silver Flag in Italy.

The Bolster Special is offered in track-ready condition with a new fuel cell inside the metal tail unit. The engine was rebuilt by MG expert James Gunn at the end of 2014 with a reconditioned supercharger from John Bibby, while any engineering work required has been carried out by Blakeney Motorsport. The car is accepted as eligible by the Frazer Nash Car Club and has a VSCC Buff Form. Included in the sale are sets of older mudguards and wheels (not used for many years); a modern seat in the original style but affording better side location; and a tailored stretch cover suitable for trailer use.

£140,000 - 170,000
€152,000 - 190,000



The Vendor thoroughly enjoying the Bolster Special at the Goodwood Members Meeting, 2018

257

1939 CITROEN 'LIGHT FIFTEEN' ROADSTER WITH DICKEY

Registration no. GWJ 293

Chassis no. 104003

- One of only 220 right-hand drive Roadsters made
- 1,911cc engine
- Present ownership since 1982
- Restored between 1982 and 1984
- Ideal for events such as the Flying Scotsman Rally
- VSCC eligible



This beautiful Traction Avant was assembled at Citroën's Slough factory in 1939 and registered in the UK on 1st May 1940. Only 220 right-hand drive Roadsters were made and barely a handful survive today. None were made after WW2. Generally known in the UK as the 'Light Fifteen', this model is a 7C 3 built originally with the under-powered 12hp engine. Invariably owners of such cars changed to the larger 1,911cc 'Performance' engine, and this car was probably up-rated sometime after WW2.

In 1982, 'Emily', as the car is known, was purchased by the present owner from Ken Ray, Chairman of Ray & Proctor Limited of Stoke-on-Trent, the Citroën main agents for the area. The accompanying old-style logbook (issued 1963) lists two owners prior to Ray & Proctor Ltd. A complete restoration was undertaken over the next two years, bringing the Citroën up to concours condition, and it has won many trophies over the years since. Although occasionally used at Prescott Hill Climb for VSCC events, the Traction has remained chiefly a car for family Continental holidays over the last 30-plus years and has never suffered a breakdown during the whole of that time.

The owner is a Citroën enthusiast and maintains the car himself. It is always garaged, and servicing and oil changes are done every 1,500 miles without fail. The engine was rebuilt some 10 years ago and has done only a nominal mileage since. The gearbox was rebuilt recently and up-rated with a new 10/31 high-ratio crown wheel/pinion for fast economical motoring, giving around 28mpg and a cruising speed of 65mph. A new clutch was fitted at the same time.

The dicky seats may be removed to provide cavernous storage for suitcases if required, and 'Emily' is said to be a delight to drive and very much at home on the long French Autoroutes with the hood down and the sun shining. Indeed, this much-loved Traction Roadster is ideal for Continental touring and endlessly admired wherever it goes. The car is reluctantly sold only because the owner is now in his Eighties and is downsizing his property. A very rare beast, and VSCC eligible, this charming Traction Roadster is offered with restoration invoices; a V5C Registration Certificate; and the aforementioned logbook.

£70,000 - 90,000

€76,000 - 98,000

258

1939 MG VA DROPHEAD COUPÉ

Coachwork by Salmons (Tickford)

Registration no. FUV 918

Chassis no. 2323

- *Rare pre-war MG model*
- *Present ownership since the mid-1950s*
- *Braking system professionally overhauled in June 2020*
- *Bills available*



Launched at the 1936 Motor Show, the VA was the second all-new MG model to be introduced following the company's acquisition by Morris Motors and its subsequent reorganisation. It was a scaled-down version of the SA, first seen the previous year, which had 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. Likewise the VA, or 1½-Litre, which shared its 1,548cc four-cylinder overhead valve engine with the Morris 12/4 and Wolseley 12/48. As installed in the VA, this unit featured twin SU carburettors and produced 54bhp, but as the car weighed over a ton, acceleration was necessarily leisurely. Nevertheless, the VA could cruise comfortably at 60mph and had a genuine top speed of over 75mph with more to come from the tourer with the windscreen folded flat. Synchromesh made its appearance on 3rd and top gears - the first time that this innovation had been seen in an MG saloon.

A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,407 VAs of all types had left the factory.

This particular VA drophead coupé, chassis number '2323', comes with an old-style continuation logbook of 1952 listing Mrs Rosamund Elizabeth Campbell of Northamptonshire as owner at that time followed by the current vendor, who acquired the MG in the mid-1950s. There are various invoices on file issued by marque specialists SVW Services and Classic MG Services for work carried out and parts supplied over the years, the most recent relating to an overhaul of the braking system in June 2020. We are advised by the vendor that the only modification from factory specification is the fitting of new and improved shock absorbers (originals available), and that the central front spotlight will be refitted prior to sale. Finished in black with brown leather interior and beige hood, this rare pre-war MG is described by the private vendor as in generally good condition and comes with a V5C Registration Certificate.

£50,000 - 60,000

£54,000 - 65,000

259 * N

The Cooper Car Co's Last-Built Single-Seater.
The Ex-Peter Rehl Daytona Road Race of Champions-winning
1969 COOPER-CHEVROLET T90 FORMULA A/5000
RACING SINGLE-SEATER

Chassis no. F1C/3/69

- Final Cooper Single Seater model
- One of only three cars built
- Period race winning career, including 'Road Race of Champions'
- Exquisitely restored



This remarkable Formula A/5000 Cooper-Chevrolet has tremendous historic significance in that it is the very last single-seater competition car ever to be built by the legendary Cooper Car Company in its late-period home factory at Canada Road, Byfleet, Surrey in the south-east of England.

It is the last of only three Formula A/5000 5-litre Cooper T90s constructed for 1969, two of which exhibited at that January's Racing Car Show in London, neither of which initially sold there. The design was based around a robust light-alloy-skinned monocoque hull derived from Cooper's contemporary T86B Formula 1 chassis. While the prototype T90 'F1C/1/68' was subsequently campaigned in three late-year British Formula 5000 rounds by Chris Warwick-Drake – later passing to Andrew Goodfellow for hill-climbing in 1972 – the second chassis 'F1C/2/69' would only become active in 1970, in the hands of Aston Martin development engineer/driver Peter Hawtin who sadly crashed fatally in his car at Oulton Park in September, 1971.

Meanwhile this now exquisitely rebuilt, third and last Cooper-Chevrolet T90 – chassis 'F1C/3/69' – became the only one to find an immediate home. It was with American Cooper enthusiast – and already well-known driver of an always well-prepared Formula B Cooper single-seater – Peter Rehl.

He contested not only Continental Championship Formula A (the US equivalent of 5-litre British, European, Antipodean and South African Formula 5000) but also a busy programme of more minor 'club-level' US events. At the National level he not only won two frontline races, at Lime Rock and Bryar, but also dominated the end of season SCCA Championship Run-Offs at Daytona International Speedway.

The frontline racing record of Peter Rehl's Cooper-Chevrolet T90 now offered here is as follows:

July 6, 1969	SCCA National, Lime Rock	FIRST
July 20, 1969	Badger '200', Elkhart Lake	7th
August 2, 1969	Schaefer Grand Prix, Lime Rock	9th
August 31, 1969	SCCA National, Bryar Motorsports Park	FIRST
September 1, 1969	Lime Rock Grand Prix	7th
September 7, 1969	Ste Jovite (Canada)	Retired '27th'
November 29, 1969	Road Race of Champions, Daytonaw	FIRST
April 19, 1970	Riverside Grand Prix	24th



When he advertised the car for sale in 1971 Peter Rehl amusingly derided the US West Coast-based Formula A opposition that he had faced, for claiming 500bhp or more from their Chevrolet engines as tuned for them by such specialists as Al Bartz and Traco Engineering. His Cooper had simply blown them all away during the Daytona run-offs which he had won so handsomely.

In new hands 'F1C/3/69 – the last-ever 'real' Cooper – subsequently contested several National events and one more professional Formula 5000 race before beginning a long sojourn in a private collection in eastern Massachusetts. Once acquired by the present vendors, this evocative and potent racing Cooper has benefited from extensive yet sensitive restoration, respectful to its unique history. Those who contributed craftsmanship, experience and detail knowledge to the project not only included original owners Peter Rehl and Dick Yagami, Pat Prince of Prince Racing, John Grubb at J&J Racing, Phil Harris at TrueChoice and Bill McCurdy of Williams Racing, but also Bob McKee of McKee Engineering and original Cooper Car Co specialist Tony Whitburn who led this car's original build at Canada Road, Byfleet back in 1969.

The seller reports that the car has been run infrequently post restoration, and subsequently carefully 'pickled'/drained of fluids such that it is ready for its next outing. Accompanying the car are its original wheels, which might serve as decoration than use, and the original alloy nose piece, itself an appealing item.

The Cooper Car Company's final closure was announced on May 22, 1969. It had been a terrific ride, and Cooper cars today are still campaigned very competitively in Historic Formula 1, 2 and 3, Formula B and Atlantic, plus sports-racing car form almost every weekend somewhere in the world. This Road Race of Champions-winning Cooper-Chevrolet T90 has been beautifully restored to rejoin that venerable coterie.

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

£85,000 - 115,000

€93,000 - 130,000

260

Maranello Concessionaires' demonstrator and press car

1982 FERRARI 512 BBI COUPÉ

Registration no. SPD 657X

Chassis no. ZFFJA09C000040331

- *First 512BBI to be imported into the UK*
- *One of only 43 right-hand drive examples*
- *Re-commissioned by a Ferrari specialist in 2012/2013*
- *Circa 17,100 miles from new*
- *Full ownership history*
- *Ferrari Classiche certified*





"Boxer! Why Ferrari's new 512BBi is his best supercar yet." – *Car* magazine testing 'SPD 657X', May 1982.

Offered with the all-important Ferrari Classiche 'Red Book' certification, this 512 BBi is the first right-hand drive model imported into the UK and served as Maranello Concessionaires' demonstrator and press car. It is one of only 43 right-hand drive cars out of a total 512 BBi production run of 1,007 units.

Chassis number '40331' commenced production on Monday 21st December 1981 and was completed just over a month later on Friday 29th January 1982. The car was finished in Rosso Corsa with Sabbia (sand) hide interior featuring Zegna cloth inserts and Castoro (beaver) coloured carpets. It was transported to the UK and delivered to Maranello Concessionaires Ltd at Thorpe in Surrey, to whom it was first registered as 'SPD 657X' on 24th February 1982. The first Ferrari 512 BBi registered in the UK, 'SPD 657X' featured in the May 1982 editions of *Motor* magazine, *Car* magazine and *Motor Sport* magazine, and was photographed on the forecourt of Maranello Sales at Tower Garage.

Hailed by *Motor* as "Ferrari's macho missile", the car remained with Maranello Concessionaires Ltd for 18 months before being sold. The full ownership of the car is known, with copies of all the previous owners' V5 documents obtained from the DVLA.

With only 15,626 miles showing on the odometer, the BBi passed to a new owner on 20th December 1998. At some time subsequently the car was 'laid up' until it was re-commissioned at a cost of £44,800 by a Ferrari specialist between December 2012 and March 2013 (at 16,717 miles). The clutch was replaced at 16,951 miles on 16th December 2015.

Over the last six years the BBi has been driven sparingly on dry days only and has been stored in a dehumidified garage when not in use. The current odometer reading is only some 17,100 miles. Described by the private vendor as in excellent condition throughout, this beautiful car comes with detailed service history and the aforementioned Ferrari Classiche 'Red Book' certification.

£200,000 - 250,000
€220,000 - 270,000

261

1989 PORSCHE 911 TURBO LE COUPÉ

Registration no. G471 SGO

Chassis no. WP0ZZZ93ZKS000803

- One of only 50 LE models made
- Two owners from new
- 10,468 miles from new
- Service history available





Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age.

When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, it was announced that a special, limited-edition 'LE' batch of 50 Turbos would be built, incorporating as standard features that previously had been available only as factory optional extras. These included rear wheel air intakes, side skirts and a front spoiler, creating a look reminiscent of the Type 935 Le Mans sports racers. A Getrag five-speed gearbox was already standard on the Turbo, to which the LE version added a limited slip differential and an extra 30bhp, making it the most powerful variant built to date.

This right-hand drive Porsche 911 Turbo LE was first owned by a Mr Richard Hanreck and has belonged to the current vendor since September 2004. The car comes with a V5C document, an old-style logbook, MoT certificates, instruction manuals and its service booklet; the latter stamped on nine occasions, the last in February 2008 at 9,779 miles. The current odometer reading is 10,468 miles and this stunning Porsche is described by the private vendor as in excellent condition throughout.

£135,000 - 175,000
€150,000 - 190,000

2005 FERRARI F430 F1 SPIDER

Registration no. RX55 LXZ

Chassis no. ZFFEZ59C00144647

- *Rare and desirable soft-top Ferrari*
- *F1-type automated manual transmission*
- *Numerous desirable options*
- *Circa 27,500 miles from new*



Introduced in 2004 at the Paris Motor Show, the F430 was the latest in the line of V8-engined Ferrari road cars that had begun back in 1973 with the 308 GT4. The F430 was a development of the preceding F360, sharing the latter's aluminium chassis, roofline, doors and window glass, though the body itself had been extensively revised. Styled, as usual, by Pininfarina, the F430 body generated greater downforce without the penalty of increased aerodynamic drag. In styling the F430, Pininfarina referenced some of Ferrari's other great cars, using the Enzo's tail lights and a Testarossa-style driver's-side mirror, while the twin front air intakes recalled the Tipo 156 Formula 1 car of 1961. The open Spider version featured an electrically operated retractable roof, capable of folding away beneath the rear deck in only 20 seconds, while the fully leather trimmed interior - a visual feast - could be ordered with either aluminium or carbon fibre embellishment to customer choice.

Beneath the F430's transparent engine cover there was an entirely new 32-valve V8 power unit displacing 4.3 litres. More compact than its predecessor, this new engine developed a maximum of 483bhp, while 80% of the 343lb/ft of torque was available below 3,500 revs, quite an achievement for a normally aspirated engine. A traditional manual transmission was still available but most buyers opted for the F1-style paddle shift version.

One of the F430's more significant developments was the 'E-Diff', a computer-controlled limited-slip differential. As *Autocar* explained: "with this much power it's quite possible to come to a turn too fast, but in sports mode the diff and its electronics maintain traction, minimise understeer, and assist in the creation of that fast-flowing fluency that keen drivers dream of." And the F430 was certainly fast, with a top speed in excess of 315km/h (196mph) and a 0-100km/h (0-62mph) time of around 4.0 seconds. Helping keep this outstanding performance under control were Brembo brakes and their associated Bosch electronics package. Carbon ceramic discs were an option.

Finished in Grigio Titanio Metallic with beige leather interior, Nero carpets and Nero soft-top, this F430 F1 Spider comes equipped with aluminium dashboard inserts; instrument panel in yellow; aluminium brake callipers; Scuderia Ferrari shields; electric seats; high-power hi-fi with subwoofer and 6-CD changer; and a NavTrak anti-theft system. The sound system has since been modified to provide Bluetooth connectivity. Importantly the car is supplied with its original book pack, with regular servicing which confirms the mileage. A wonderful and cherished example.

£70,000 - 80,000**€76,000 - 87,000**

2006 ASTON MARTIN DB9 VOLANTE

Registration no. R006 BOF

Chassis no. SCFAC02A6GB05600

- One of the world's fastest soft-tops
- Automatic transmission
- Only 48,808 miles from new
- Full service history



"The Aston Martin DB9 is a thoroughbred sports car with GT levels of comfort and refinement. Combining Aston Martin's unique character with an uncompromising design philosophy, the DB9 was borne out of a synthesis of traditional craftsmanship, high-tech manufacturing, modern components and use of the finest materials." - Aston Martin.

Launched in 2003 as successor to the DB7, the DB9 is historically significant as the first model to be built at Aston Martin's new factory at Gaydon, Warwickshire. Like its predecessor, the DB9 was styled by Ian Callum, with finishing touches applied by Henrik Fisker. State-of-the-art manufacturing techniques were employed in making the aluminium/composite body, which was robotically assembled using a combination of self-piercing rivets and adhesive. Although some 25% lighter than that of the DB7, this advanced bodyshell possesses double the structural stiffness.

The DB9 is powered by a development of the 5.9-litre, 48-valve, V12 engine found in the DB7 Vantage, which produces 450bhp, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (189mph) with 60mph attainable from a standing start in a neck-snapping 4.6 seconds.

The aluminium engine is mounted as far back as possible in the chassis while the transmission/final drive is positioned ahead of the rear axle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution. Transmission options are a six-speed manual or six-speed 'Touchtronic 2' Automatic.

Inside the DB9 one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Although scheduled for a slightly higher production level than previous Aston Martins, the DB9 remained an exclusive product affordable only by a privileged few. Its price at launch was £111,000, with the Volante convertible some £14,000 more. This DB9 Volante is finished in Aston Martin Titanium Silver with Phantom Grey leather interior and has the fully automatic transmission. Reflecting careful ownership, it has been serviced at the regulation intervals from delivery up to the present day, there being 14 services recorded, the most recent carried out in March 2020 at 47,508 miles. Described by the vendor as in good working order throughout, this desirable DB9 Volante comes with current MoT, a V5C document, and the aforementioned service records.

£25,000 - 35,000

£28,000 - 39,000

1955 JAGUAR XK140 SE COUPÉ

Registration no. SJF 582

Chassis no. S804459

- One of only 199 right-hand drive XK140 SE fixed-head coupés
- Supplied new to Fox's Glacier Mints Ltd, Leicester
- Known ownership history
- Most recently restored in the late 1990s/early 2000s



Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. A close-ratio gearbox enabled better use to be made of the increased performance, and Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the 'C'-type 'head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

One of only 199 right-hand drive XK140 SE fixed-head coupés made, this pristine example has the 'C'-type cylinder head and was originally supplied to Fox's Glacier Mints Ltd of Leicester. The original buff logbook records the second owner as W H Peat of Leicester (1958) and lists two further owners: Ralph Hulett (1960) and Ronald Duffin of Leicester (1961 onwards). The XK has had only one owner since 1961 and is offered for sale only because of the death of the last recorded keeper.

'SJF 582' has been restored twice: the second 'last nut and bolt' restoration commenced around 1995 and took many years to complete, while the first restoration appears to have been carried out circa 1980. The rebuilds are documented in six albums of photographs. Finished in black with red leather interior, and equipped with chrome wire wheels, this beautiful car retains matching numbers and is presented in mint condition. Accompanying documentation consists of a JDHT Certificate; some old tax discs; a V5C Registration Certificate; current MoT; and an original Operating, Maintenance and Service handbook and oil chart. Coopercraft front disc brakes and a BroadSport header tank are believed the only deviations from factory specification.

£80,000 - 100,000**€100,000 - 130,000**

265

1992 FERRARI 512 TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. K420 KRA

Chassis no. ZFFAA17C000090563

- *Rare UK-supplied right-hand drive model*
- *Full Ferrari main agent service history*
- *Four owners from new*
- *Only 7,655 miles from new*



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

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 512BB – 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 512BB, 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.

Imported by Maranello Concessionaires and supplied by H R Owen, this rare right-hand drive Ferrari Testarossa was sold new to its first owner Charles Robertson (Dev) Ltd of Cornwall in September 1992 and was first registered as 'K567 EYL'. In February 1994 the Ferrari passed to the second owner, Mr Vichai Karmakham of Oxfordshire and was reregistered as 'K420 KRA'. It was next owned, from November 1999 onwards, by Mr Alan Croll and has belonged to the current vendor since May 2002. Old registration documents recording details of former owners are on file together with correspondence, bills, and H R Owen and Graypaul service history as recorded in the original Warranty Card and Owner's Service Book. Finished in the classic colour combination of Rosso Corsa with Crema leather interior, this low-mileage Testarossa is described by the private vendor as in excellent condition throughout and has to be a most attractive acquisition for the Ferrari aficionado.

£90,000 - 120,000
€100,000 - 130,000

1972 ALFA ROMEO MONTREAL COUPÉ

Coachwork by Carrozzeria Bertone

Registration no. SCW 603L

Chassis no. 1426502

- *Competition-derived four-cam V8 engine*
- *Left-hand drive*
- *Extensive mechanical restoration in 2015*
- *Bills available*



Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini that had been exhibited at the 1967 Montreal Expo, the two-seater Montreal coupé debuted at the Geneva Salon in 1970. Unlike the Expo prototype that used Alfa's 1.6-litre four-cylinder engine, the production Montreal used a 'civilised' version of the T33 sports prototype's four-cam V8. Designed with the classic endurance races in mind, this unit had started life in 2.0-litre form back in 1967 and would demonstrate considerable scope for enlargement. An opportunity to supply engines for the Australia/New Zealand Tasman Series prompted the first stretch to 2.5 litres, which was followed by further enlargement to 3.0 litres, in which form the Alfa engine was used in Formula 1 by McLaren.

Campaigned by the factory-backed Autodelta team, the 2.0-litre T33s were frequent class winners in international sports car races, but for outright honours were more often than not out-gunned by the larger-engined Porsches and Ferraris despite the subsequent increases in capacity. Alfa's V8 first appeared in a road car in the T33 Stradale of 1967. The limited edition Stradale had used the V8 in its original 2.0-litre form but the Montreal's version displaced 2,593cc.

Producing 200bhp at 6,500rpm courtesy of electronic ignition and Spica mechanical fuel injection, the Montreal's front-mounted, dry-sump engine drove the rear wheels via a ZF five-speed gearbox. Sourced from the contemporary Giulia 1750GTV, the running gear comprised independent front suspension and a live rear axle plus disc brakes all round. Aided by its slippery, fastback body, the Montreal was good for a top speed of 137mph (220km/h) and in spite of the hefty price tag proved very popular. A total of 3,925 cars had been produced when production ceased in 1977, only a relative handful of which were completed with the full 3.0-litre engine. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, but the Alfa Romeo Montreal is one of them.

We are advised by the private vendor that this 2.6-litre Montreal underwent extensive mechanical restoration in 2015; the engine, gearbox, fuel injection system and other components all receiving attention. Finished in bronze metallic with chocolate fabric interior, the car is offered with bills relating to the aforementioned restoration and a V5C document.

£65,000 - 75,000**€72,000 - 83,000**

1964 ROLLS-ROYCE SILVER CLOUD III SALOON

Registration no. MCY 566B

Chassis no. SHS43

- Formerly in a small private collection in Norway
- Recently re-commissioned at a cost of almost £20,000
- Fresh paintwork
- 54,838 miles from new



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell.

Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

A beautiful low-mileage example, this Silver Cloud III has just had close to £20,000 spent on re-commissioning and is presented in tip-top order, the mechanicals having been thoroughly gone through. The two-tone beige over cream paintwork has been done recently to a high standard and presents beautifully in unmarked splendour. The immaculate interior is trimmed in St James' Red Leather with Burgundy carpets, while the woodwork is also in fine order, featuring occasional picnic tables in the rear.

The Rolls comes from long-term ownership in Norway where it has resided in a small private collection. Being a late model it benefits from power windows and is also fitted with air conditioning. Offered with sundry bills, current MoT and a V5C document, this is a very lovely car in way above average condition.

£20,000 - 30,000
€22,000 - 33,000

268

1927 ROLLS-ROYCE 20HP PANEL BROUGHAM DE VILLE

Coachwork by Brewster

Registration no. DS 8665

Chassis no. GAJ15

- One of only two bodied in this style
- Known ownership history
- Well documented
- Featured in numerous publications on Rolls-Royce
- Present ownership since 2015



Changing times after WWI forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and a 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

This right-hand drive example of Rolls-Royce's successful smaller companion to the Silver Ghost was sold new in rolling chassis form on 31st January 1927 to Mrs A L Sylvester, a resident of the Plaza Hotel, New York, USA. The car was shipped to the USA aboard the SS Laconia. 'GAJ 15' wears unusual 'Panel Brougham de Ville' coachwork by the highly respected American firm of Brewster, a company acquired by Rolls-Royce of America Inc in December 1925. It is one of only two such built on the 20hp chassis and retains its original body.

Credited to Henry Peter 1st Baron Brougham and Vaux (1778-1868), this style of body is noted for its formal upright and square appearance, with curving forward swage line in front of the rear compartment doors. This style was common on many horse-drawn carriages of the time, and when the motorcar was introduced many carriage designs were simply adapted by coachbuilders to accommodate an engine in the front as opposed to horses! This formal style is often referred to as a 'Town Car' and would have been used for taking the owner(s) to the theatre or opera or other formal occasions in the larger towns and cities. It dates from an era when horse-drawn carriages probably still outnumbered motorcars.

All the brightwork is nickel silver, and the style of the vertically striped paintwork is known as 'Dutch Pink', although not actually pink! Reportedly by Fabergé, the door furniture in the cabin is silver and enamel. The grey cord upholstery is old but probably not original, and the pull-down blinds are silk, albeit rather fragile today. There is a speaking tube for the passengers to communicate with the chauffeur. The solid 'artillery' type wheels are very robust and heavy, and would not be out of place on the battlefield! The other car bodied in this style is still in the USA and both examples were owned by the same family in the 1960s.



The Rolls-Royce changed hands five times while in the USA and was resident in the Powers Automobile Museum in Connecticut in the 1940s and '50s. It was brought back to the UK in 1991 and later had its engine stripped and rebuilt. The car was stored between 2000 and 2005 when it was sold at Bonhams' Harrogate sale in November of that year (Lot 442); it has belonged to the current vendor since March 2015. A list of all owners in the USA and up to and including the immediately preceding owner in the UK is on file. Other documentation contained within the comprehensive history file includes copies of the original order form and chassis cards; photocopied literature; a quantity of expired MoTs and tax discs; copies of previous registration documents; a current V5C Registration Certificate; and a most substantial quantity of bills for works carried out and parts purchased while with previous owners (perusal recommended).

This car is featured in a number of publications on Rolls-Royce cars including *Rolls-Royce in America* by John Webb de Campi; *The Rolls-Royce Twenty* by John Fasal; and *Coachwork on Rolls-Royce* by Lawrence Dalton. A die-cast scale model of it has been made by Top Marques of Honiton, Devon and one is included in the sale.

The vendor advises us that the car is in good running order but has not been on the road for some months because he has had to undergo hand operations; the engine has been run regularly but a general service is required. This exceptional car comes complete with tools, jack, hubcap tool, town cap, rim lever, special grease gun, etc, all housed under the front seats, and has a period-correct Flying Lady mascot on a correct cap. It also comes with an original instruction book; a full set of keys for ignition, bonnet locks, rear compartment, and padlocks on spare wheels and the fuel can. Side screens for the front compartment are kept in a black bag in the rear compartment.

The only known faults are a sticky starter, which occasionally does not engage and needs a push to move it, and the electrical charge, which sometimes takes a while to get going, although it works well then. One of the spare tyres is deflated, and the petrol tank gauge does not work (there is a marked dipstick in the rear of the car). It should also be noted that there is an electrical cut-off switch just to the side of the driver's seat.

The only reason for sale is that the elderly owner, at nearly 80, has arthritis in both hands and the aforementioned operations have not been as successful as hoped.

£50,000 - 60,000
£54,000 - 65,000

269

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

Registration no. 698 WKT

Chassis no. 860970

- *Right-hand drive model delivered in the UK*
- *Matching numbers including gearbox*
- *Professionally restored in 1993*
- *Only circa 8,500 miles since restoration*
- *Excellent condition*





"If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal.

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-Type was 'the most beautiful car ever made'.

This 'Series 1' E-Type coupé was manufactured on 30th October 1962 and supplied by Henlys Ltd of London to its first owner Mr G S Baduel Esq of London SW1 on 18th April 1963. Ordered in Opalescent Silver Blue with light blue leather interior, the car was equipped with a Radiomobile 900T stereo system. The E-Type was issued with the London registration mark '698 WKT'.

A matching-numbers example, the E-Type was subject to a complete 'last nut and bolt' restoration to original factory specification by leading Jaguar specialists Fullbridge Carriage Company in 1993, the engine and gearbox being rebuilt by GSE Motorsport (Gordon Spooner Engineering Motorsport). The interior is believed original. Only some 8,500 miles have been covered since the restoration and the car is described by the vendor as in generally excellent condition, with good bodywork and paint. A very correct and desirable Series 1, the car is offered with a comprehensive history file containing restoration invoices, current MoT, V5C document, and a Jaguar Daimler Heritage Trust Certificate.

£120,000 - 160,000
€130,000 - 180,000

270

1930 ROLLS-ROYCE PHANTOM II TOURER

Coachwork by Barker & Co

Registration no. SV 9956

Chassis no. 45GN

- *Believed ordered on behalf of King Alfonso of Spain*
- *Barker body ex-Maharaja of Bhavnagar*
- *Ex Harrah Collection*
- *Body refurbished in recent years*



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

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head' was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork. The transmission was of the 'Hotchkiss Drive' type, featuring an open prop-shaft rather than the torque tube arrangement used on earlier 40/50hp models.

Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day and this example wears handsome open tourer coachwork by Barker & Co, of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Old established coachbuilders, Barker had shown an example of their work to the Hon C S Rolls as early as 1905; so impressed was he that the firm was viewed as the 'official coachbuilder' to Rolls-Royce for the next 25 years.

Rolls-Royce Phantom II '45GN' is a right-hand drive long-chassis car completed on 26th June 1930 to the order of Sr Marqués de Larios and originally fitted with Sedan de Ville coachwork by London-based coachbuilders Hooper & Co. It is believed that the car was ordered for King Alfonso of Spain. Accompanying copy chassis cards record details of the car's original specification, including the many special gunmetal brass interior and exterior fittings that are still in evidence today. '45GN' also retains its matching-numbers engine ('TO85'), gearbox, and axle.



On 23rd July 1930 the Phantom was shipped to Spain and is believed to have been re-bodied around 1939 by Hooper (see Hooper's letter dated 10th May 1965 on file). In the mid-1960s the car underwent restoration at SA du Garage de l'Athénée of Geneva, Switzerland, and during the 1970s and 1980s was displayed as part of the world famous Harrah Collection. In the mid-1980s the then owner spent approximately \$120,000 on a comprehensive refurbishment undertaken by renowned coachbuilders and restorers Bohman & Schwartz of Pasadena, California. When offered for sale at Bonhams' Newport, RI auction in August 2003 (Lot 915), the Rolls-Royce still had its second Hooper body and was described as 'show quality'.

Fitted to the car recently, the Barker open tourer body (number '6859') was originally ordered by the Maharaja of Bhavnagar in 1929 to replace the original body on his 6 1/2-Litre Bentley Speed Six. Over recent years this Barker body has been refurbished to include a new black hood with side screens, and an updated interior featuring a beautiful burr walnut dashboard providing the perfect setting for the brass instrumentation. The seats are trimmed with black leather and there is a drinks cabinet in the rear of the front seats for the convenience of passengers in the rear. Handsomely finished in Royal Burgundy and black, this Barker-bodied Phantom II represents the very best of British automotive engineering and style.

£115,000 - 150,000
€130,000 - 170,000



271

1973 FERRARI 365 GT4 2+2 BERLINETTA

Coachwork by Pininfarina.

Registration no. BWP 671M

Chassis no. 17327

- One of only 524 made
- Rare right-hand drive example
- Present ownership since 2014
- Benefiting from considerable recent expenditure
- Ferrari Classiche certified



Introduced towards the end of 1972, the 365 GT4 2+2 was the biggest and best equipped four-seater Ferrari so far. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365 GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings. A total of only 524 had been completed by the time production ceased in 1976.

A rare right-hand drive manual transmission model supplied new in the UK via Maranello Concessionaires, this fine example of the ultimate Ferrari of its day was purchased by the current vendor from a UK auction in 2014. The comprehensive history file reveals that the Ferrari was previously owned by Peter Morgan of the Morgan Motor Company and registered with his private registration number 'AB 16'. The car comes complete with Mr Morgan's engraved umbrella together with the original leather wallet, handbooks, warranty card, tool roll/spare parts kit, and bill of sale.

Since the vendor's purchase the car has benefited from considerable expenditure and gained the all-important Ferrari Classiche certification. In February 2016 Maranello Concessionaires carried out extensive works that included replacing the exhaust system; replacing the cam cover gaskets and seals; replacing the steering box; overhauling the suspension; replacing the rear shock absorbers and springs; and fitting four new Michelin tyres at a cost of £34,500. Later that year the Ferrari appeared on the cover of *Classic & Sports Car* magazine's September 2016 edition as part of a 'Family Supercars' feature.

More recently, in November 2019, MDS Services carried out extensive works that included overhauling the engine; stripping, cleaning and reassembling the carburettors and ignition distributors; rebuilding the differential; overhauling the steering idler box; fitting new exhaust heat shields; and refurbishing the dashboard instruments and steering column controls. MDS's bill for £22,644 is on file (perusal recommended). Finished in Azzuro (blue) with matching leather interior, this beautiful four-seater Ferrari is described by the private vendor as in very good/excellent condition and offered with its Classiche 'Red Book'.

£60,000 - 80,000

€66,000 - 88,000

1989 JAGUAR XJ-S V12 CONVERTIBLE

Registration no. F493 OPC

Chassis no. SAJJNADW3DB157017

- *First owned by around-the-world yachtsman Serge Paris*
- *Three owners from new*
- *25,020 miles from new*
- *Well maintained*



Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The car had not been designed with an open version in mind, so a Targa-style arrangement was adopted for the XJ-S Cabriolet, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible has had only three private owners, the first being around-the-world yachtsman Serge Paris, and while in his ownership was maintained by Jason Mann, who previously worked for H A Fox Jaguar in Guildford. Mr Paris spent many years away at sea, which explains this car's relatively low mileage (see signed letter of confirmation on file).

The immediately preceding (second) owner, a Jaguar collector, purchased the XJ-S at Bonhams' Beaulieu Sale in September 2014 (Lot 428) and used the car sparingly, covering fewer than 1,000 miles while keeping the it correctly stored and well maintained. After purchase in 2014 car was sent to CMC Ltd for a check-over (see bill for £6,000 on file) while more recently the car has been looked after by Jaguar Classic in Coventry. Dated 2019, there are bills on file totalling £9,000 for new door seals, servicing, MoT, minor repairs, etc.

Finished in Solent Blue with cream interior, this little used and well cared-for XJ-S convertible is offered with its original handbook, original service book, and a V5C document.

£24,000 - 28,000

€26,000 - 31,000

Motor Cars

Section II - Lots 273 - 301

5pm

Further images of each lot can be
found at: bonhams.com/26117





273 †

One of only seven CTR3s built to the desirable Clubsport specification

2013 RUF CTR3 CLUBSPORT COUPÉ

Chassis no. WO9BM0382DPR06019

- Ultra-rare German supercar
- Believed the only right-hand drive example
- Delivery mileage (46 miles)
- Dry stored for its entire life
- 'As new' condition





"Bottom line. The CTR3 is comfortably the finest Ruf to date. It's also by far and away the best 911 Porsche never made." – evo.

From a tuner and modifier of Porsches, Alois Ruf graduated into automobile manufacturer, being awarded that status in 1981 by the German Automobile Manufacturers Association. The first group of Ruf-designated cars - numbered BTR1, BTR2, and BTR3 - was constructed in the 1980s. Ruf's favoured Porsche 911 was the basis for the trio. The BTR's engine was based on the 3.3-litre Turbo's but displaced 3.4 litres and was fed via a Ruf inter-cooler by an oversize KKK turbocharger. The resulting 369 horsepower was transmitted to the road via a Ruf five-speed gearbox, while the suspension and brakes were of Ruf design also. Finished cars could be purchased either directly from the Ruf factory, or customers could have their own cars converted.

Ruf's concept of a super-tuned and upgraded Porsche 911 progressed via the CTR and CTR2, the latter based on the Type 993 model introduced for 1995. Testing one of the first CTRs, Road & Track magazine nicknamed it 'Yellowbird' on account of its striking bright yellow livery, and the name stuck. With a top speed of around 213mph (343km/h), the original CTR held the title of world's fastest production vehicle for many years.

The successor CTR2 was based on the Type 993 Porsche 911 Turbo, its 3.6-litre engine tuned by Ruf to produce 520bhp and 505ft/lb of torque, while later versions came with 580 horsepower on tap. Other enhancements included Ruf's own suspension system, bigger brakes, Kevlar body panels, lightweight glass, integral roll cage, redesigned rear wing, and Recaro racing seats with Simpson five-point safety belts. With a recorded top speed of 217mph, the CTR2 was, just like its predecessor, the world's fastest production vehicle at the time of its introduction. Two-wheel and four-wheel drive versions were available.

Launched in 2007, the CTR3 gained rave reviews as the most polished, complete car Ruf had ever made. The CTR3 debuted on 13th April that year at Ruf's new factory at the Bahrain International Circuit, the kingdom's ruler, Sheik Salman bin Hamad Al-Khalifa, being the German firm's wealthiest customer. Unlike many previous Rufs, which were closely based on the Porsche 911, the CTR3 is built on a largely bespoke platform developed by Ruf in collaboration with Canadian motor sports specialists Multimatic, who more recently were responsible for manufacturing the new Ford GT. The forward part of the chassis is that of the Porsche 911 GT3 RS, while a tubular sub-frame supports the engine, the latter mid-mounted (as in the Porsche Cayman) rather than at the rear (like a 911). One consequence of the engine's altered position is that although the CTR3 is the same length as a 911, it is longer in the wheelbase by a considerable 274mm (10.8"). The 911's MacPherson strut front suspension was retained and a multi-link arrangement adopted at the rear rather than the customary double wishbones.



While undeniably resembling a Porsche from many angles, when parked next to a 911 the CTR3's differences become very clear - most notably its increased width and greatly reduced (by 114mm) height. Boasting leather-trimmed carbon fibre bucket seats, the cabin is necessarily somewhat cosier than that of a 911.

Powering the CTR3 was Ruf's Porsche 911-based 3,746cc flat-six twin-turbocharged engine producing 691bhp, which delivered its power to the rear wheels via a six-speed sequential gearbox (with clutch) that eschewed the almost universal shift paddles in favour of a conventional gear lever. Ruf claimed a top speed of 235mph (378km/h) for the CTR3, a stupendous performance reined in by 15" cross-drilled carbon-ceramic brake discs gripped by six-pot callipers. It is also notable as one of the tiny handful of supercars with a power-to-weight ratio exceeding 500bhp/ton, albeit only just (by one horsepower).

"Towering as the Ruf's performance undoubtedly is, its chassis is simply exquisite," observed evo's tester David Vivian. "The CTR3 is a car you instinctively trust. It makes fast easy in the same way that a Boxster or Cayman does, stripping away the cause-and-effect concerns that would haunt the nine-tenths 911 pilot. It's gun-it-and-go raised to a supernatural level. Momentum and mass seem perfectly synchronised, the car's potential feels uncannily accessible; there's a tremendous sense of precision and immediacy in everything it does and a wonderful, exploitable balance."

At the 2012 Geneva Motor Show Ruf unveiled the CTR3's replacement: the CTR3 Clubsport. More aggressively styled than the stock CTR3, the Clubsport featured a large fixed carbon rear wing; flared wheelarches to accommodate a wide track; and a new front section with splitter.

The Clubsport also featured a revised engine producing a phenomenal 777bhp and 723lb/ft of torque, and could be ordered with an optional seven-speed dual-clutch 'PDK' transmission. Despite its enhanced performance, the more track-focused Clubsport remains as easy to drive and useable as any Porsche, thanks to its combination of original 911 and custom Ruf suspension. It even enjoys the benefit of a front axle lift system. The interior is beautifully finished in leather with carbon fibre detailing, again using a blend of familiar Porsche switchgear and custom Ruf items such as the seats and steering wheel. Around 30 Ruf CTR3s were produced, with a further seven sold in Clubsport specification.

This particular Ruf CTR3 Clubsport is believed to be the only right-hand drive example in existence. Built in 2013, it was originally supplied through Ruf Singapore and immediately was put into storage. The car was shipped to the UK in 2017 and again placed immediately into storage, and is now offered for sale with only 46 miles covered from new. As one would expect, the Ruf is in 'as new' condition throughout, representing an exciting acquisition for any significant private collection.

Should the vehicle remain in the EU, VAT of 20% will be payable on the hammer price and buyer's premium

£600,000 - 900,000

€660,000 - 990,000



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 Alps to Goodwood Collection





274 N

Offered from The Alps to Goodwood Collection

1964 ALFA ROMEO 2600 SPIDER WITH HARDTOP

Coachwork by *Carrozzeria*

Chassis no. AR191207

- *Alfa Romeo's Classiche certification*
- *Elegant styling by Carrozzeria Touring*
- *Delivered new to the USA*
- *Accompanied by rare removable hardtop*
- *Registered in Switzerland*



"An Alfa which goes as splendidly as it looks is the Alfa Romeo 2600 Spyder (sic), an exciting convertible with graceful coachwork by Touring of Milan and the six-cylinder engine in three-carburettor form." – *Cars Illustrated*.

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

A total of approximately 2,255 Spiders and 6,999 Sprint Coupés were produced between 1962 and 1966, and today these rare and hitherto under-appreciated models are becoming increasingly sought after by discerning Alfisti.

This gorgeous Alfa Romeo 2600 Spider was built for the United States market with 2+2 seating and a removable hardtop, as confirmed by the accompanying Alfa Romeo Classiche certification. Offered with Swiss registration papers, this pristine Alfa Romeo soft-top is ready to delight the fortunate next owner.

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

£80,000 - 100,000

€88,000 - 110,000

275 N

Offered from The Alps to Goodwood Collection

1961 JAGUAR MARK 2 3.8-LITRE SPORTS SALOON

Chassis no. 219866DN

- *Delivered new to Germany*
- *Resident in Switzerland since circa 2004*
- *Present ownership since 2009*
- *Professionally restored by JD Classics in 2010*
- *Overdrive transmission, power steering, heated windows, central locking*
- *Registered in Switzerland*



The retrospectively titled Mark 1 - Jaguar's first unitary construction saloon - was replaced in October 1959 by the closely related, albeit extensively revised, Mark 2. 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 the six toggle switches and four 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. In this, its final and most desirable form, the Jaguar Mark 2 provided the discerning, enthusiast driver with one of the finest sports saloons available in the 1960s. Transmission options were a four-speed manual (with or without overdrive) or a Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965. In its ultimate, 3.8-litre, overdrive-equipped specification, the Mark 2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

Manufactured on 21st December 1961, this left-hand drive Mark 2 was delivered new to the famous German Jaguar dealer Peter Lindner in Frankfurt and sold in 1962 to Joachim Pfeifer of Eisdorf, Germany. The car then had four further owners in Germany: Gerhard Schaefer of Niederau (1969); Irene Miller of Lich-Steinstrasse (1969); Heinz Uwe Adrian of Hürtgenwald-Strass (1971); and Peter Pompluss of Hürtgenwald (1977).

Circa 2004 the Jaguar went to Switzerland where it was owned first by Martin Glanzmann of Oberhasli and then by Jean-Pierre Müller of Männedorf from 2007. The current vendor bought the car in 2009. In 2010 the Jaguar was restored by the respected specialists JD Classics at a cost of £123,528. This body off rebuild include various sensible upgrades including power steering, heated windows, central locking, etc. Since then the car has been serviced in Switzerland by specialists Dönni. It should be noted that the engine has been changed.

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

£40,000 - 60,000

€44,000 - 66,000

276 N

Offered from The Alps to Goodwood Collection

**1926 BENTLEY 6½/8-LITRE
'LE MANS' TOURER**

Chassis no. WB2565

- 2007 Peking-Paris Rally Gold Medal winner
- Matching engine
- Known ownership history
- Present ownership since 2000
- Extensively campaigned worldwide
- Accompanied by an extensive selection of spares and rally adaptations





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

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

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. 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, led to the introduction in 1926 of a larger car: the 6½-Litre. Known as the 'Silent Six', the latter perpetuated the 3-Litre's mechanical theme but with greatly increased refinement.

Although the 6½-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Litre Bentleys, while Barnato/Kidston repeated the feat in the following year's *Grand Prix d'Endurance* at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6½-Litre Speed Six was W O Bentley's favourite car. The 6½-Litre was produced for four years, during which time 544 chassis were completed, the standard/Speed Six split being 362/182.



According to Dr Clare Hay's authoritative work, *Bentley: The Vintage Years*, this particular 6½-Litre, registration number 'YP 7937', is one of 97 erected on the ST2 (12') standard chassis; most (242) of the standard cars being built on the longer (12' 6") frame. Chassis number 'WB2565' was completed in August 1926 and bodied as a saloon by the obscure coachbuilder, Surbiton Bodies. The car was supplied via Jack Withers & Co of North London and the first owner was one Ulrich Charles Pusinelli of London. Early in its life 'YP 7937' was one of a group of Bentleys photographed on the seafront at Cannes (copy on file). The car continued to be serviced by Bentley until the outbreak of war, the last entry in the record (copy on file) being dated 2nd March 1939. By this time 'YP 7937' belonged to J O Kastner-Walmsley (its fourth owner), the second and third owners being T Miller Jones and S K Troman respectively.

The next three known owners are, in order: H A Booth (1968); Paul Bentley (1972); and J C Wardell (1976). The Vanden Plas-style 'Le Mans' tourer body was fitted in 1972, and the car was in this form when it appeared in Clarendon's advertisement in *Thoroughbred & Classic Cars magazine's* June 1977 edition. Clarendon described the car as a "Vanden Plas type 4-seater. Open Tourer coachwork, magnificently well finished. Tonneau and weather gear supplied. The overall appearance and performance of this vehicle are outstanding".



'YP 7937' was next owned by David Findlay (1986) followed by Spencer Flack (1989-2000) and from then onwards by the current vendor, a prominent Swiss private collector. Restored in 1988, the Bentley is finished in British Racing Green with matching upholstery, while the original engine ('WB2562') has been enlarged to 8 litres. Figures quoted for this engine are a maximum output of 240bhp at 4,550rpm and 334lb/ft of torque at 2,950 revs, while the car is said to have a top speed in excess of 110mph.

'YP 7937' has been campaigned extensively while in the vendor's care, taking part in some of the toughest historic motoring events worldwide. These include the Peking to Paris Rally in 2007 (class winner, VSCC Award, Gold Medal); Carrera Sudamericana (2006); Vintage Bentley Tour of South Africa (2001 and 2006); and the New Zealand Vintage Tour (2002). It has also participated in the Liège-Rome Rally; Grand Prix de Tunis; Gran Premio Nuvolari; Rallye des Alpes; Ennstal Classic; Copperstate 1000; and the California Mille. The Bentley's most recent outing was at the Rotary Rally in September 2019. 'YP 7937' comes with a comprehensive history file, which among other items includes photographs of HRH Prince Charles driving it at Brands Hatch.

The car is accompanied by numerous accessories designed and built with endurance rallying in mind, including but not limited to: tool cases built for the running boards; secondary water radiator and fans; custom made seats; desert air filters; and a customised bonnet. A full list of the adaptations and spare parts is available on request. In addition, the car is fitted with a 140-litre safety fuel tank.

As legend has it, Ettore Bugatti once dismissed W O Bentley's products as 'the world's fastest lorries', but their inherent robustness made them ideally suited to the arduous long-distance events of their era. This car's exceptional rallying career in the hands of its current enthusiast owner amply demonstrates that W O got it absolutely right. Was there ever any doubt?

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

£600,000 - 800,000

€660,000 - 880,000

277 N

Offered from The Alps to Goodwood Collection

**1953 BENTLEY R-TYPE CONTINENTAL
SPORTS SALOON**

Coachwork by H J Mulliner

Chassis no. BC27C

- One of only 208 produced
- Matching engine
- Manual transmission
- Known ownership history
- Formerly owned by Denis di Ferranti
- Present ownership since 2009
- Prepared by Padgett for historic rallying
- Extensively campaigned





"The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls, this Bentley is the equal of modern racing cars, and superior to some." – Raymond Mays, *The Autocar*, 2nd October 1953.

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork – the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner.

In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio – the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was – inevitably – an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds, and effortless cruising at the 'ton'.

Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. "The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started," concluded *Autocar*.



Chassis number 'BC27C' was supplied new by Charles Atwood & Son Ltd to one J Salem. Completed on 15th July 1953, the car was originally finished in black with beige hide interior trim, and was equipped with lightweight seats and the manual gearbox. It was built to design number '7277/G', featuring a higher rear wings line; door recesses with sliding panels; compartment in offside boot; and small over-riders.

'BC27C' went on to have a further five owners (all in the UK, details available) before being acquired by prominent collector the late Denis de Ferranti in January 1965. It is believed Mr Ferranti kept the Continental until his death in 1992, and the car was next owned by Anthony Galliers-Pratt (from January 1994).

In 1999 'BC27C' was a class winner at the R-REC's Althorp meeting, and during 1999/2000 was rebuilt and rally-prepared by Padgett Motor Engineers and Autotrade Restoration in preparation for the Liège-Rome Rally, which it participated in on four occasions (2000-2003). In 2006 the Bentley was acquired by Terry Lister of Warwickshire, passing to the present owner, a prominent Swiss private collector, in August 2009.



Padgett's rally preparation involved fitting up-rated dampers; higher poundage front and rear springs; larger diameter front and rear anti-roll bars; steering modification; Dunlop racing wheels and tyres; and Alfin ventilated brakes with competition linings. The engine has been tuned, incorporating forged pistons and con-rods; competition clutch; lightened flywheel; fluid damper; OPWAS big-valve cylinder head; 8.8:1 compression ratio; gas-flowed ports; triple carburettors; free-flow twin exhaust; alloy radiator; and an oil cooler.

Many of Padgett's modifications were based upon work carried out by Bentley's Hythe Road Service Department for individual customers and by the Experimental Department for the 1955/56 model (R-Type) Continental, which was never put into production. Improving the volumetric efficiency and raising the compression ratio without changing the camshaft profile has significantly increased power within the useable rev range. The engine now produces 226bhp compared to the estimated 158bhp of the standard Continental engine; it has also been designed to run on Super Unleaded petrol. The first Continental to be rally prepared in this way was 'BC65C', in 1996, and Padgett has completed four Continentals to rally specification. In 2018 'BC27C' was fitted with air conditioning and electric power steering (for 1st and reverse gears).

While in the vendor's care the Continental has been enthusiastically campaigned throughout Europe and beyond, participating in prestigious events such as the Rallye des Alpes; Eifel Classic; Gaisberg; Vosges Classic; and the California Mille. Its most recent outing was at the British Car Meeting (BCM) in Mollis, Switzerland in August 2019.

Presented in beautiful condition, 'BC27C' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance and expertly prepared for historic rallying. With its outstanding aerodynamic coachwork, developed by Rolls-Royce stylist John Blatchley in collaboration with coachbuilder H J Mulliner, the R-Type Continental fastback remains the pinnacle of Bentley's achievements in the post-war era.

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

£800,000 - 1,000,000

€880,000 - 1,100,000

278 N

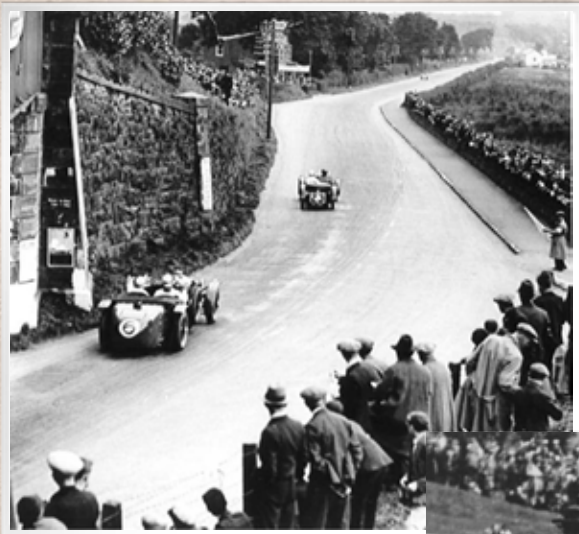
Offered from The Alps to Goodwood Collection

1931 INVICTA 4½-LITRE S-TYPE LOW CHASSIS SPORTS 'SIMPLON'

Coachwork by Carbodies

Chassis no. S90

- *One of the finest sports cars of the Vintage era Invicta works car*
- *Ards TT and Brooklands race history*
- *Known history from 1931 to the present day*
- *Present ownership since 2000*
- *Extensively campaigned*
- *Extensive professional restoration in 2011*
- *Highly eligible for the most prestigious events worldwide, including the Mille Miglia*



1

1 (above)
August 22nd 1931, S 90 at the Ards TT
driven by Froy and T. Wisdom.

2
October 1931, BARC Closing Meeting
at Brooklands. S 90 driven by Mrs E.
Wisdom

3 (Main)
Tourist Trophy, August 22, 1931, @LAT



2



In an era when most cars stood tall, the 4½-litre S-Type Invicta, with its dramatically lowered chassis, caused a sensation: few sports cars before or since have so looked the part. The Invicta Company's origins go back to 1924 when Noel Macklin and Oliver Lyle, both of whom had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding.

Like the contemporary Bentley, the Invicta was produced to an exemplary standard. Price was only a secondary consideration, a factor that contributed largely to both firms' failure to weather the Depression years of the early 1930s. The final Invicta left the factory, appropriately enough, on Friday 13th October 1933, though a handful of cars was assembled at the company's service depot between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from a handful of prototypes, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Launched at the 1930 Olympia Motor Show, the S-type featured an new under-slung chassis that achieved a much lower centre of gravity by positioning the rear axle above the frame rails instead of below as was normal practice at the time. Like most low-revving engines, the 4½-litre Meadows delivered ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear, despite its relatively high 3.6:1 final drive ratio, and will then accelerate rapidly and without complaint when the accelerator is depressed.

The popular '100mph Invicta' tag notwithstanding, standard cars had a – still impressive – top speed of around 95mph with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, its greatest attribute being an ability to cover a substantial mileage at high average speeds with no strain, either to driver or the machinery.



Invictas are about as indestructible in normal use as a car can be. Approximately 68 of the 75-or-so S-types built are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scraper' and 'Sea Lion'. 'S90' was named 'Simplon'.

'Simplon' was built in the early summer of 1931 and retained by the works as a competition car for regular Brooklands competitor Dudley Froy. In a letter to *Motor Sport* (June 1988 edition) A F Rivers Fletcher, who had first-hand knowledge of the works Invictas in period, says he believes that Froy's S-Type was completed using components taken from the car Sammy Davis had crashed at Brooklands. Although prepared for Dudley Froy, the Invicta was driven to a class win in the Ards TT on 22nd August 1931 by Tommy Wisdom and L Cushman, Froy having been sidelined with a broken arm. In October of that year 'Simplon' was driven in the BARC Closing Meeting at Brooklands by Mrs Wisdom.

At the 1932 Easter Norfolk Lightning Mountain Handicap, Froy lapped Brooklands at 108.03mph on his way to a brace of 3rd place finishes, and later that year at the Brighton Speed Trials the famous lady racing driver Mrs Kay Petre set the fastest time of the day. Froy then rounded off a successful season with a 4th place finish at Brooklands on 10th

September. On 6th December 1932 Froy registered the Invicta for the first time, the number allocated being 'JJ 332'.

In 1933, 'Simplon' was offered for sale by William Arnold in Manchester (copy advertisement on file) and sold to dealer Jack Elliot. The car next belonged to David Lewis of London in 1936, followed by R Wyman, London in 1939. Major Granville Taylor then took 'Simplon' to the USA where it was owned by Hollywood superstar Tyrone Power.

Offered for sale by Lubrication Automotive Service of Los Angeles, California, the Invicta was next owned, from the mid/late-1940s, by John H Haugh of Tucson, Arizona. The car's next four owners were Charles P Smith of Tucson, Arizona (2nd January 1955); Edverne B Harrington of Phoenix, Arizona (30th January 1959); Walter H C Boyd of Toronto, Canada (April 1959); and Dr John Robson of Mount Pleasant, South Carolina (November 1985, bill of sale and CoT on file). There are two letters on file from David Lewis to Dr Robson, both written in 1988, concerning the car's early history, and another from John Haugh to Walter Boyd dated 21st August 1960 which relates the Tyrone Power connection (perusal recommended). Boyd was restoring the 'Simplon' at the time. As well as the aforementioned correspondence, there are numerous copies of in-period photographs on file.





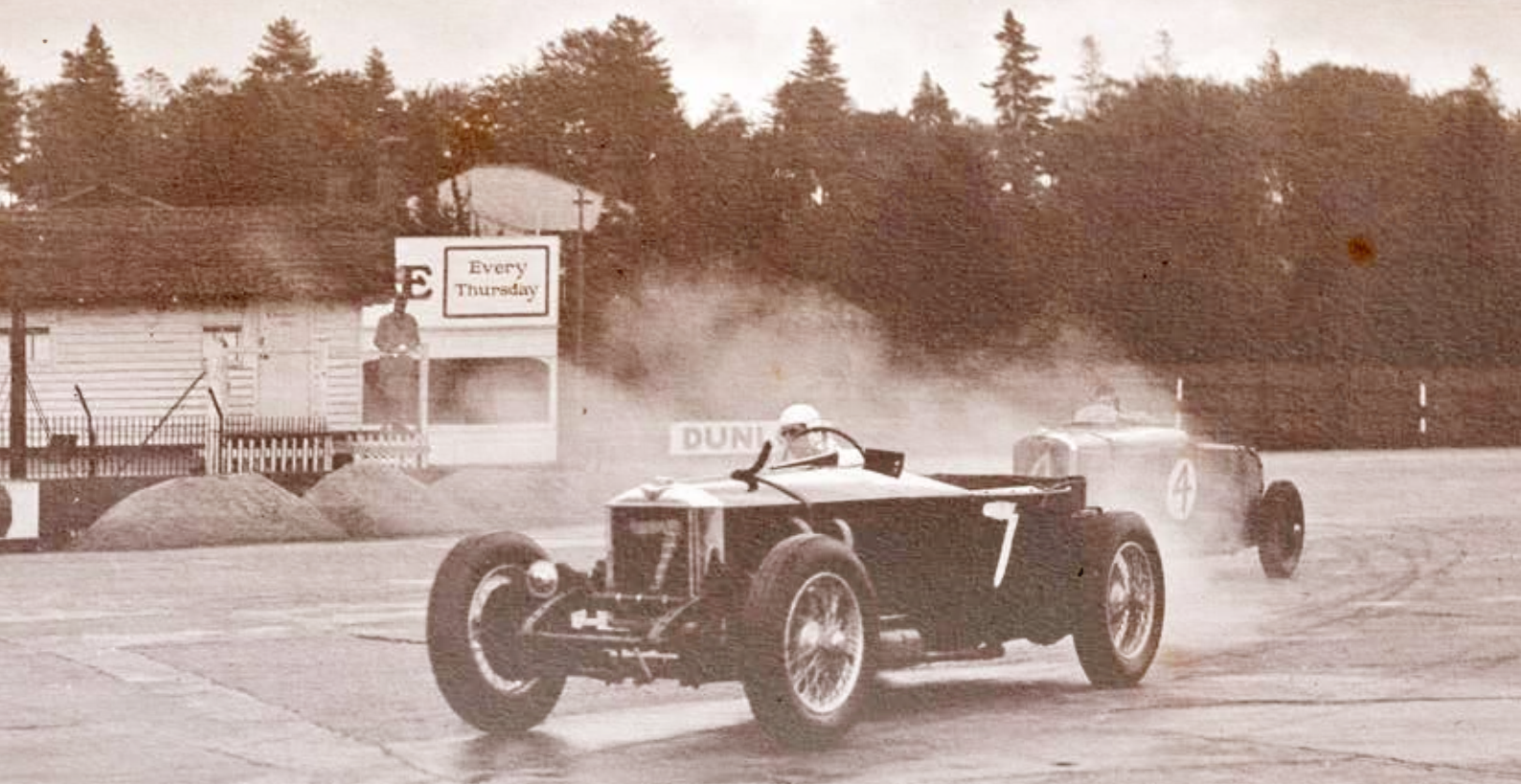
4
David Lewis using S 90 on holiday in
Switzerland sometime in the late 1930s.

5 (main)
Dudley Froy, Invicta, leads Brian Lewis,
Talbot, Brooklands Events 1932, BARC
Final Meeting, September 10, 1932, @LAT





4



During the war a Buick engine had been installed, and it was Edverne Harrington who replaced it with with current engine, '7411', which had left the factory in chassis number 'S33'. (The original engine's number is not known.) This engine was replaced in 2000 during the ownership of Dr Robson for the current engine numbered '7348'. A full report on the car's provenance, compiled in 2001 by marque expert Derek Green, is on file. By this time Dr Robson had relocated to the UK, settling in the Isle of Man where 'Simplon' was registered in 1999. In March 2001 he offered the Invicta for sale at a UK auction, and later that same year the car was acquired by the current vendor, a prominent private collector in Switzerland. Upon arrival in Switzerland the car benefitted from extensive work by well-known specialists Garage Portmann in 2002 and again in 2004.

Since then Simplon has been extensively campaigned throughout Europe, participating in prestigious events such as the Mille Miglia (2002, 2003, 2004); Rallye des Alpes (2002-2006); Gran Premio Nuvolari (2003); Rallye Sanremo Rally (2003-2007); Grand Prix Suisse, Bern (2009); Rallye Solitude (2011); and the Gaisberg Hill Climb (2014).

In total there are some 70 events listed in the massive history file, the last of which was the Invicta Tour of July 2019. Such a demanding schedule has required careful ongoing maintenance, and in 2011 extensive work was undertaken by vVintage car specialist David Ayre of Berkshire, UK.

The Low Chassis Invicta S-Type is now regarded as one of the most desirable pre-war sports cars, sought after by collectors for its exceptional driving abilities, style and sheer presence. A guaranteed entry at the most prestigious rallies, concours events and race meetings around the world, the Low Chassis has an enviable reputation amongst connoisseurs and examples are to be found in some of the most important private collections.

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

£1,000,000 - 1,200,000

€1,100,000 - 1,300,000

279 N

Offered from The Alps to Goodwood Collection

1936 RAILTON EIGHT DROPHEAD COUPÉ

Coachwork by Carbodies

Chassis no. 642134

- *Powerful and luxurious touring car*
- *Delivered new to South Africa*
- *4.2-litre straight-eight engine*
- *Beautiful condition*
- *Registered in Switzerland*



Conceived by business partners Reid Railton and Noel Macklin, Railton cars were based on Hudson mechanicals and assembled at the old Invicta works on Macklin's Fairmile estate in Cobham, Surrey. Introduced in 1933, the first Railton used a modified Terraplane Eight chassis on which was mounted British-style coachwork, supplied initially by close neighbours Ranalah. The Railton weighed less than the Terraplane and with 94bhp available from the 4,010cc sidevalve straight eight, the result was a stylish car with outstanding performance for its day. Priced at £499, it also represented remarkable value for money. Tourers were offered at first, followed by saloons and dropheads. Various other Hudson chassis were used over the years, the second series of 1934 being based on the 4.2-litre Hudson Super Eight. Maximum power output increased to 113bhp and went up again in 1936, on this occasion to 124 horsepower. There was also a 'baby' Railton in the late 1930s, which was based on the Standard Ten. The marque was effectively killed-off at the outbreak of WW2 having produced 1,379 Eights of all types, though a handful of prototypes was exhibited post-war, by which time the Railton enterprise had been sold to Hudson Motors Ltd.

Chassis number '64214' wears drophead coupé coachwork by Carbodies of Coventry, which had bodied some chassis for Macklin's Invicta company in the early 1930s. The collaboration was renewed in 1935, and Carbodies would continue to supply Railton with bodies of varying type and design until the outbreak of WW2. This particular car was delivered new to Port Elizabeth, South Africa and first owned by one Edgar Hoal, passing swiftly to Johan F Schlodder of Kingwilliam's Town, Cape Province. Circa 2000 the Railton was bought by Dany Gerber of Cradock, South Africa where it was purchased by the current vendor from Sedgfield Cars of Sedgfield in 2016. Recent works include a new hood and trim, larger fuel tank, and new electric wiring. Presented in beautiful condition and excellent running order, this wonderful Railton Eight represents an exciting opportunity to acquire one of these rare and charismatic sporting motor cars. Offered with Swiss registration papers.

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

£30,000 - 50,000

€33,000 - 55,000

280 N

Offered from The Alps to Goodwood Collection

1987 CADILLAC ALLANTÉ CONVERTIBLE

Coachwork by Pininfarina

Chassis no. 1G6 VR3 171 H41 005 30

- *Landmark collaboration between Cadillac and Pininfarina*
- *Delivered new to Switzerland*
- *Two owners from new*
- *Fewer than 12,000 kilometres covered*



If you think the Cadillac Allanté looks like the product of a European manufacturer you'd be more than half right, for the body and interior were styled and produced by Pininfarina in Italy. Indeed, at the time of its launch Sergio Pininfarina remarked that working with Cadillac had been "the realisation of a lifelong dream", although this was not the first occasion on which the two companies had collaborated. Introduced in 1987, the Allanté was a luxury two-door convertible. Bodies were built at Pininfarina's factory in Turin and then shipped to General Motors' Hamtramck assembly plant in Detroit where the drive train and running gear were installed. Specially modified Boeing 747s took 56 bodies at a time.

Of front-wheel drive configuration, the Allanté was powered by a tuned version of the 4.1-litre fuel-injected V8 engine as found in other Cadillacs, while the suspension was independent all round by MacPherson struts. Bosch anti-lock brakes were standard, and all Allanté models featured a fully electronic instrument and control panel. The leather trimmed interior featured Recaro 'memory' seats and came in a choice of two colours: Burgundy or natural saddle.

Other standard features included a removable aluminium hardtop and a Delco Remy/Bose Symphony sound system. The Allanté's aerodynamic wedge-shaped body had a commendably low drag coefficient of only 0.34, and Cadillac General Manager John Grettenberger claimed that "owners will find that even with the top down they will be able to carry on a conversation in normal tones". With a base price of \$54,700, the Allanté was the most expensive model in the Cadillac range by a considerable margin. Production ended in July 1993 after 21,430 had been built: a mere drop in the ocean by Cadillac's standards.

This example of an exclusive Cadillac model rarely seen in Europe was delivered new to Geneva, Switzerland. Possessed by a feeling of nostalgia, the current vendor bought the car in 2017 from the original owner, having owned and enjoyed driving an Allanté while he was working in the USA. Registered in Switzerland, the car has covered fewer than 12,000 kilometres from new and is presented in commensurately excellent condition.

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

£10,000 - 15,000

€11,000 - 17,000

No reserve

281 N

Offered from The Alps to Goodwood Collection

1959 JAGUAR XK150 3.4-LITRE ROADSTER

Chassis no. S830451

- *Delivered new to the USA*
- *Resident in Switzerland since 1987*
- *Professionally restored by XK Engineering (1988/1989)*
- *Considerable subsequent expenditure*
- *Overdrive transmission*
- *Registered in Switzerland*





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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively.

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

This XK150 Roadster was sold new to the USA and was imported into Switzerland in 1987 by its former owner, Marco Halter. During 1988/1989 the car was totally restored by renowned specialists XK Engineering of Atherstone, UK at a cost £40,000 (see photographic record on file). The current owner bought the XK in 2006 and had it prepared for historic rallying by Seegarage Portmann (reinforced suspension, under-body protection, etc) at a cost of CHF 20,000. In 2017 the car was completely overhauled again (gearbox rebuilt, overdrive installed, etc) at a cost of CHF 20,000. Accompanying documentation consists of Swiss registration papers and a Jaguar Heritage Certificate confirming matching numbers.

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

£80,000 - 100,000
€88,000 - 110,000

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



282

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. We are also delighted to confirm that the Emeryson has been invited to participate at next year's 'Grand Prix de Monaco Historique, 2021'

£150,000 - 200,000
£170,000 - 220,000

283

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 Foscars) 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
€99,000 - 140,000

284

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

€88,000 - 130,000

285

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
€240,000 - 310,000

286

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
£88,000 - 130,000

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
€44,000 - 66,000

*The following two Ferrari's are offered
from a distinguished private Collection*



288

Freshly restored to '100-point' concours standard

1973 FERRARI DINO 246 GTS COUPÉ

Coachwork by Pininfarina/Scaglietti

Registration no. UAX 1

Chassis no. 07362

- One of only 498 right-hand drive UK cars
- 'Chairs & Flairs' model (see text)
- Restored between 2017-2020
- Outstanding condition
- Valuable registration included





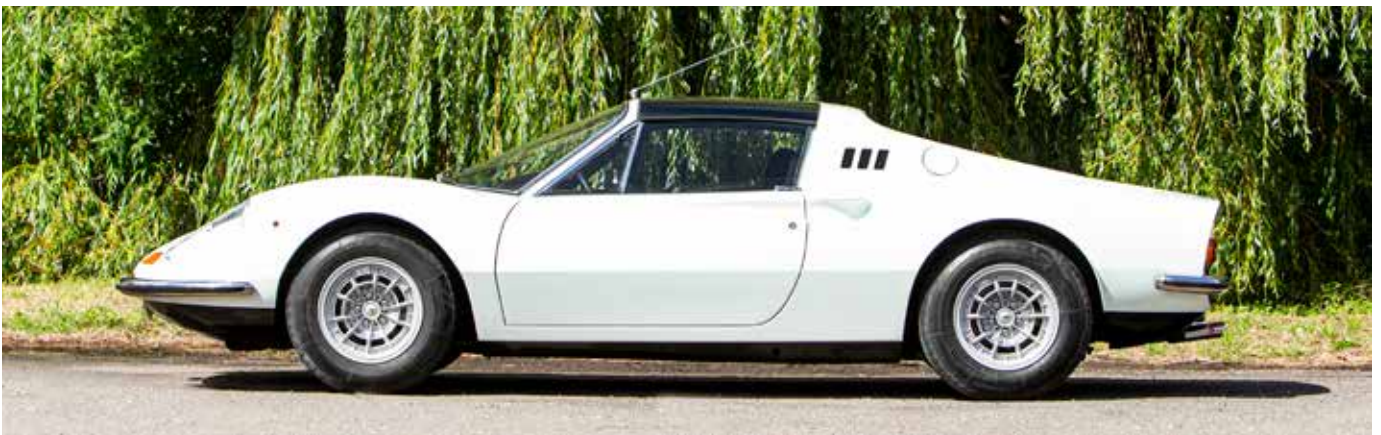
The quite exceptional Dino 246 GT offered here comes from the private collection of a UK-based dedicated Dino enthusiast who has owned and restored some 30 of these charismatic cars over the years. Not your typical 'in-house' restorer, the vendor is the owner of an engineering company supplying machinery to the food manufacturing industry, and employs a small team of engineers who work exclusively in his Dino restoration workshop. It should be noted that it was never the intention that these cars would be sold: they were for the vendor's own collection so built without any time limits or compromise.

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' respectively, these designations reflecting detail changes in the specification.

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





A late example (production ceased in 1974), chassis number '07362' is one of 498 right-hand drive 246 GTs built for the UK market and one of only a relative handful to have the 'Daytona' seats. The Dino was purchased in December 2000 from the estate of BRDC member the late Mike Cornwell (its owner since 1975), whose club badge comes with the car. A successful rally competitor, Mike Cornwell competed on the 1991 Classic Marathon, winning an Alpine Cup, and ran as a team-mate to Sir Stirling Moss and Rosemary Smith. He repeated that event in 1992 and also took a class win on the 1993 Tulip rally before entering two Monte Carlo Challenges, taking class wins in successive years. Mike Cornwell had the Dino converted to 'Flairs' (flaired wheelarches) soon after he bought the car in the 1970s, so in the interests of keeping true to its history it was decided to retain those during restoration as they had been on the car for the best part of its life.

Typically, the owner's meticulous Dino restorations take some three years and 5,000 man-hours to complete, and this one's was carried out between 2017 and 2020. These cars are restored on a rotisserie buck to ensure that everything is correct, with 75% of the car assembled upside down so that the underneath is as good as the top. Indeed, the cars are rebuilt to better-than-factory standard; the steel used for bodywork reconstruction being vastly superior to that employed by Ferrari in period. Every rusted tube in the chassis was replaced on the jig and every cavity Waxoyled, while every rivet in the floor pan was measured to be exactly the same on both sides. Factory items being no longer available, the clips securing the rubber seal on the wheelarch mud protectors had to be produced specially.

It is also worthwhile noting that the wheels are original lightweight Campagnolo sand-cast magnesium and not the aluminium replicas as seen on most cars; they are new-old-stock Ferrari hence the rough casting marks, which were left exactly as they would have been when the car was new. All the leather interior trim was supplied by Lupi in Italy, makers of the original Ferrari trim, and consists of the finest quality hides. The car spent three months in the paint shop getting every gap, panel, and line perfect, which shows by the way the doors open and close, just touching the seal. An examination of the headlight covers reveals that they too fit the body perfectly: the result of some two weeks spent shaping the covers and body lines, and then re-polishing the Perspex, etc. The engine is fully rebuilt and balanced with Cosworth high-compression pistons, and has only been run and tuned on the test-bed.

Being an in-house restoration, there are no bills available, but each car comes with an album containing hundreds of photographs recording the process in full, while the history file also contains a current V5C document and numerous invoices accumulated prior to the vendor's purchase. In short: this car has been rebuilt to world-class '100-point' concours standard and is one of the very best that Bonhams has ever seen.

£300,000 - 350,000
£330,000 - 390,000

289

*Offered with Ferrari Classiche certification and only
17,000 kilometres from new*

1991 FERRARI F40 BERLINETTA

Coachwork by Pininfarina

Registration no. F4 ODN

Chassis no. ZFFGJ34B000088446

"The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard." - *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the F40 was the ultimate supercar and is historically significant as the first production passenger car to have a claimed top speed of over 200mph. It is also the last Ferrari to be personally approved by Enzo Ferrari prior to his death in 1988. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288 GTO and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. Much had been learned from the development of the Evoluzione version of the 288 GTO - intended for the soon-to-be-abandoned Group B competitions - which enabled Ferrari to take the F40 from drawing board to dealers' showrooms in just 13 months. A 2,936cc quad-cam V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre.

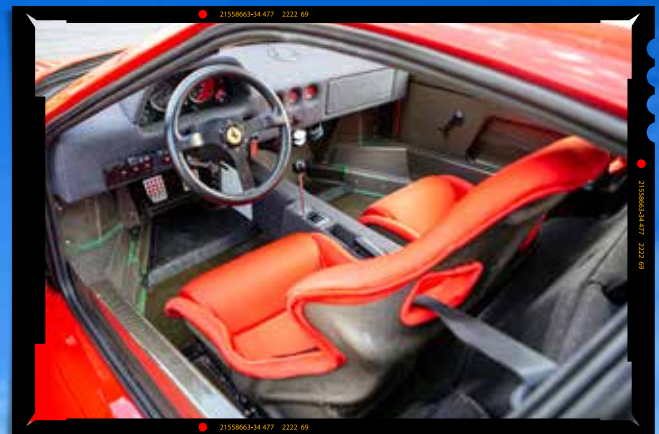
Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed of 201mph, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior reinforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.

Autocar concluded its test thus: "on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car." Even today the F40 has the power to impress.

Launched in the UK with an asking price of around £185,000, the F40 was changing hands at the height of the late '80s supercar boom for up to half a million pounds. When production ceased in 1992 only 1,311 of these quite exceptional cars had been completed, all of which were left-hand drive and finished in Rosso Corsa when they left the factory.

- Delivered new in Milan, Italy
- Non-adjustable suspension
- Known ownership history
- Service history
- Present ownership since 2017







Today, much of the F40's enduring appeal is the fact that it is one of the last great 'analogue' supercars, designed and built at a time when the driver was expected to be in full control and before the introduction of electronic interventions in the form of anti-lock brakes, traction control, stability control, and paddle-shift automatic gearboxes, which have since become the norm. It also lacked a brake servo, air conditioning, interior door handles, and power steering... As Ferrari marketing executive Giovanni Perfetti explained: "We wanted it to be very fast, sporting in the extreme and spartan. Customers had been saying our cars were becoming too plush and comfortable. The F40 is for the most enthusiastic of our owners who want nothing but sheer performance." Even so, the F40 could not remain unaffected by the march of technological progress, gaining refinements such as ABS, glass side windows, catalytic converters, and adjustable suspension as development progressed.

A desirable non-adjustable model built to European specification, this particular F40 was delivered new in Italy via the official Ferrari dealer Crepaldi Automobili in Milan and registered on 17th February 1991 to a Mr Benedetto, a local industrialist. Registered in Milan as 'MI 1 T 0114', the car was delivered with air conditioning, glass side windows, and a catalyst-equipped exhaust but is currently fitted with a non-cat sports exhaust system. In 1993 '88446' was sold to its second owner, Oliviero Busetti, another Milanese,

who passed it on to the third owner, a resident of Monza, in 1998. '88446' remained in Italy until it came to the UK in July 2012 and was registered as 'H470 JLF'. That same month the F40 was seen in the Cub Ferrari France parking during the Le Mans Classic, and in 2015 was displayed at the Classic & Sports Car Show at Alexandra Palace. In October 2017 the Ferrari was sold by Graypaul to the current vendor and reregistered as 'F4 ODN'.

The most recent annual service was carried out by Graypaul, Nottingham in September 2018 at 17,507 kilometres (invoice on file). Previously, in 2017, Graypaul had replaced both fuel tanks and the cam and ancillary belts as part of a major service. Importantly, '88446' also comes with its original tool kit as well as the original handbooks and service book in their original tan leather wallet.

Reacquainting himself with the F40, F50, and Enzo Ferraris for Octane magazine (July 2014 edition) racing driver Mark Hales declared: "The F40 is for me, the special one. Not just because I have spent so much time in them, but because it was such an explosive, other-worldly creation when it first appeared, and it still retains much of that character." Enough said.

£900,000 - 1,300,000

€990,000 - 1,400,000



290

1969 ASTON MARTIN DB6 VOLANTE

Registration no. WYL 121H

Chassis no. DBVC/3734/R

- One of only 140 Mark 1 DB6 Volantes on the long wheelbase
- Single enthusiast ownership for over 45 years
- Professionally restored in 2018
- 'As new' condition



"I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 1½-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering." - John Bolster, *Autosport*, 21st October 1966.

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

Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the underlying *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied for a time, presumably until stocks ran out. The wheelbase was now 4" (100mm) longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows.



Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. "The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space," declared *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had ever tested.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

Premiered at the 1965 London Motor Show, the convertible DB6 marked the first occasion the evocative 'Volante' name had been applied to a soft-top Aston Martin. After 37 Volante convertibles had been completed on the DB5 short-wheelbase (8' 2") chassis, the model adopted the longer DB6 chassis in October 1966. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, aircraft-style instrument cluster, and an electrically operated hood.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles, 140 of which were to Mark 1 specification. With so few produced, the DB6 Volante is now considered one of the most collectible of all Aston Martins.

The sixth from last Mark 1 DB6 Volante built, '3734' was supplied new on 10th October 1969 by H R Owen to Steven Marks, founder of the fashion brand French Connection, who cherished and kept it in his collection for over 45 years. The Volante was delivered new with Borg Warner automatic transmission; power assisted steering; chrome road wheels; three-ear hubcaps; power aerial; and tonneau cover to match the black leather interior. Of the 140 DB6 Mark 1 Volantes made, this is believed to be the only car delivered new in Amethyst.

£550,000 - 650,000

€610,000 - 720,000

291

1967 FERRARI 330 GTS

Coachwork by Pininfarina

Registration no. PHJ 224E

Chassis no. 10113

Ferrari convertibles have always been produced in considerably smaller numbers than their closed cousins and thus are even more coveted by collectors. In essence a closed version of the 275 GTS, the two-seat 330 GTC debuted at the Geneva Motor Show in March 1966 and was intended to fill a gap in Ferrari's line-up between the four-seat 330 GT 2+2 and the racer-on-the-road 275 GTB. Later that same year the open version - the 330 GT Spider, or GTS - was introduced at the Paris Salon.

Beneath the 330's bonnet resided the 4.0-litre, 300bhp version of Ferrari's familiar, two-cam, 60-degree V12, as used in the 330 GT 2+2. The short (2,400mm wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari in 1964 (on the 275 GTB) the rear suspension incorporated the five-speed, all-synchromesh gearbox in the form of a transaxle. Unlike the 275 GTS, the 330 GTS (and 330 GTC) employed the superior torque-tube transmission introduced on the 275 GTB towards the end of 1965.

Testing a 330 GTS in 1968, Road & Track magazine found that the fully sorted, all independent, transaxle chassis gave "a soft, level ride, wonderful adhesion and excellent behaviour. Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car".

- *Delivered new in Italy*
- *Formerly resident in the USA*
- *Imported into the UK in 2004*
- *Present ownership since 2005*







Luxuriously equipped in the best Gran Turismo manner, the 330 GTS interior boasted leather seats and electric windows as standard, radio, air conditioning and Borrani wire wheels being the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, the 330 GTS justified Ferrari's claim that it was the world's finest convertible two-seater. Only 100 were produced by the factory between 1966 and 1968, alongside 600 examples of the 330 GTC Berlinetta.

The 38th of its type produced, Ferrari 330 GTS chassis number '10113' was originally finished in Blu Chiaro with Rosso leather interior and matching top, and was equipped with instruments in kilometres and the optional Borrani wire wheels (see Massini Report on file). The car was completed in July 1967 to European specification and delivered to dealer M Gaston Crepaldi in Milan, Italy. Sold by Crepaldi to its first owner, a Mr Domeneghetti, the Ferrari was exported to the USA in the mid-1970s and in 1980 was sold to Laird L Cleaver in Milwaukee, Wisconsin. The Massini Report lists various works carried out while the Ferrari was owned by Mr Cleaver, who stored it at his winter home in Utah, unused, between 1989 and 1996 when the engine and transaxle were overhauled by Motion Products Inc of Neenah, Wisconsin.

In 1998, '10113' passed to its next private owner, Gary Hornbarrier of Advance, North Carolina, who kept the car for the next three years before selling it to Ferrari collector Michael Westrick of Fort Wayne, Indiana in 2001. Michael Westrick owned the Ferrari until January 2004 when it was sold via dealer Mike Sheehan to Paul Wignall in the UK. Registered as 'PHJ 224E', the Ferrari was re-commissioned by marque specialists TDH Classics (Terry Hoyle) and later in 2004 was fitted with four new shock absorbers (bills on file). Next owner Andrew Fletcher acquired the Ferrari in November 2004, and in December of that year TDH carried out further remedial works and installed inertia-reel seatbelts (bill available). The current vendor (its third owner in the UK) acquired '10113' on 7th December 2005, since when the Ferrari has been maintained by John McAleese in Scotland. Representing a wonderful opportunity to acquire one of the rarest of soft-top V12-engined Ferraris, this beautiful 330 GTS is offered with a current V5C Registration Certificate and a history file of bills and other paperwork.

£1,200,000 - 1,500,000

€1,300,000 - 1,700,000



The Chester Collection





1965 CHEVROLET CORVETTE STING RAY COUPÉ

Registration no. FDS 326C

Chassis no. 194375S103663

- Disc brakes and manual transmission
- One owner from new until 2011
- Restored to National Corvette Restorers Society standards in 2010
- First registered in the UK in 2014
- Present ownership since 2016



Back in 1953, Chevrolet's launch of the two-seater Corvette sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Sales were sluggish initially and the Corvette came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the Vette's position in the market before the arrival of the heavily revised 'Sting Ray' version.

Introduced for 1963, the Sting Ray incorporated a totally new ladder-type chassis, and for the first time there was a Gran Turismo coupé in the range. As had been the case with the previous (1956-1962) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965.

A 1965 model, this Sting Ray was purchased new by one Frank Hayashi of Wisconsin on 31st December 1964 from Hult Chevrolet in Madison, WI. The car has the 300bhp 327ci (5.3-litre) V8 engine and the desirable four-speed manual gearbox, and left the factory equipped with the Positraction rear axle; special highway axle (3.08:1); Comfort and Convenience Group; AM/FM radio; and whitewall tyres.

The Corvette remained in the same ownership until 2011 when it was brought by one Bruce D Nelson of Hudson, New Hampshire. Before then, in 2010, the car had undergone a no-expense-spared restoration to National Corvette Restorers Society standards - even the correct paint marks on the chassis were recreated. The Corvette was first registered in the UK on 1st September 2014 and was acquired by the current vendor in October 2016, since when it has been repainted black (from Nassau Blue). While in the vendor's care the car has been carefully stored at a professional facility and checked over regularly by his own mechanic.

Contained in three large binders, the comprehensive history includes a photographic record of the 2010 restoration and every service invoice from new. The files also include correspondence between the supplying dealer and the owner; the original sales invoice; the original title; instruction books; and even the original 'Protect-o-Plate'. One of the finest examples of its type currently available, this superb Chevrolet Corvette Sting Ray is worthy of a place in any private collection.

£50,000 - 70,000**€55,000 - 77,000**

293

Offered from The Chester Collection

1962 LOTUS ELITE COUPÉ

Registration no. KOO 912

Chassis no. EB 1611

- Long-term ownership 1981-2015
- Four owners from new
- Extensive professional restoration in the late 1990s
- Fewer than 1,000 miles since restoration
- Present ownership since 2015
- ZF gearbox and Weber carburettors



This Lotus Elite had been meticulously maintained and enjoyed by the immediately preceding owner for some 34 years when it was purchased by the current (fourth) owner in May 2015. 'KOO 912' had been delivered new in 1962 to a county cricketer, who bought the Elite with his testimonial match takings. Specialist Miles Wilkins refurbished the Lotus while the car was in the hands of its second owner, who sold it in March 1981 to the aforementioned long-term custodian. The latter competed with the Elite at various circuit events such as the HSCC Roadsports championship from 1983 until 1988, achieving several class wins and one outright win at Brands Hatch in June '88. 'KOO 912' is fitted with a highly desirable ZF gearbox and twin Weber carburettors, making it one of the more competitive examples.

Subsequently, the car underwent a complete restoration: the bodyshell being restored by Tony Bates in 1995 while the interior was re-upholstered in leather and all trim and carpets replaced. The engine was rebuilt by Tony Mantle of Climax Engine Services at a cost of £4,400, which included replacing the cylinder head. The ZF gearbox was inspected but deemed in good condition, and the clutch plate replaced.

Fewer than 1,000 miles had been covered post-rebuild when the Elite was purchased at auction by the current vendor in 2015. At that time the car was said to have been set up on a rolling road, with the carburetion and timing adjusted. Parts listed as renewed during the restoration included the chrome wire wheels, wheel spinners, wiring loom, battery, brake pipes, master cylinders, clutch slave cylinder, brake pads, handbrake cable, petrol tank, fuel lines, fuel gauge, fuel gauge sender, speedometer and rev counter drive cables, throttle cable, hoses and rubbers, suspension bushes, engine mounts, steering column doughnut, window frames, windscreen and rear screen, rubber surrounds and trims, and new gutter trims.

Since acquisition the car has been carefully stored at a professional facility and checked over regularly by his own mechanic. While in the vendor's care the car has been repainted black (from Aston Martin Celeste Blue). Offered with a V5C Registration Certificate, this has to be one of the best Elites currently available.

£70,000 - 80,000

€77,000 - 88,000

Offered from *The Chester Collection*

1960 MERCEDES-BENZ 190 SL ROADSTER WITH HARDTOP

Registration no. 350 UYO

Chassis no. 121-040-10-019958

- Iconic Mercedes-Benz roadster
- Left-hand drive
- Recent professional restoration
- Restoration bills on file



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 together with the four-speed manual gearbox, front suspension, and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft 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.

This magnificent left-hand drive example was restored a few years ago to its stunning current condition. Works carried out included a re-spray; an interior re-trim; and an engine overhaul by specialists Silchester Garage in Berkshire (see invoices in history file). In addition, the car received a new clutch; a refaced flywheel; new stainless steel exhaust system; rebuilt carburetors; a reconditioned radiator; new hydraulic cylinders and hoses; relined brakes; and a new battery.

The current vendor acquired the car in April 2016, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. Finished in black with matching hardtop and contrasting deep red leather upholstery, this beautiful 190 SL is an all year round practical classic and has to be one of the very best of its kind currently available.

£100,000 - 120,000

£110,000 - 130,000

295

Offered from The Chester Collection

1964 ALFA ROMEO GIULIA SPRINT SPECIALE COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. FBH 276C

Chassis no. AR 380785

- *The ultimate Giulia model*
- *One of only 1,399 made*
- *Rare official UK RHD model*
- *Recent re-paint*



By the time of the Giulia's introduction in 1962, Alfa Romeo's highly successful 'small car, big performance' formula, begun by the 1.3-litre Giulietta in 1954, was well established. The Giulietta range's ultimate incarnation - the Sprint Speciale - arrived in 1957. Built on a slightly shorter wheelbase than the standard Sprint coupé, likewise the work of *Carrozzeria Bertone*, the mouth-wateringly curvaceous SS came with 100bhp and a five-speed gearbox, while the wind tunnel-developed shape made for an impressive top speed of 125mph. A masterpiece of automotive styling, the SS's extraordinary body was the work of Franco Scaglione, Bertone's chief designer and the man responsible for the amazing BAT series of concept cars, based on the Alfa Romeo 1900.

Outwardly almost indistinguishable from the outgoing Giulietta, the Giulia boasted front disc brakes and a more powerful (112bhp) and much less fussy 1,570cc version of Alfa's classic twin-cam four. Other notable improvements included a redesigned dashboard with additional instrumentation. Only 1,399 of the Bertone-bodied Giulia Sprint Speciales were built up to 1965, and today this rare model is highly prized by Alfa Romeo connoisseurs.

A very rare official UK-market car, this Giulia SS was manufactured on 8th January 1964 and sold new to Alfa Romeo UK in London on 29th May '64. The Alfa was first registered on 29th January 1965 to Ian Pelling of Farnham, Surrey and still retains its original registration. In 1997 'FBH 276C' caught the attention of marque specialist Nick Nicholas of Lombarda Sport in Notting Hill, who had the opportunity to purchase the car in 2000. Lovingly cared for, the Giulia remained with the family until its purchase by the current vendor in July 2015, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. While in the vendor's care the car has been repainted black (from red).

The substantial history file contains email correspondence from Marco Fazio of Automobilità Storica Alfa Romeo confirming the car's early provenance; the original 1965 logbook; the current V5C; and a quantity of bills from recognised marque specialists for parts purchased and works carried out. Also included are 17 old MoT certificates dating back to August 1990. The car has covered only some 9,000 miles in the last 30 years (the current odometer reading is 29,223 miles).

Its unique styling increasingly appreciated by collectors and enthusiasts alike, *Carrozzeria Bertone's* iconic Giulia Sprint Speciale is one of the rarest and most desirable of post-war Alfa Romeos.

£75,000 - 85,000

£83,000 - 94,000

296

Offered from The Chester Collection

1972 FERRARI DINO 246 GT BERLINETTA

Coachwork by Pininfarina

Registration no. 246 ABE

Chassis no. 03478

- One of 235 UK-supplied RHD cars
- Known ownership history
- 36,997 miles from new
- Restored to a high standard
- Comprehensive history file





As the first series-produced mid-engined Ferraris, the early Dino V6s - the 206 GT and 246 GT - are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GT Spyders by the time the model was deleted in 1974.

One of only 235 supplied to the UK in right-hand drive configuration, this 246 GT was sold new to a Mr Barder of Woking via Maranello Concessionaires, the UK Ferrari importer. Mr Barder kept and serviced his Dino until 1980 when it was purchased by well-known Ferrari dealer Modena Engineering. The recorded mileage was 22,000.

A Mr D Green then bought the Dino from Modena Engineering and drove and maintained it for the next seven years, covering some 4,000 miles. In 1987, a Mr Michael Cox of Potters Bar bought the car (total mileage 26,000) and maintained it regularly until Mr Joseph Phillips of Ingatestone, Essex bought it in 2004 (at 29,000 miles). In 2008 (at 32,700 miles), the car was sold to the preceding owner, a collector in Continental Europe, forming part of his extensive private collection of sports cars. The immediately preceding owner acquired the Ferrari in 2014 and used it sparingly thereafter. The current vendor has owned the car since June 2016.

Already restored to a high standard when acquired by the vendor, this matching-numbers Dino 246 GT has since been refinished in nero (black) and has a matching leather interior. Since acquisition the Ferrari has been carefully stored at a professional facility and checked over regularly by the vendor's own mechanic.

The car is supplied with a very comprehensive history file containing numerous invoices and expired MoT certificates confirming the odometer reading of a mere 36,997 miles. Additional paperwork consists of a German Fahrzeugbewertung report (August 2013), sundry servicing and maintenance bills, and a V5C registration document.

This is a wonderful opportunity to own an iconic Dino 246 GT, rare in right-hand drive configuration and with such low mileage, which promises the driving sensation only a Ferrari can deliver.

£250,000 - 300,000
€280,000 - 330,000

297

Offered from The Chester Collection

1966 ASTON MARTIN DB6 SPORTS SALOON

Coachwork by Pininfarina

Registration no. NBY 929D

Chassis no. DB6/2450/R

- Previous ownership from 1981 to 2019
- Off the road 1982-2015
- Extensively restored between 2015 and 2018
- Little used since completion





"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price." – *Autocar*, 1966.

This Aston Martin DB6 was purchased in Leytonstone, East London in 1981 and taken off the road the following year, remaining laid up until 2015 when a major restoration commenced. Completed in 2018, this extensive rebuild is documented by invoices totalling £94,000 from Mega-Tech Engineering of Brandon, Suffolk for works carried out between February 2015 and February 2017, together with others for parts supplied by Aston Service Dorset to the value of £18,000. The car also comes with a photographic record of the chassis restoration.

Previously, in February 2006, the engine had been rebuilt by renowned marque specialists R S Williams Ltd. Other works carried out included fully rebuilding the transmission; installing a new wiring loom; re-trimming the seats and renewing the carpets (with soundproofing); and fitting a stainless steel exhaust system and MWS wire wheels.

It should be noted that this car left the factory equipped with automatic transmission but has since been fitted with a five-speed manual gearbox, possibly by the factory as all parts used are of Aston Martin origin. The restoration was completed by D Wood MotorSport at Aston Service Dorset, since when the car has seen little use. It remains in commensurately excellent condition.

The immediately preceding owner, a mechanical engineer, had intended to drive the DB6 once restored but felt that it was too good to use and, regrettably, decided to offer it for sale. The current vendor purchased the Aston in May 2019, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. Accompanying paperwork consists of a V5C registration document and the aforementioned restoration bills.

£230,000 - 260,000
€250,000 - 290,000

298

Offered from The Chester Collection

**1954/86 MERCEDES-BENZ 300 SL
GULLWING EVOCATION**

Registration no. 479 UYS

Chassis no. 11202110008954

- Built by Anton 'Tony' Ostermeier of the Gullwing Car Company
- One of an estimated 50 made
- Mercedes-Benz E-Class 3.0-litre six-cylinder twin-cam engine
- Manual transmission





The Mercedes-Benz 300 SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300 SL was firmly established as part of motor sporting legend. Max Hoffman, the Mercedes-Benz importer for North America, believed a market existed for a road-going version and managed to convince the factory that such a car would be a success. The first racers were open-topped but before the '52 season's end the distinctive 'Gullwing' doored Coupé had appeared.

Launched in 1954, the production 300 SL retained the racer's spaceframe chassis and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection by Bosch, this state-of-the-art power unit produced 215bhp at 5,800rpm. An all-synchromesh four-speed gearbox transmitted power to the hypoid bevel rear axle, while suspension was independent all round by wishbones and coil springs at the front and swing axles and coil springs at the rear.

This stunning 300 SL Evocation was built by former Mercedes-Benz employee Anton 'Tony' Ostermeier, whose Gullwing Car Company was based in Gardena, California. Ostermeier's Gullwings were built on a modern Mercedes-Benz 300E chassis and thus featured a modern drive train, suspension, and brakes, making them very practical road cars.

Moulds were made from the body of an original 300 SL Gullwing to ensure accuracy, while the panels were made of aluminium reinforced with glassfibre and steel. Indeed, Ostermeier's remanufactured components were of such high quality and accuracy that they have been used on authentic 300 SL coupés and roadsters. Mercedes-Benz in Germany was one of his customers. The E-Class 3.0-litre six-cylinder twin-cam engine produces 177bhp and is mated to a manual transmission. There are disc brakes all round and the car rolls on Rudge wheels. It is believed that Ostermeier built only 50 of these Gullwings, most of which were delivered to either Japan or Germany.

The V5C Registration Certificate records the date of this car's first registration as January 1954 and the date of UK registration as July 2016. The vendor purchased the car from its first UK owner in July of that year, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. Currently displaying a total of 31,257 kilometres on the odometer, this car represents a wonderful opportunity to own a convincing recreation of the iconic Mercedes-Benz 300 SL Gullwing at a mere fraction of the cost of the genuine article.

£200,000 - 250,000

€220,000 - 280,000

299

*Offered from The Chester Collection,
One of only 22 right-hand drive examples*

1969 FERRARI 365 GTC BERLINETTA

Coachwork by Pininfarina

Registration no. EGU 132H

Chassis no. 12747

- One of only 150 Ferrari 365 GTCs built
- Delivered new to Crepaldi Automobili in Italy
- Subsequent ownership in Canada and the USA
- Professionally restored in the UK by Colin Clarke circa 1990/1991



"Pininfarina clothed it all in a beautifully refined bodyshell employing the nose lines of the 500 Superfast and the tail treatment of the contemporary 275 GTS. It was built at Grugliasco by Pininfarina themselves..." - *Hans Tanner & Doug Nye*, 'Ferrari', 1984.

In essence a closed version of the 275 GTS, the 330 GTC – immediate forerunner of the 365 GTC - was first shown at the Geneva Motor Show in March 1966. Beneath the understated Pininfarina coachwork there was the 4.0-litre version of Ferrari's familiar Colombo-designed two-cam 60-degree V12 (as used in the 330GT 2+2) mated to a five-speed all-synchromesh transaxle. The chassis was of relatively short wheelbase (2,400mm) and the suspension independent all round by wishbones and coil springs. Naturally, there were disc brakes on all four wheels.



Introduced late in 1968 as a replacement for the 330 GTC and given its first public airing at Geneva in March 1969, the 365 GTC was virtually identical in appearance apart from engine cooling vents relocated in the bonnet, a feature it shared with last of the 330s. Installing an 81mm-bore 4.4-litre V12 in place of the 300 GTC's 4.0-litre unit boosted mid-range torque and flexibility while maximum power was raised to 320bhp at 6,600rpm; acceleration improved markedly and the luxury coupés top speed increased to over 150mph. Less obvious to the eye were the refinements made to the drive-train that achieved a marked reduction in cabin noise, a sign that Ferrari understood that 365 GTC customers valued comfort as well as high performance. A sumptuous leather-trimmed interior, electric windows, and heated rear screen were standard equipment, while air conditioning could be ordered as an option. Like so many European sports cars, the 365 GTC (and convertible 365 GTS) would fall victim to increasingly stringent US safety and emissions legislation, production ceasing after less than one year during which time around 150 GTC and 20 GTS models left the factory, of which only 22 were right-hand drive.

The right-hand drive example offered here was delivered new to the official Ferrari dealer Crepaldi Automobili in Milan finished in Azzurro Metallizzato with Nero Connolly hide interior. It may have been intended for a customer in South Africa, hence the right-hand drive configuration and km/h speedometer (both original features). The first owner is not known.

In 1971 the Ferrari was sold to Ron Selig, a resident of Montreal, Canada, and in 1986 was sold by him to David C Nelson of Akron, Ohio. Two years later, in 1988, the car was sold to Sean Quigley in the UK and restored for him by Colin Clarke circa 1990/1991, the colour scheme being changed to dark grey metallic with light grey interior. In 2004 the Ferrari was sold to Andrew Seward in the UK, who had the car re-commissioned by Ferrari expert Neil Corns and re-trimmed in red. The car then went on to win the Paul Baber Trophy at the Ferrari Club Concours at Boughton House in 2005. Meticulously maintained thereafter, it has been re-trimmed again, on this last occasion in black, and fitted with period-correct air conditioning.

The current vendor purchased the Ferrari towards the end of 2018, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. Accompanying documentation consists of restoration invoices, a Massini Report, and a V5C Registration Certificate. Strikingly handsome, startlingly fast and much under-rated, this magnificent Ferrari Gran Turismo appears at auction only infrequently, making this rare right-hand drive car an opportunity not to be missed.

£500,000 - 600,000
€550,000 - 660,000

300

Offered from The Chester Collection

1972 MASERATI GIBLI SS 4.9-LITRE COUPÉ

Coachwork by Carrozzeria Ghia

Registration no. HGF 444K

Chassis no. AM115/49.2472

- One of only eight right-hand drive examples
- Matching engine
- Well-known in Maserati circles
- Recently repainted
- Comprehensive documentation





Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966 to critical acclaim. Styled at Carrozzeria Ghia by Giorgetto Giugiaro, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. The power unit was Maserati's venerable, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive Gran Turismos of its era. Ghibli production ceased in 1973 after approximately 1,149 coupé and 125 spyder models had been built.

Supplied new in the UK and one of only eight right-hand drive models produced, this Ghibli Coupé represents the model in its ultimate form, with the 4.9-litre 335bhp 'SS' engine, ZF five-speed manual gearbox, and air conditioning, plus the desirable option of power assisted steering. 'HGF 444K' is a well-known example, having featured in the Maserati Club's *Trident* journal and also in *Classic Cars* magazine.

It has also been seen at many club events over the years. The body was restored in the early 1990s and the interior re-trimmed at the same time in the original colours of Rosso Fuoco paintwork and black Connolly leather.

The comprehensive history file contains Maserati factory documentation including build sheets, delivery notes, final test data, the Certificate of Origin, and the internal factory order. The file also contains expired MoTs; service invoices from Maserati specialists McGrath Maserati and Terry Hoyle; and complete ownership records, one of the past owners being Adam Clayton of 'U2' fame.

The current vendor purchased the Ghibli at a UK auction in October 2016, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. While in the vendor's care the car has been repainted black. One of the most stunning looking motor cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 50 years ago.

£200,000 - 250,000

£220,000 - 280,000

301

Offered from The Chester Collection

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. BXA 850B

Chassis no. DB5/1436/R

- *Six owners from new*
- *Matching numbers*
- *Well documented history*
- *Extensive professional restoration
2016-2018*





Chassis number '1436/R' was sold new by supplying dealership Callanders on 21st March 1964. The original copy guarantee form records chrome road wheels, heated rear screen, Motorola 818 radio, power operated aerial, two Marchal fog lamps, and two wing mirrors as items of additional equipment, while the car's original colour scheme was Aegean Blue with White Gold Connolly leather interior trim.

'1436/R' has had six owners from new. The first onward sale, recorded by a Bill of Sale, was on 10th November 1977 when Paradise Garage of Parsons Green, West London sold the Aston to Lt Cdr G Q S Parker, RN for £3,850. The comprehensive history file records a bare-metal re-spray completed in May 1985 for the sum of £1,840. At this point in time, '1436/R' was painted a light Mink Brown. There are numerous bills on file for the period 1978–1989 from Aston Service Dorset and many other specialists, while a further bill on file dated 30th June 1989 from Village Industries Ltd of Stafford is for substantial mechanical repairs totalling £1,688.51.

Lt Cdr Parker owned the Aston for some 14 years, using it as a daily driver until 7th September 1991 when it was sold to a Mr Brian Hall-Tomkin of Devon for £31,500. There is a letter on file dated 22nd July 1991 to Bob Fountain of Aston Workshop from Mr Hall-Tomkin asking him to find a DB5.

The car next changed hands on 25th July 1993, passing to Mr G Kelsey of South London for in the region of £23,000. There are many bills on file dating from Mr Kelsey's ownership from marque specialists Pugsley & Lewis for servicing and repairs to the car for the period 1995 to 2013. There are also some 25 MoTs in the history file dating from 1981 (at 60,352 miles) up to the present day at 103,480. The car was little used during Mr Kelsey's ownership, and in the last 24 years has only covered some 6,700 miles. The numerous invoices on file substantiate the mileage records during the earlier period.





In 2013, the DB5 was purchased by the immediately preceding owner, who decided to have it restored in 2016. Completed in 2018, '1436/R' is now resplendent in the classic combination of Silver Birch paintwork with a black leather interior. Undertaken by marque specialists Prestige Paintworks of Golden Cross, East Sussex, the restoration of the body and paintwork took in excess of 1,200 hours and cost £60,000 excluding the refurbishment of the chrome (£4,728). On completion of the bodywork, the car was returned to Pugsley & Lewis, who carried out a comprehensive mechanical restoration and interior refresh costing £135,999 (bill on file).

The current vendor acquired the car in May 2019, since when it has been carefully stored at a professional facility and checked over regularly by his own mechanic. Driving superbly and looking absolutely immaculate, this beautiful Aston Martin DB5 is 'on the button' and ready to delight its fortunate next custodian.

£700,000 - 800,000

€770,000 - 880,000

END OF COLLECTION





The ex-Schlumpf and Mercedes-Benz Classic Center Collections, Veteran Car Club dated
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TWIN-CYLINDER REAR-ENTRANCE TONNEAU



The ex-Thornycroft family, T. L. Roberts
1903 THORNYCROFT 20HP FOUR-CYLINDER
DOUBLE PHAETON



The ex-Stanley Sears, Raymond Lutgert
1911 ROLLS-ROYCE 40/50HP SILVER GHOST
TULIP-BACKED SEMI OPEN DRIVE PULLMAN LIMOUSINE
 Coachwork by Joseph A Lawton of Liverpool



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Offered from 60 year ownership
1925 BENTLEY 3-LITRE SPEED MODEL
 Coachwork by Vanden Plas



Offered by the family of the late Anthony Clark, in current ownership since 1957
1929 BUGATTI TYPE 40 GRAND SPORT OPEN TOURER



1933 LAGONDA 4 1/2-LITRE M45 TOURER



The ex-Alan Good
1938 LAGONDA V12 DROPHEAD COUPÉ
 Coachwork by James Young



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1962 Bentley S2
Continental Sports Saloon
£90,000 - 120,000 *



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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 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. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

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 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

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 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 (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.

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 DEFFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years

to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of *Catalogue* Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of *Catalogue* Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we 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.

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on

a successful *Sale* or a financial loss if unsuccessful.

- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.

- ⊕ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

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, it's fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms 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 WARRANTIES AND 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 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
- 2.1.6 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 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*,
- 9.3.1 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 its 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 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 your 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 <i>Lot</i> until we have been paid in full in accordance with paragraph 3.		
6	RESPONSIBILITY FOR THE LOT		
6.1	Title (ownership) in the <i>Lot</i> passes to you (i) on payment of the <i>Purchase Price</i> to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
6.2	Please note however, that under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> if earlier , and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	8.2	The discretion referred to in paragraph 8.1:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will (without further notice to you 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 <i>Seller</i>):	8.2.1	will not be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;	9	FORGERIES
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	9.2	Paragraph 9 applies only if:
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;	9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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;	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.12	having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i> , so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph 9 will cease.
7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	10	OUR LIABILITY
8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		10.2.2	changes in atmospheric pressure; nor will we be liable for:
		10.2.3	damage to tension stringed musical instruments; or
		10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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 <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
		10.3.2	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</i>) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from 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 <i>Lot</i> is made up wholly of a <i>Book</i> or <i>Books</i> and any <i>Book</i> does not contain text or illustrations (in either case referred to as a "non-conforming <i>Lot</i> "), we undertake a personal responsibility for such a non-conforming <i>Lot</i> in accordance with the terms of this paragraph, if:
			the original invoice was made out by us to you in respect of the <i>Lot</i> and that invoice has been paid; and
			you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a non-conforming <i>Lot</i> , and in any event within 20 days after the <i>Sale</i> (or such longer period as we may agree in writing) that the <i>Lot</i> is a non-conforming <i>Lot</i> ; and
			within 20 days of the date of the relevant <i>Sale</i> (or such longer period as we may agree in writing) you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a non-conforming <i>Lot</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> ; but not if:
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> indicates that the rights given by this paragraph do not apply to it; or
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> 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 <i>Lot</i> is a non-conforming <i>Lot</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
			the <i>Lot</i> comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
			the <i>Lot</i> was listed in the <i>Catalogue</i> under "collections" or "collections and various" or the <i>Lot</i> was stated in the <i>Catalogue</i> to comprise or contain a collection, issue or <i>Books</i> which are undescribed or the missing text or illustrations are referred to or the relevant parts of the <i>Book</i> contain blanks, half titles or advertisements.
			If we are reasonably satisfied that a <i>Lot</i> is a non-conforming <i>Lot</i> , we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> and <i>Buyer's Premium</i> paid by you in respect of the <i>Lot</i> .
			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 <i>Lot</i> , 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 (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) 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 <i>Bonhams</i> marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the <i>Contract Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		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 representation of the *Catalogue* published on our *Website*.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"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.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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 may be 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 Speedweek		Sale date: Saturday 17 October 2020	
Sale no. 26117		Sale venue: New Bond Street, London	
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		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
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
202	c.1958	Albatross Continental Mkl Speedboat
239	1954	Alfa Romeo 1900C Super Sprint Series 2 Coupé
274	1964	Alfa Romeo 2600 Spider
295	1964	Alfa Romeo Giulia Sprint Speciale Coupé
266	1972	Alfa Romeo Montreal Coupé
242	1936	Alvis 4.3-Litre SA Drophead Coupé
219	1953	Aston Martin DB2/4 Sports Saloon
210	1959	Aston Martin DB4 Series I Sports Saloon
301	1964	Aston Martin DB5 Sports Saloon
297	1966	Aston Martin DB6 Sports Saloon
290	1969	Aston Martin DB6 Volante
247	1972	Aston Martin V8 Series 2 5.7-Litre Sports Saloon
215	1973	Aston Martin V8 Series 2 Sports Saloon
255	1990	Aston Martin Virage 6.3-Litre 'Wide Body' Coupé
224	1997	Aston Martin V8 Volante LWB Convertible
263	2006	Aston Martin DB9 Volante
245	2015	Aston Martin 60th Anniversary Vanquish Volante
250	1965	Attila-Chevrolet Mark 3 5.0-Litre Sports-racer
204	1957	Austin Healey 100/6 Convertible
217	1929	Austin Seven Ulster Replica
276	1926	Bentley 6½/8-Litre 'Le Mans' Tourer
243	1936	Bentley 4¼-Litre Sports Tourer
238	1938	Bentley 4¼-Litre Coupé
253	1939	Bentley 4¼-Litre Vanden Plas-style Tourer
277	1953	Bentley R-Type Continental Sports Saloon

Lot No	Year	Model
226	1956	Bentley S1 Continental Coupé
228	1997	Bentley Continental T Coupé
223	2008	Bentley Azure Convertible
222	1957	BMW 503
212	1952	Chevrolet Styleline Deluxe Coupé
292	1965	Chevrolet Corvette Sting Ray Coupé
280	1987	Cadillac Allanté Convertible
257	1939	Citroen 'Light Fifteen' Roadster with Dickey
259	1969	Cooper-Chevrolet T90 Formula A/5000
282	1961	Emeryson 1.5-Litre Formula 1 Single-seater
291	1967	Ferrari 330 GTS
299	1969	Ferrari 365 GTC Berlinetta
296	1972	Ferrari Dino 246 GT Berlinetta
271	1973	Ferrari 365 GT4 2+2 Berlinetta
288	1974	Ferrari Dino 246 GTS Coupé
260	1982	Ferrari 512 BBi Coupé
283	1987	Ferrari 328 GTS
289	1991	Ferrari F40 Berlinetta
284	1992	Ferrari 512 TR Coupé
265	1992	Ferrari Testarossa Coupé
251	1995	Ferrari 456 GT Coupé
286	1997	Ferrari 456 GTA Coupé
262	2005	Ferrari F430 F1 Spider
237	2018	Ferrari 488 Spider 70th Anniversary
221	1971	Fiat Dino 2400 Coupé



Lot No	Year	Model
216	1990	Fichtel & Sachs-BMW Group C3 Sports Prototype
287	1959	Ford Zephyr MkII 2.4-Litre Competition Saloon
203	1983	Ford Fiesta 1300 Group 1 Saloon
235	1988	Ford Sapphire RS Cosworth Competition Saloon
249	1952	Frazer Nash Le Mans Replica MkII
252	1926	Hispano-Suiza H6B Coupé
278	1931	Invicta 4½-Litre S-Type Low Chassis Sports
240	1954	Jaguar XK120 SE Drophead Coupé
264	1955	Jaguar XK140 SE Coupé
281	1959	Jaguar XK150 3.4-Litre Roadster
236	1973	Jaguar E-Type Series III V12 Roadster
229	1960	Jaguar XK150S 3.8-Litre Coupé
275	1961	Jaguar Mk2 3.8-Litre Sports Saloon
269	1963	Jaguar E-Type 'Series 1' 3.8-Litre Coupé
234	1984	Jaguar XJ13 Re-creation
272	1989	Jaguar XJ-S V12 Convertible
244	1936	Lagonda LG45 Sports Tourer
225	1938	Lagonda V12 'Le Mans'-style Sports Tourer
209	1939	Lagonda V12 Drophead Coupé
211	1952	Lagonda 2.6-Litre Drophead Coupé
227	1957	Lancia Aurelia B20 GT 6th-Series Coupé
208	c.1962	Land Rover Series IIA 109" SAS Military
293	1962	Lotus Elite Coupé
232	1964	Lotus Elan 26R Hardtop Coupé
300	1972	Maserati Ghibli SS 4.9-Litre Coupé

Lot No	Year	Model
246	1970	McLaren M8C Can-Am Sports Prototype
218	1959	Mercedes-Benz 190 SL Roadster
294	1960	Mercedes-Benz 190 SL Roadster
298	1954/86	Mercedes-Benz 300 SL Gullwing Evocation
285	2005	Mercedes-Benz SLR McLaren Coupé
258	1939	MG VA Drophead Coupé
201	1960	MGA Competition Roadster
231	2016	Miller Racing Special Re-creation 'The Craftsman'
207	1965	Porsche 356C Coupé 'Outlaw'
241	1965	Porsche 911 'SWB' Coupé
254	1967	Porsche 912 'SWB' Coupé
248	1968	Porsche 911 2.0-Litre Targa Coupé
220	1968	Porsche 911S 2.0-Litre Targa Coupé
261	1989	Porsche 911 Turbo LE Coupé
214	1992	Porsche 911 Type 964 Carrera 2 'Backdate'
279	1936	Railton Eight Drophead Coupé
233	2001	Renault Clio V6 Sport
256	1932	Richard Bolster Special Monoposto
205	1933	Riley 9hp 'Brooklands Special'
268	1927	Rolls-Royce 20hp Panel Brougham de Ville
270	1930	Rolls-Royce Phantom II Tourer
206	1935	Rolls-Royce 20/25 Open Tourer
267	1964	Rolls-Royce Silver Cloud III Saloon
273	2013	RUF CTR3 Clubsport Coupé
230	1924	Vauxhall 30-98 OE-Type Velox Tourer





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AUCTIONEERS SINCE 1793