

Bonhams



GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors'
Motor Cars and Automobilia
Chichester, Sussex | 9 July 2021









Important Notice:

The Goodwood Festival of Speed will form part of the Events Research Programme (ERP) as a pilot event. There may be a requirement to provide evidence of double vaccination, a negative Covid-19 test or other similar access criteria. Please check before you travel to the viewing and sale. For updates, please visit www.bonhams.com and www.goodwood.com.

GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | Friday 9 July 2021 at 11:00 and 14:00

SALE NUMBER

26999

ILLUSTRATIONS

Front Cover: Lot xx
Inside Front Cover: Lot xx
Inside Back Cover: Lot xx
Back Cover: Lot xx

VIEWING

Thursday 8 July 10:00 to 17:30
Friday 9 July from 09:00

SALE

Friday 9 July
Automobilia 11:00
Vehicle Registration Numbers
immediately follow Automobilia
Motor Cars 14:00

IMPORTANT NOTICE ABOUT COVID-19

Bonhams continues to hold viewings and sales in accordance to the government guidelines in each region. If local restrictions prevent our salerooms from opening, the sales will either be wholly online or livestreamed from the auction house. Bids will be accepted online, on the Bonhams app, on the telephone and as absentee bids. For up to date information and if you have any questions regarding an upcoming sale please contact Client Services on: +44 (0)20 7447 7447 or info@bonhams.com

ENQUIRIES

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

Automobilia
+44 (0) 1483 445495
+44 (0) 1483 445494
automobilia@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

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

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

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

Paul Darvill
+44 (0) 7526 254630
paul.darvill@bonhams.com

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

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

Rob Hubbard
+44 (0) 1869 229471
rob.hubbard@bonhams.com

BIDS

- Bid online/APP

Register to bid online by visiting
www.bonhams.com/26999



**Bid through the
app. Download now
for android and iOS**

- Bid by telephone/absentee

We require a completed Bidder
Registration Form returned by email
to bids@bonhams.com.

The form can be found at the back
of every catalogue and on our
website at www.bonhams.com

Please note we cannot guarantee
bids within 24 hours of the sale.

Bidding by telephone will only be
accepted on a lot with a lower
estimate in excess of £1,000.

- Bid in person

You can pre-register online at
Bonhams.com or obtain a paddle at
our Registration Desk.

- New Bidders

You must provide proof of identity
when submitting bids. A copy of
a government- issued photo
identification (driving licence or
passport) showing your full name
and date of birth, and, if not shown
on the ID document, proof of your
current address (utility bill or bank
statement).

For company account or other
entities, please contact us in
relation to the documents you will
need to provide.

Failure to do this may result in your
bids not being processed.

For all other enquiries, contact our
Client Services department on:
+44 (0) 207 447 7447 or
bids@bonhams.com

Please see back of catalogue
for important notice to bidders

To submit a claim for refund of VAT,
HMRC require lots to be exported
from the UK within strict deadlines.
For lots on which Import VAT has
been charged (marked in the
catalogue with a * or Ω) lots must be
exported within 30 days of
Bonhams' receipt of payment and
within 3 months of the sale date. For
all other lots export must take place
within 3 months of the sale date.

PLEASE NOTE

Admission to the auction marquee
is by catalogue only.

This catalogue also admits two to the
Goodwood Festival of Speed
on the Bonhams auction and viewing
days only, tickets are in the back of
this auction catalogue.

However, if this catalogue has been
obtained at the Goodwood Festival
of Speed it will not have admission
tickets included.

This catalogue does not admit the
holder to the Festival of Speed on
Saturday 10 July or Sunday 11 July.

Bonhams 1793 Limited

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

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



General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For Automobilia the Buyer's Premium is 27.5% on the first £10,000 of the hammer price; 25% of the hammer price of amounts in excess of £10,001 up to and including £450,000; 20% of the hammer price of amounts in excess of £450,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,001. (subject to VAT)

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:

- **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) Title & Registration Documents

Certain vehicle Lots, marked 'N' in the catalogue, are subject to a NOVA Declaration prior to the Buyer making an application to register the vehicle in the UK with the DVLA for a V5C.

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £250 + VAT to do so will be added to the Buyer's invoice.

CARS may also assist buyers with a full registration service directly. Please contact +44 (0) 1284 850 950 / info@carseurope.net

For general registration documents enquiries

Please contact olive.spurrier@bonhams.com

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.

Important Notice: Exporting from the UK

Further costs, duties and VAT may be applicable. The responsibility to meet these charges rest with the buyer.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered overseas 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

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.

You can bid in person, online, on the telephone and via absentee. 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 40/50 lots of Automobilia and 30 vehicles per hour.

Can I view the files that accompany the vehicles?

Yes, we should have every vehicle 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. 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 notify the sale administrator 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.

Are there any other charges?

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

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

When can I clear my purchases?

Cars will be removed the evening immediately following the Sale to a secure storage facility away from the Goodwood Estate at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Should you be at the Sale in person, you may be able to clear your purchase that evening once full payment has been received and by liaising with the Motor Car Department directly in good time.

Onward vehicle movement cannot take place over the weekend of 10-11 July and will resume from Monday 12 July.

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.

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 International Motoring Team

Global



Maarten ten Holder
International
Managing Director



Roger Bell-Ogilby

United Kingdom



Tim Schofield



Sholto Gilbertson



Guy Newton



Richard Stafford



James Knight



Malcolm Barber



Mark Gold



Olive Spurrier



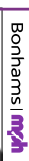
Rob Hubbard



Harry Fox-Edwards



Tyger Tholstrup



Bonhams MPH

UK Motor Cars

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

Bonhams MPH

The Guard House
Bicester Heritage
Bicester, OX26 5HA
01869 229477
mph@bonhams.com

The Market by Bonhams

+44 (0) 1865 521 088
hello@themarket.co.uk

Europe



Philip Kantor



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loic Maschi

European Motor Cars

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

West Coast USA



Jakob Greisen



Mark Osborne



Gordan Mandich



Mathieu Guyot-Sionnest

West Coast Motor Cars

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

East Coast USA



Rupert Banner



Eric Minoff



Michael Caimano



Evan Ide



Greg Porter



Stephen Mancuso

East Coast Motor Cars

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

Additional contacts

Bonhams | MPH

Rob Hubbard
+44 (0) 1869 229471
rob.hubbard@bonhams.com

Automobilia

Toby Wilson
+44 (0) 1483 445495
toby.wilson@bonhams.com

Adrian Papiros

+44 (0) 1483 445494
adrian.papiros@bonhams.com

Automobilia Administrator

James Garguilo
+44 (0) 1483 445496
james.garguilo@bonhams.com

Motoring Global Business Director

Roger Bell-Ogilby
+44 (0) 7904 347018
roger.bell-ogilby@bonhams.com

Motoring Operations & Logistics Manager

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

Motoring Senior Administrator

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

Press Office

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

Motorcycle Department

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

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

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

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

Motorcycle Administrator

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

Catalogue Subscriptions

+44 (0) 1666 502200
subscriptions@bonhams.com

Buyers/Sellers Accounts UK

Cheryl Uggle
+44 (0) 20 3988 6445

Buyers/Sellers Accounts US

+1 (415) 861 7500

Collections

Automobilia

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

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Tuesday 13 July

To arrange an appointment for collection please contact the Automobilia Department on 01483 445495 or automobilia@bonhams.com

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

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

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

All lots marked with a ◇◇◇ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. This will involve a third party shipper and storage at the buyers expense, please contact Straight Eight Logistics.

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

Removal and Storage of Vehicles

Cars will be removed the evening immediately following the Sale to a secure storage facility away from the Goodwood Estate at the buyer's expense by Straight Eight Logistics.

Should you be at the Sale in person, you may be able to clear your purchase that evening once full payment has been received and by liaising with the Motor Car Department directly in good time.

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.

Vehicle Removal charges

£260 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

Straight Eight Logistics

+44 (0) 20 3540 4929

transport@straighteightlogistics.com

www.straighteightlogistics.com

Motor Car Presentation

Chris Bailey, Showcase SVS

+44 (0) 7889 722 333

www.showcasesvs.co.uk

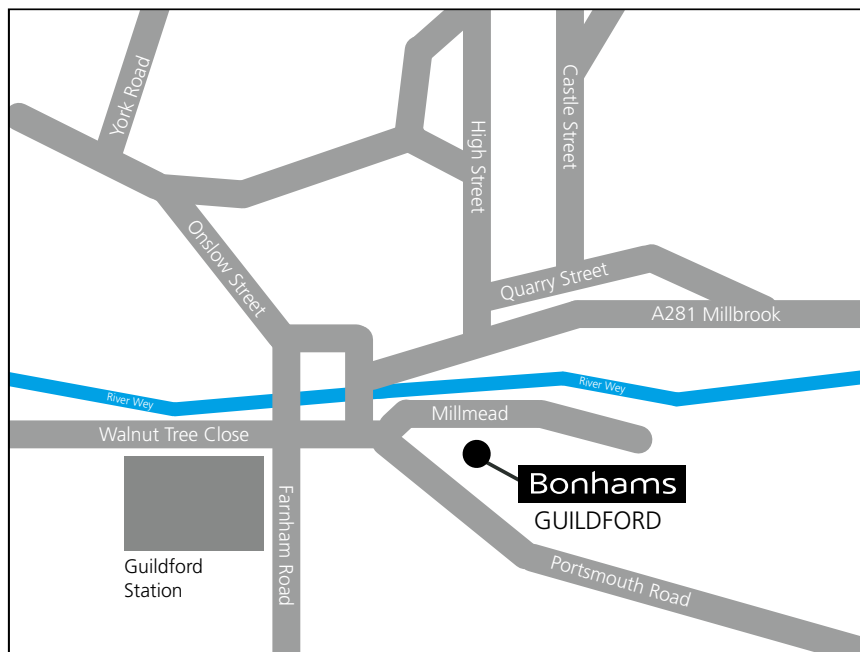
Photography

Simon Clay

Tom Wood

Neil Fraser

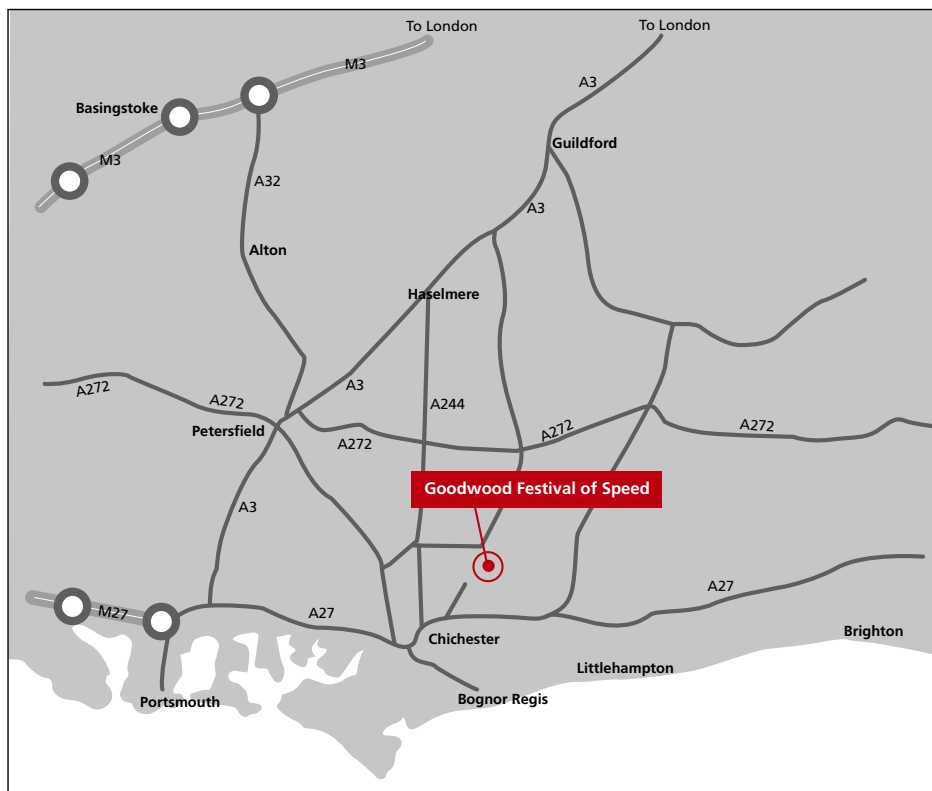
Roger Dixon (Automobilia)



Directions to Goodwood

Goodwood House
Chichester
West Sussex
PO18 0PX

On Thursday and Friday Bonhams clients should approach Goodwood House and they will then be directed into the public car parks for the Festival of Speed. Please ensure you give yourself adequate time to get from the public car parks to the Bonhams sale marquee.



Automobilia including The Healey Collection Part III

Lots 1 - 103

Vehicle Registration Numbers

Lots 104 - 108

Further images of each lot can be found at: [bonhams.com/26999](https://www.bonhams.com/26999)





1



2



3



5



4

1●
STEPHEN ARCHER & RICHARD A.CANDEE: THE ASTON MARTIN DB4GT; A LIMITED EDITION TITLE BY PALAWAN PRESS, 2016,
standard edition, numbered 183/300, 535 numbered pages, contained in slipcase and in original carton packing box.
£800 - 1,200
€930 - 1,400

2●
DAVID DE LARA: LEO VILLA'S BLUEBIRD ALBUM,
limited edition, 2 of 100, launch day copy signed by the author and Kevin Desmond, Audrey Drexler (book designer), six members of the Bluebird K7 team, Tonia Campbell, Gina Campbell, and second signatures of Bill Vanryne and Robbie Robinson, in slip case.
(2)
£800 - 1,200
€930 - 1,400

3●
GEOFFREY GODDARD & DOUG NYE: FERRARI IN CAMERA; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS, 1995,
subtitled 'From Ascari to Villeneuve', dark-blue cloth-bound hard covers, numbered 62/1000, 359 numbered pages, with slip case.
£1,000 - 1,500
€1,200 - 1,700

4
DOUG NYE, RON DENNIS & GORDON MURRAY: DRIVING AMBITION - THE OFFICIAL INSIDE STORY OF THE MCLAREN F1; A SIGNED LIMITED EDITION,
limited edition of 1,000, black cloth hard covers, 271 numbered pages, signed by Mansour Ojeh, Ron Dennis, Gordon Murray and Creighton Brown, contained in slip-case, offered together with a framed display of McLaren F1 V12 GTR set of console and bodywork badges, plaques and chassis plate for '094'.
(3)
£1,200 - 1,600
€1,400 - 1,900

5● ♦♦
AUTOMOBILE REVIEW/AUTOMOBILE YEAR; A COMPLETE RUN OF ANNUALS 1 TO 45 (1953/54 TO 1997/98),
each with dust-jackets (save for first soft-cover annual) and in good general order.
(45)
£800 - 1,200
€930 - 1,400



6



8



7



9



10 (part of Lot)

6 ♦ ♦

AUTOCOURSE; A NEAR COMPLETE RUN OF ISSUES AND ANNUALS FOR 1951 TO 2014/15,

comprising Autocourse Volumes 1-7 (1951-1957); Autocourse and Sporting Motorist, seven loose issues for Volume 8 (1958); Sporting Motorist, three loose issues for Volume 9 (1959); then a complete run of annuals for 1959 to 2014/15, each with dust-jackets.

(74)

£1,000 - 1,500

€1,200 - 1,700

7

A HAND-TINTED COLOUR PHOTOGRAPH OF MALCOLM CAMPBELL AND THE K4 WORLD WATER SPEED RECORD TEAM BY WINDSOR SPICER OF REDHILL, 1939,

signed by the photographer in pencil, 58 x 75cm, framed and glazed.

£800 - 1,000

€930 - 1,200

8

A FRAMED DISPLAY OF SEAN CONNERY 'JAMES BOND' IMAGES WITH SIGNATURE,

comprising a central signed iconic image of Sean Connery with his Walther pistol, signed by Connery in black marker, display mounted together with various small reproduction James Bond film poster images, framed and Perspex glazed, measuring 88 x 68cm overall.

£800 - 1,000

€930 - 1,200

9

A SIGNED PHOTOGRAPH OF AYRTON SENNA IN AN RS COSWORTH RALLY CAR, 1986, ONE OF TEN EXAMPLES,

professional large format colour photograph of Senna in the RS Cosworth during testing in the Welsh forests in September 1986, 1 of 10 examples signed by Senna in gold-coloured marker with personal dedication, measuring 40 x 50cm, framed and glazed, offered together with accompanying provenance.

(6)

£2,000 - 3,000

€2,300 - 3,500

10

A COLLECTION OF PHOTOGRAPHS AND EPHEMERA INCLUDING SIGNED ITEMS RELATING TO THE 'RACING CAMPBELLS',

including signed Malcolm Campbell photograph and signed post card addressed to 'Jack Hellen', and envelope signed by Malcolm and Donald Campbell, a postcard of Bluebird on Coniston Lake signed by Malcolm Campbell, Donald Campbell, Leo Villa and Cyril Haslam and one other, and other Bluebird ephemera including a '1935 Daytona Speed Week official program'.

(Qty)

£1,000 - 1,500

€1,200 - 1,700



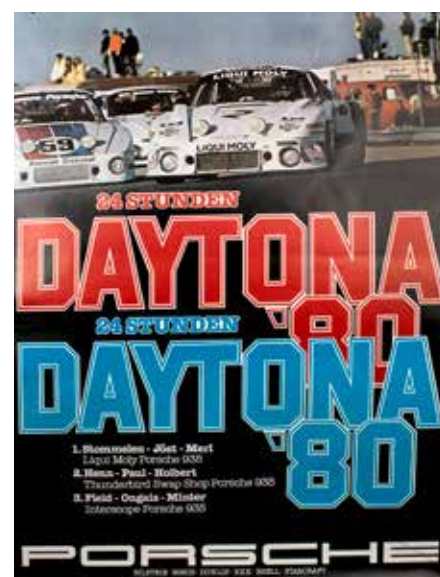
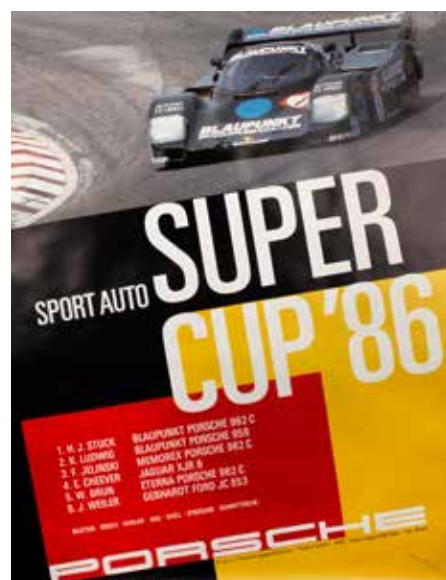
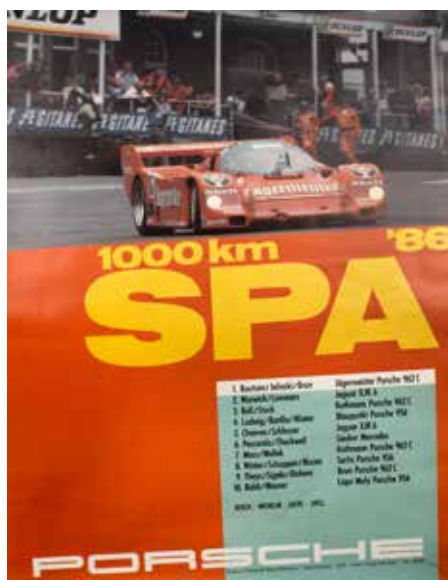
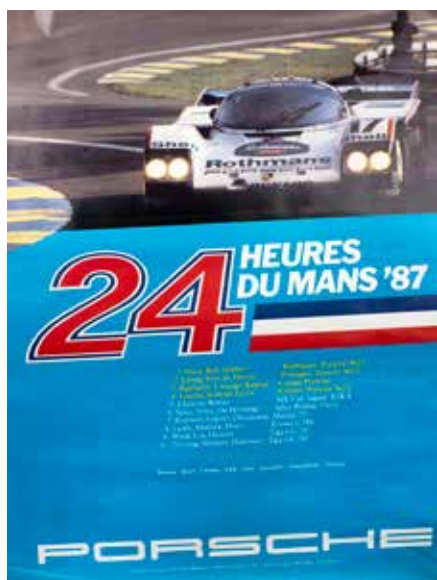
11

11
A STEVE MCQUEEN 'LE MANS' FILM POSTER, 1971,
 US one sheet poster, 138 x 69.2cm, laid on linen, rolled.
 £1,000 - 1,500
 €1,200 - 1,700



12

12
AN "ITALIAN JOB" FILM POSTER, ITALIAN TEXT, 1969
 titled 'Un Colpo all' Italiana', first edition printed by Rotolitografica of Rome, large two sheet poster, 199 x 140cm, laid on linen, rolled.
 £1,200 - 1,600
 €1,400 - 1,900



13 (sample of Lot)

13

A COLLECTION OF MAINLY 1980S PORSCHE RACE AND ADVERTISING POSTERS,

approximately 84 assorted posters including successes and race posters for various US and European Porsche Sportscar, GT and Endurance events, in mainly German and English, several other Porsche competition successes posters, and assorted Porsche production car advertising and promotional posters for various models. Majority rolled. (Approximately 100)

£4,000 - 5,000
€4,700 - 5,800

14 AR

RUSSELL BROCKBANK (BRITISH/ CANADIAN 1913-1979), 'ROLLS-ROYCE SILVER GHOST....STRIKE A LIGHT!' A HUMOUROUS MOTORING CARTOON FOR PUNCH MAGAZINE,

signed 'Brockbank' lower right, pen and ink on artists' board, mounted, framed and glazed.

£800 - 1,000
€930 - 1,200



14



15



15



15



15

15 AR

WALTER GOTSCHKE (GERMAN, 1912-2000), FOUR ORIGINAL MOTOR RACING ARTWORKS,

three signed, all gouache on paper, depicting motor racing scenes comprising, '1928 Targa Florio', '1931 Mille Miglia', '1934 Spanish Grand Prix', and '1951 Albi Grand Prix' each 20 x 28.5cm, mounted, framed and glazed.

(4)

£1,200 - 1,600

€1,400 - 1,900



16



17

16 AR

BEN PAYNE (BRITISH), 'LAUDA, FASTER...!', AN ORIGINAL ARTWORK,

signed lower left, oil on board, depicting Niki Lauda in his 1977 Ferrari 312T2B, 45 x 60cm, framed, offered for sale without copyright.

(2)

£900 - 1,200

€1,000 - 1,400

17 AR

BEN PAYNE (BRITISH), 'TUNNEL VISION', AN ORIGINAL ARTWORK,

signed lower right, oil on board, depicting Jackie Stewart in the Tyrrell-Ford at the 1971 Monaco Grand Prix, 42 x 42cm, framed, offered for sale without copyright.

(2)

£800 - 1,000

€930 - 1,200

Full descriptions and images can be found at: www.bonhams.com/26999

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.



18



20



19



21

18 AR

JOHN EVANS (BRITISH 1943), 'BRITISH RACING GREEN', AN ORIGINAL ARTWORK,

signed lower left, watercolour and mixed media on artists' paper, depicting Aston Martin DB3S, Jaguar D-Type and a Lister Jaguar, mounted together with two preliminary studies of Jaguar C-Types, in original mount and glazed frame, 58 x 91cm overall.

£800 - 1,000

€930 - 1,200

19 AR

MICHAEL WRIGHT (BRITISH 1935-), 'ROLLS-ROYCE - THE JEWELL THAT IS JORDAN 1999',

signed lower left and dated '01', watercolour on paper, depicting a 1954 Rolls-Royce Silver Wraith Phantom IV with Freestone & Webb coachwork, 49 x 69cm, mounted, framed and glazed.

£800 - 1,200

€930 - 1,400

20 AR

MICHAEL WRIGHT (BRITISH 1935-), 'ALPINE TOUR - ROLLS-ROYCE VS BENTLEY',

signed and dated '92' lower right, watercolour on paper, depicting a Rolls-Royce Phantom passing a 3-Litre Bentley, 50 x 69cm, mounted, framed and glazed.

£800 - 1,200

€930 - 1,400

21 AR

RODNEY DIGGENS (BRITISH 1937-), 'FOLLOW-MY-LEADER - 1949 BRITISH GRAND PRIX', AN ORIGINAL ARTWORK,

signed lower left, gouache on artist's board, depicting Prince Bira leading Luigi Villorosi, both in Maserati 4CLTs, 35 x 53cm, mounted, framed and glazed.

£800 - 1,000

€930 - 1,200



22



22



23



24



25

22 AR

A COLD-CAST BRONZE BUST BY PETER CLOSE OF STEVE MCQUEEN AS MIKE DELANEY FROM THE FILM 'LE MANS', open edition sculpture signed by the sculptor to the reverse, 24cm high, offered together with a framed and glazed display of images of McQueen and original passes from the 1970 Sebring 12-Hour race, measuring 36 x 46cm overall.

(2)

£1,000 - 1,500
€1,200 - 1,700

23♦♦

A LARGE AND IMPRESSIVE 'GAULOIS' STANDING SHOWROOM DISPLAY PIECE FOR AUTOMOBILES DELAHAYE, FRENCH, 1920S,

constructed from heavy riveted 10mm thick polished aluminium plates on a circular base, standing 80cm high overall.

£1,400 - 1,800
€1,600 - 2,100

24 AR

A CAST BRONZE BUST OF AYRTON SENNA BY SEAN RICE, hollow-cast bronze, signed 'Rice' to the reverse, 46cm high.

£1,000 - 1,500
€1,200 - 1,700

25♦♦

A SPIRIT OF ECSTASY SHOWROOM STATUE AFTER CHARLES SYKES,

in bronze, mounted on a Paola marble and bronze base, detailed interpretation of Sykes's classic Rolls-Royce mascot, 67cm high.

£1,800 - 2,200
€2,100 - 2,600



26



26

26♦♦

A 'TARGA FLORIO' ARTWORK ON CANVAS AND A '1000 MIGLIA' GARAGE DISPLAY EMBLEM,

modern, the acrylic on canvas artwork depicting an early Targa Florio race scene, 130 x 85cm, the emblem in cold-cast resin and aluminium composite, 60 x 100cm.

(2)

£800 - 1,200

€930 - 1,400

27♦♦

TWO 'JAGUAR' GARAGE DISPLAY EMBLEMS,

modern, each cold-cast resin and bronze composite, the first a circular emblem in the form of the XK120 bonnet badge, 80cm diameter, the second in the form of the D-Type badge, 140cm wide.

(2)

£800 - 1,200

€930 - 1,400



27



27



28



28



29



29

28♦♦

TWO HAND-PAINTED 'LE MANS GULF PORSCHE 917' AND 'STEVE MCQUEEN LE MANS' CELEBRATORY ROUNDELS,

modern, each with raised laurel wreath fibreglass surround, commemorating the Porsche 917K in the 1971 film starring McQueen and 2nd place for Attwood/Muller in the 1971 24-Hour race, each 100cm diameter.

(2)

£800 - 1,200

€930 - 1,400

29♦♦

A PAIR OF REPLICA 'LE MANS CIRCUIT - START AND FINISH' KILOMETRE SIGNS,

modern, fibreglass, hand-painted with lettering in French, each 120 x 80cm.

(2)

£800 - 1,200

€930 - 1,400

Full descriptions and images can be found at: www.bonhams.com/26999

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30♦♦

A 'STEVE MCQUEEN - HEUER' ARTWORK ON CANVAS AND A 'CARRERA HEUER' GARAGE DISPLAY EMBLEM,

modern, the artwork in acrylic on canvas, depicting 'The King of Cool', 130 x 95cm, the 'Carrera Heuer' emblem in cold-cast resin and bronze composite, 80 x 120cm.

(2)

£800 - 1,200

€930 - 1,400

31♦♦

A HAND-PAINTED 'MR BIBENDUM GULF/PORSCHE' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 120cm high.

£800 - 1,200

€930 - 1,400

32♦♦

A HAND-PAINTED 'JUNIOR DRIP' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 100cm high.

£800 - 1,200

€930 - 1,400

33♦♦

A HAND-PAINTED 'MR DRIP' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 120cm high.

£800 - 1,200

€930 - 1,400

34♦♦

A HAND-PAINTED 'MISS DRIP' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 120cm high.

£800 - 1,200

€930 - 1,400

35

A RARE 'SKIPPING GIRL' MASCOT, BY MORANTE, FRENCH, 1920S,

signed to base, large nickelled bronze mascot, 23cm high (not including rope), mounted on a period radiator cap.

£1,000 - 1,500

€1,200 - 1,700

36

A RARE SIAMESE TIGER MASCOT BY PRINCE BIRA, BRITISH, 1934

signed B. Bira., limited edition number 8/12, chromed metal with black painted stripes and 'emerald' glass eyes, 16.5cm long; together with six books relating to the Princes Chula and Bira, and a Churchman's Kings of Speed cigarette card.

(Qty)

£2,000 - 3,000

€2,300 - 3,500

For more details regarding this rare mascot see page 43 of Kay and Springate's 'Automotive Mascots' book, this important mascot was sculpted by Prince Birabongse whilst staying at his mother's house near Fontainebleau.



36



37



38



39

37
A 'MR BIBENDUM' MASCOT FOR MICHELIN 'CABLE' TYRES BY GENERES, FRENCH, CIRCA 1920,
 nickel plated bronze mascot, marked 'Made in France' to underside of base, 11.5cm high, mounted on a wooden base.
£2,400 - 3,000
€2,800 - 3,500

38
A SCARCE PAINTED MICKEY MOUSE MASCOT BY DESMO, BRITISH, CIRCA 1930,
 chrome-plated bronze mascot, painted in cream, red and black, with long tail, 11.5cm high.
£2,500 - 3,500
€2,900 - 4,100

39
A ROLLS-ROYCE 'SPIRIT OF ECSTASY' GLASS MASCOT BY CRISTAL LALIQUE, 1994,
 from a limited edition of 200, in clear and frosted moulded glass, engraved 'Lalique © France' and with etched number 'RR176' under the base, 19.5cm high.
£3,500 - 4,500
€4,100 - 5,200



40



41



42



43



44

40 THE ORIGINAL STEERING WHEEL FROM THE ASTON MARTIN 'RAZOR BLADE', 1923,

by Rene Thomas, four spoke, wood rimmed steering wheel, 45cm diameter.

£800 - 1,200

€930 - 1,400

This fine Rene Thomas steering wheel was removed from 'Razor Blade' by Peter Attwood soon after he purchased the car from Fred Ellis. The wood on the rim was repaired in the early 1980's. Previously offered for sale in Bonhams Aston Martin Auction 2006 (see sale 14257 lot 36).

41 A 2001 LE MANS TEAM BENTLEY EXP SPEED 8 STEERING WHEEL BY SPARCO,

race spare of the type fitted to Chassis 002/3, mounted to a leather framed panel, offered together with original Sparco box, a Bentley Speed 8 press release pack, an RTN embroidered patch, and a Certificate of Authenticity.

(5)

£2,000 - 3,000

€2,300 - 3,500

42 AN AYRTON SENNA MCLAREN MP4/6 HONDA FORMULA ONE STEERING WHEEL FROM THE 1991 GRAND PRIX SEASON BY PERSONAL,

alloy with Alcantara covering, some wear, mounted, framed, together with a Certificate of Authenticity from McLaren International signed by Ron Dennis, certificate framed and glazed 41 x 50cm.

(2)

£4,500 - 5,500

€5,200 - 6,400

43 A WOODEN-CASED NO.16 'OVERSEAS TOURING SPARES KIT' FOR ROLLS-ROYCE AND BENTLEY, CIRCA 1964,

to suit Bentley S3, S3 LWB, S3 Continental, and Rolls-Royce Silver Cloud SIII, SIII LWB and Phantom V models, the wooden case opening to interior containing various sundry spares, the case 71cm wide.

£800 - 1,200

€930 - 1,400

44 AN 'OVERSEAS TOURING KIT' FOR ROLLS-ROYCE SILVER SHADOW AND BENTLEY T SERIES, CIRCA 1966,

possibly No.17 type, wood and corrugated card box, containing various sundry spares.

£800 - 1,000

€930 - 1,200



45



47



46



45♦

A CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS, 1920S, the textured black leather-cloth case, opening to compartmentalised interior fitted with picnic accessories, the case measuring 57 x 33 x 18cm overall.

£900 - 1,200

€1,000 - 1,400

46♦♦

A SEVEN-PIECE SET OF LEATHER LUGGAGE BY TRUNKS OF HASLEMERE TO SUIT ROLLS-ROYCE SHADOW, believed suitable for Shadow I and II models, in dark brown leather, comprising four suitcases, two shoe cases, and a vanity case, some light use, offered with keys.

(7)

£1,000 - 1,500

€1,200 - 1,700

47♦♦

A FIVE-PIECE SET OF LEATHER LUGGAGE BY TRUNKS OF HASLEMERE, TO SUIT ASTON MARTIN DB7 AND VANTAGE, in caramel leather, comprising one large suitcase, and four other trapezoid cases, comprising one medium suitcase, a smaller suitcase, a vanity case, and a small shoe-case, each with key.

(5)

£1,500 - 2,000

€1,700 - 2,300



48



49



50



51

48♦♦

A FOUR-PIECE SET OF LEATHER LUGGAGE FOR FERRARI 456 GT BY SCHEDONI OF ITALY,

in black leather, comprising two large cases, a suit bag, and a vanity case, some light use, offered with keys.

(4)

£2,000 - 3,000

€2,300 - 3,500

50♦♦

A FOUR-PIECE SET OF LEATHER LUGGAGE BY TRUNKS OF HASLEMERE, TO SUIT BENTLEY CONTINENTAL GT,

in beige leather, comprising two large suitcases, a smaller case, and a shoe-case, together with a cloth 'Laundry Bag'.

(5)

£2,000 - 2,500

€2,300 - 2,900

51♦♦

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

in brown leather, comprising ladies and gents suit-bags, a holdall, a briefcase, and a vanity case, with three sets of keys, some flaking to lining of handle clasps to three pieces.

(5)

£2,000 - 3,000

€2,300 - 3,500

49♦♦

A SIX-PIECE SET OF BESPOKE LUGGAGE FOR FERRARI TESTAROSSA, BY TRUNKS OF HASLEMERE,

in cream Connolly leather, comprising three suitcases of various sizes, a suit-carrier, and two smaller vanity cases, offered with keys.

(6)

£2,000 - 3,000

€2,300 - 3,500

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52



53



54



55

52† ♦

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

black leather-cloth case with nickelled handles, locks and catches, the lid and fall front opening to interior with wicker framework fitted with wicker-handled kettle with stand and burner, two wicker-covered glass drinks bottles, two smaller glass bottles, two Coracle brand ceramic based food boxes, two other food tins, set of six Royal Worcester bone china gilt-rimmed tea-cups and saucers, ceramic Butter and Preserves jars, set of six stacked glass tumblers, two condiment jars and a set of six rectangular enamel plates, with cutlery housed behind leather straps in the lid, the case measuring 65 x 26 x 31cm overall.

£20,000 - 30,000

€23,000 - 35,000

53 Ω

A COLLECTION OF FIFTEEN 'LE MANS 24-HOURS' SILK TIES BY HERMES,

made in France, each in pure silk, each printed with a different decorative motif design, dating from the 1980s-2000s.

£1,500 - 2,000

€1,700 - 2,300

Back in the mid-sixties, Hermès introduced a special tie on the occasion of the 24 Hours of Le Mans race. The ties were not sold in their stores but, as the seller who was part of a prominent racing team members, they were given to the entrants during scrutineering. Whilst still not available in their regular shops, a limited number of ties could be purchased from a pop-up store Hermès ran in the Le Mans paddock during the 24 Hours event.

54♦

A HENRY ROYCE QUOTATION ENGRAVED STONE PLAQUE, POST-WAR,

sandstone with hand carved lettering "THE QUALITY REMAINS LONG AFTER THE PRICE IS FORGOTTEN....F.HENRY ROYCE A.M.I.Mech.I. A.M.I.E.E." the masonry 31 x 34cm, mounted in purpose built steel frame for wall mounting.

£3,000 - 4,000

€3,500 - 4,700

55♦♦

A V-12 JAGUAR ENGINE BLOCK COFFEE TABLE,

the polished cast block, mounted with 100 X 60cm glass top.

£900 - 1,200

€1,000 - 1,400



57



56

56
A CASED 'LALIQUE FOR BENTLEY - CRYSTAL EDITION' PERFUME BOTTLE, FRENCH, INTRODUCED 2013, limited edition numbered 185/999, in clear polished and satin glass, surmounted by stopper in stylised form of the famed Bentley mascot, measuring 10cm high, contained within original ebonised presentation cubed case measuring 23 x 20 x 20cm.

(2)
£1,000 - 1,500
€1,200 - 1,700



58



59

CHARITY LOT

Proceeds from the sale of Lot 57 will be donated to the YMCA East Surrey, which helps vulnerable children, young people and adults to belong, contribute and thrive.
Registered Charity No. 1075028
www.ymcaeastsurrey.org.uk/

57 **TWO CASED ROLLS-ROYCE AND BENTLEY RADIATOR DECANTERS BY CLASSIC STABLE LTD, AND OTHER COLLECTABLES,**

each contained in maroon velvet presentation box, together with four boxed Rolls-Royce & Bentley souvenir cut glasses, two glass ashtrays and a coaster, and 1980s-90s Rolls-Royce & Bentley press packs, sales literature, and magazines.

(Qty)
£800 - 1,000
€930 - 1,200

OTHER PROPERTIES

58 **A BARC BROOKLANDS 1926 '24TH 90 MPH SHORT HANDICAP' 2ND PLACE STERLING SILVER TROPHY AWARDED TO ALFRED MOSS,**

twin-handled lidded trophy by Charles & Richard Comyns, hallmarked London 1926, engraved with BARC emblem to one side, the other side engraved with race details '24th 90 M.P.H. Short Handicap - 2nd Prize - 3rd July 1926', the trophy measuring 17cm high.

£1,000 - 1,500
€1,200 - 1,700

Provenance: According to information received this trophy was passed to the vendor by his great aunt, Kathleen Newley, who was secretary to Stirling Moss's father Alfred Ethelbert Moss.

59 * **THE 1957 MOROCCAN GRAND PRIX WINNER'S TROPHY, AWARDED TO JEAN BEHRA FOR VICTORY IN A MASERATI 250F,**

simple hollow-cast white metal steering wheel, 25cm diameter, loosely mounted onto a marble base bearing plaque inscribed 'Royal Automobile Club Marocain - Grand Prix International du Maroc - 1957 - Vainqueur', awarded to Behra by the King of Morocco for victory at the non-championship event.

£1,200 - 1,800
€1,400 - 2,100



60



61

60

A 1961 ADAC 1000KM RACE SILVER TRAY AWARDED TO STIRLING MOSS,

in Continental 925 silver with German hallmark, engraved with race details 'VII. Int. ADAC-1000-km-Rennen - Ehrenpreis - Kölner Stadt-Anzeiger', believed awarded to Moss for his achievement or participation at the 28th May World Sportscar Championship endurance event at Nurburgring, 24cm wide, offered together with seven glazed period monochrome photographs of Moss.

(8)

£800 - 1,200

€930 - 1,400

Provenance: According to information received this silver tray and accompanying photographs were passed to the vendor by his great aunt, Kathleen Newley, who was secretary to Stirling Moss's father Alfred Ethelbert Moss.

6 *

A 1966 AWARD PRESENTED BY THE ALFA ROMEO SOCIETY OF MILAN TO ONE OF ITS DRIVERS,

designed by Italian sculptor Gio Pomodoro (1930-2002), solid cast aluminium, fitted with plaque inscribed with recipient's name 'Christian Pellae', 21cm diameter, awarded for the 'excellent results' for Alfa Romeo by French driver Pellae for the 1966 season, with accompanying signed letter and information card, contained in original wooden case.

£800 - 1,000

€930 - 1,200

62♦♦♦

A HUGHES AIM 4 FALCON GUIDED AIR-TO AIR MISSILE,

inert and disarmed, the shell re-painted in white and red, 201cm long overall, infrared nose cone replaced with dummy head, offered with black painted wooden display stand.

(2)

£1,000 - 1,500

€1,200 - 1,700

63♦♦♦

AN AIM 9 SIDEWINDER MISSILE,

inert and disarmed, highly polished alloy with infra-red sensing nosecone replaced with pointed cone, the tail-fins fitted with gyroscopic stabilising Rollerons, 323cm high overall.

£1,500 - 2,500

€1,700 - 2,900



62



63

Full descriptions and images can be found at: www.bonhams.com/26999
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64

64♦♦♦

A MARTIN-BAKER TYPE 7A EJECTOR SEAT FROM A MCDONNELL-DOUGLAS F4 PHANTOM II,

serial number 306, type 7A-2 Mk3, dated 14 February 1978, disarmed and inert, highly polished decorative finish, fitted with type B harness, back-pad, webbing and handles; on raised curved metal support base, overall height 149cm, together with a fighter pilot's helmet, Mk 5/A by ML Aviation Co Ltd of Maidenhead. (2)

£3,000 - 4,000
€3,500 - 4,700

Other Martin Baker Mk 7A ejector seats can be seen on display at the RAF Museum Hendon, London and RAF Museum Cosford.

65

A 'GOLDEN ARROW' LAND SPEED RECORD BAKELITE CLOCKWORK TOY BY A.G.LTD, PATENTED 1929,

produced by Automobiles Geographical Ltd of Halifax, England, 42cm long, tyres cracked and mis-shapen, some slight loss to right rear lower edge of bodywork.

£800 - 1,200
€930 - 1,400



66



67

66♦♦♦

A MERCEDES BENZ 300SLR JUNIOR WITH STIRLING MOSS SIGNATURE,

'half scale' homage to the car driven to overall victory in the 1955 Mille Miglia road race by Stirling Moss and Denis Jenkinson. Powered by 48cc engine, top speed of 15 mph, one of only three examples signed by Stirling Moss, suitable for most children aged between five and nine years old. Offered in as-new condition, bespoke steel chassis with glass-reinforced plastic bodywork finished in 'Silver-Arrows' paintwork and red '722' livery. Featuring working headlights, with 12-inch steel wheels with pneumatic tyres. The cabin with hand-stitched dark blue leather and tartan cloth panels on the seats and four-spoke polished aluminium steering wheel. Overall 210cm long.

£10,000 - 14,000
€12,000 - 16,000

67♦♦♦

A PORSCHE 917 JUNIOR CHILD'S CAR,

fully working car for children/adults, apparently new and unused condition, built to 70% scale, powered by a key start, 9 bhp 230 cc engine producing speeds of up to 28 mph. With rack-and-pinion steering, front spring suspension and hydraulic brakes, 2-1 reduction gearbox. Lightweight tubular construction chassis with moulded fibreglass bodywork, with 10-inch wheels and pneumatic tyres. Interior with bare aluminium panels, mini bucket driver's seat, quick-release steering wheel, working headlights and rear cooling fan, 2.6 metres long overall. Suit drivers from five years old up-to fully grown adults with the child's seat removed and removable roof section.

Top Gear magazine recently said it "might just be the greatest toy car ever built".

£13,000 - 17,000
€15,000 - 20,000



68



71

68♦♦♦

**A 1959 ASTON MARTIN DBR2 CHILDS
MOTORISED CAR,**

engine number: M6A-340500025, chassis number: 59 1959 03, almond green with cinnamon leather seats, half-scale recreation with aluminium body work, fully working lights, start-up sound card. Bespoke steel tube chassis, powered by an electric motor on a cast aluminium transaxle with fully independent front suspension and floor mounted gear shift with an electromagnetic braking system. 220cm long.
£10,000 - 15,000
€12,000 - 17,000

69

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

scratch-built kerbside model in British Racing Green, model maker's label to underside, some loss to celluloid windscreen, 36cm long.
£800 - 1,200
€930 - 1,400

70♦♦

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

modern, cast from an original produced by Pininfarina/Ferrari to promote the new model in the late 1980s, finished in 'Rosso Corsa' livery, 170cm long.
£1,000 - 1,500
€1,200 - 1,700



69



70



71 (Detail)

71

**A FINE 1:20 SCALE SCRATCH-BUILT
MODEL OF EMERSON FITTIPALDI'S 1974
MCLAREN M23 BY GERALD WINGROVE,**

constructed 1975, 1 of 4 examples built, finely detailed model of Fittipaldi's 1974 Formula 1 World Championship winning car, with Gerald Wingrove inscription to underside, 23cm long, fixed to original wooden base with Gerald Wingrove engraved plaque, complete with Perspex display case.
£1,800 - 2,400
€2,100 - 2,800



72



73



74

72♦

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 'kerbside' model of Jaguar E-Type, chassis number EC1001, fully detailed interior and mounted on a modern Perspex plinth with 'Jaguar' etched display case, 60 x 28 x 20cm overall.

£2,000 - 3,000

£2,300 - 3,500

73♦♦

A 1:8 SCALE BUGATTI VEYRON 16.4 VITESSE MODEL BY AMALGAM, PRESENTED TO BUGATTI AND GIFTED TO MARTIN ROACH THE AUTHOR OF "BUGATTI VEYRON:- A QUEST FOR PERFECTION",

finely detailed hand-built model, completed in 2012, in yellow and dark-grey two-tone livery, opening doors and detailed interior, 53cm long, mounted on a carbon fibre display base under a Perspex case, offered together with copies of two Bugatti letterheads relating to the gifting of the model, and an author signed copy of the book Martin Roach: Bugatti Veyron - A Quest for Perfection.

£4,500 - 5,500

£5,200 - 6,400

74

AN EXCEPTIONALLY FINE 1:15 SCALE SCRATCH-BUILT MODEL OF A 1963 FERRARI 250 GTO BY GERALD WINGROVE,

completed in December of 1972, finely detailed model, with opening doors, detailed interior, opening bonnet revealing engine, wire-spoked wheels with rubber tyres, finished in Rosso Corsa livery with registration number 'RU 8', with inscribed Gerald Wingrove signature to underside, numbered 'No.3 Dec '72', 29cm long, on original wooden base with inscribed plaque, under original Perspex case (cracked) and offered with modern replacement Perspex case.

(2)

£8,000 - 12,000

£9,300 - 14,000



74 (Detail)

Of the six Ferrari 250 GTO models constructed by Gerald Wingrove between 1971-72, and the first series of models built in the larger 1:15 scale, five featured the opening doors and bonnet with engine detailing as offered here, the other model being a 'kerbside' example.

Wingrove constructed three models of this 1963 variant with Series I bodywork (one with white double racing stripes), and three of the 1964 version with Series II bodywork.



75



76



77



79



79



78



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75

A 1:12 SCALE MODEL OF AYRTON SENNA'S 1988 WORLD CHAMPIONSHIP WINNING MCLAREN-HONDA MP4/4 FORMULA 1 RACE CAR,
kerbside model, plastic and metal construction, fitted with miniature 'Ayrton Senna' figurine, 37cm long, fixed to a black display base.
£800 - 1,200
€930 - 1,400

76

A 1:12 SCALE MODEL OF AYRTON SENNA'S 1985 PORTUGUESE AND BELGIAN GRAND PRIX WINNING LOTUS-RENAULT 97T FORMULA 1 RACE CAR,
kerbside model, plastic and metal construction, removable main body panel revealing engine and substructure details, fitted with miniature 'Ayrton Senna' figurine in the cockpit, 36cm long, fixed to a black display base.
£800 - 1,200
€930 - 1,400

77

A 1:12 SCALE MODEL OF JIM CLARK'S 1967 DUTCH GRAND PRIX WINNING LOTUS TYPE 49, BY AUTOMODELLO,
kerbside model, white metal construction with plastic parts, believed limited edition of 499, 35cm long, on a black display base.
£800 - 1,200
€930 - 1,400

78

TWENTY 1:8 SCALE FIGURINES OF FAMOUS RACING DRIVERS,
by Endurance Ltd, mid-1990s, hand-painted resin figurines of drivers in their race overalls, on wooden display bases, together with another figure of Lotus Team Owner Colin Chapman. (21)
£1,000 - 1,400
€1,200 - 1,600

79

TWO 1:18 SCALE MODELS OF FERRARI DINO 246 AND FIAT 806 GRAND PRIX,
kerbside models, comprising the Mike Hawthorn 1958 Ferrari Dino 246 by MG Models, limited edition (114/500), 26cm long, and Fiat 806 Grand Prix, 31cm long, each mounted to black painted display base. (2)
£1,000 - 2,000
€1,200 - 2,300

80

A 1:8 SCALE MODEL OF THE PRINCE BIRA 1935 ERA B-TYPE 'ROMULUS',
kerbside model, white metal and plastic body construction, 45cm long, on a black painted display base.
£2,000 - 3,000
€2,300 - 3,500

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.



81



82



83



84



85



86

81◇

A 1:8 SCALE MODEL OF A BUGATTI TYPE 35,

kerbside model, metal construction, signed to underside and numbered 4, 56cm long, on a black painted display base.

£2,000 - 3,000

€2,300 - 3,500

82

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1923 ASTON MARTIN 'RAZOR BLADE',

built by B.G.Swann and signed to the underside, kerbside model, metal construction and body, 52cm long, on a display base.

£3,000 - 5,000

€3,500 - 5,800

83◇

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE KENELM LEE GUINNESS 1922 SUNBEAM 350HP LAND SPEED RACER,

built by B.G.Swann and signed to the underside, kerbside model, metal construction and body, 60cm long, on a display base.

£4,000 - 6,000

€4,700 - 7,000

84◇

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1933 NAPIER-RAILTON 500 MILES BROOKLANDS LAP RECORD CAR,

built by B.G.Swann and signed to the underside, kerbside model, metal construction, 58cm long, on a display base.

£4,000 - 6,000

€4,700 - 7,000

This model is a former 1st Prize Winner at the Midlands Model Engineering Exhibition, in Class 15.

85◇

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE SIR HENRY 'TIM' BIRKIN 1929 SUPERCHARGED BLOWER BENTLEY NO.1,

built by B.G.Swann and signed to the underside, kerbside model, metal parts with resin body, 60cm long, on a display base.

£6,000 - 8,000

€7,000 - 9,300

86◇

A 1:5 SCALE SCRATCH-BUILT MODEL OF THE KEN WHARTON 1954 BRM TYPE 15 V12 MK I,

built by B.G.Swann and signed to the underside, numbered '001' and dated 2010, kerbside model, metal construction and body, 84cm long, paint cracked and lifting to rear panel, on a display base.

£8,000 - 12,000

€9,300 - 14,000



87♦♦♦

**A PORSCHE 'JUNIOR' 911 CARRERA
SINGLE-SEAT CHILD'S CAR,**

box-section steel chassis, simple spring suspension, silver-painted plastic body, the cockpit with dummy instrument panel and ignition (lacking key), steering wheel with horn, accelerator, brake and clutch pedal, and gear lever, rear boot opening to engine compartment, powered by Honda 2.2Hp G100 petrol engine with chain drive to rear axle via 2-speed gearbox with reverse, the wheels with tubeless pneumatic tyres, playworn, left indicator lens missing, 190cm long overall.

£3,000 - 5,000

€3,500 - 5,800

87



88♦♦♦

**A BUGATTI TYPE 35 CHILD'S CAR BY
TULA ENGINEERING OF KIMPTON,
GREAT BRITAIN, CHASSIS NUMBER 25,
BUILT 1977,**

manufactured by Richard l'Anson, pull-start 35cc JLO two-stroke engine, chain drive to rear wheels, outside brake lever to rear wheels, main body fibreglass with alloy bonnet and side louvres, rubber mounted engine and rear axle, leaf spring front suspension, adjustable throttle pedal, cockpit with black vinyl seat, ignition switch and speedometer, cast alloy wheels with Michelin tyres, 215cm long overall.

£5,000 - 7,000

€5,800 - 8,100

88

THE HEALEY COLLECTION PART III

THE FOLLOWING LOTS 89-98 ARE OFFERED FROM THE COLLECTION OF DONALD M HEALEY CBE, HIS SON GEOFFREY HEALEY AND THE HEALEY WORKS AT WARWICK.



89



89 (Sample)



91



90

89

A COLLECTION OF DONALD AND GEOFFREY HEALEY'S PREVIOUSLY UNPUBLISHED PHOTOGRAPHIC SLIDES TAKEN AT MOTORING EVENTS, OFFERED FOR SALE WITH FULL COPYRIGHT TO PURCHASER,

from 1940s-1960s and possibly later, hitherto unseen recently discovered images on 35mm colour slides taken at Healey race events, 97 slides depicting Le Mans, Land Speed Record, Workshop and 'The Cape', 71 slides depicting Le Mans (including 1964), 'En Route' to Le Mans and Soviet Speedway, contained in a Paterson reversible slide box.

£1,000 - 1,500

€1,200 - 1,700

90

A QUANTITY OF DONALD HEALEY'S PERSONAL PHOTOGRAPHIC SLIDES,

in excess of 350 35mm colour slides, majority depicting scenes taken by Donald from holidays and travel excursions from 1950s-1970s, contained within a small leather case.

£250 - 350

€290 - 410

91

A 1949 'XVI MILLE MIGLIA' POSTER, ITALIAN,

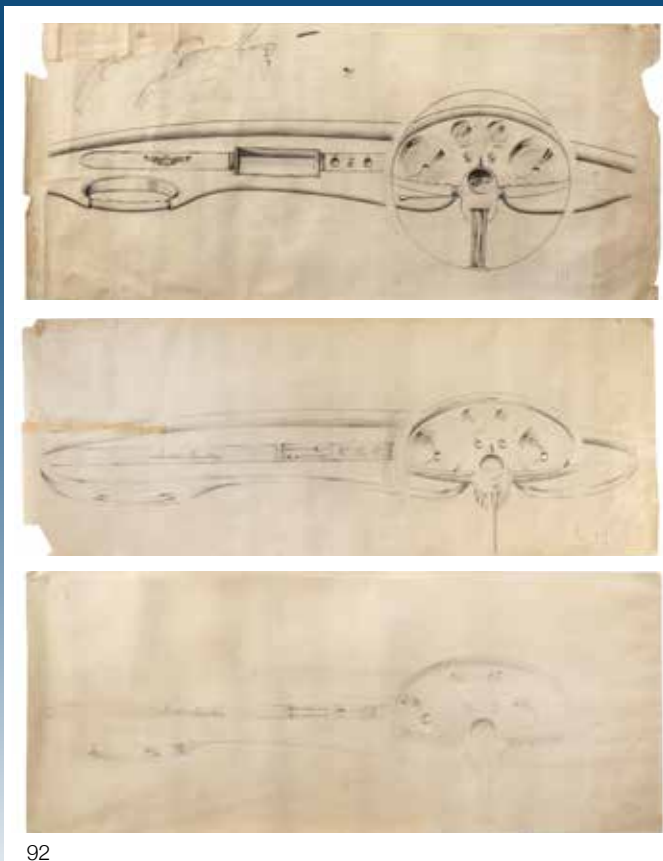
lithographic poster printed by U.T.L.B. of Brescia, old folds, 100 x 70cm.

£800 - 1,000

€930 - 1,200

Full descriptions and images can be found at: www.bonhams.com/26999

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.



92

92
**THREE AUSTIN-HEALEY 100 DASHBOARD PROPOSAL
DESIGNS BY GERRY COKER,**

circa 1953, each graphite on rolled paper, depicting steering wheel, fascia and instrument cluster layout proposals for 'BN1' models, each approximately 134 x 55cm, with original card poster tube addressed to G.Healey.

(4)

£500 - 700

€580 - 810

93

**THE HEALEY WORKS SACK BARROW, AND OTHER GARAGE
EQUIPMENT,**

simple sack trolley, painted yellow, used by the Healey Team at race events, together with four fuel cans and a set of four 56lb weights, used by the Healeys to stabilise their vehicles during hillclimb events.

(9)

£400 - 500

€470 - 580

The original sack trolley that accompanied the Healey Team on every race and to Utah for the Speed Record events.

Roger Menadue once said to the Healey family... "This might be the most important Healey relic you have. It was the first thing we bought for The Cape Healey works and it was the first thing I packed every time we went racing and we couldn't have achieved anything without it."



94

94

A 1957 XXIV MILLE MIGLIA SILK SCARF,

in cream silk and decorated in colour with floral design and circuit map of the course, 93 x 88cm.

£800 - 1,000

€930 - 1,200



93

Full descriptions and images can be found at: www.bonhams.com/26999

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.



95



96



97

95
DONALD HEALEY'S 'DUNLOP' OVERALLS,
one-piece cotton overalls in green by Les Leston, believed used by
Donald Healey at racing events at the Sebring circuit 1950s-60s.
£500 - 700
€580 - 810

96
AN EDDYSTONE EB35 RADIO BROADCAST RECEIVER,
used by Donald and Geoffrey Healey while researching radio waves,
together associated brochures and ephemera.
(6)
£250 - 350
€290 - 410



98

97
**DONALD HEALEY'S PERSONAL CASED SET OF "GO/NO GO"
GAUGES,**
mahogany case, with set of precision tolerance inspection tools, majority
marked 'Triumph', the front edge of case with stamped initials 'DMH',
43cm wide. Originally obtained for Donald during his apprenticeship at
Triumph Motor Company.
£400 - 600
€470 - 700

98
A GRUNDIG 'YACHT-BOY' RADIO,
some light wear, used by Donald and Geoffrey Healey.
£250 - 350
€290 - 410

END OF COLLECTION



99



100 (Reference image, not sold with Lot)



100

CHARITY LOTS

99●

A COLLECTION OF BRITISH GRAND PRIX, BTCC AND OTHER RACE PROGRAMMES, 1958-2006, OFFERED FOR SALE FOR THE BENEFIT OF OAKLEIGH SCHOOL AND MAPLEDOWN SCHOOL CHARITIES,

approximately 375 assorted programmes for various BTCC and other British race events and meetings.

(Qty)

£1,000 - 1,500

€1,200 - 1,700

Oakleigh School & The Early Years Intervention Centre, London N20, caters for children aged 2-11 years who have severe learning difficulties

and complex needs. The population includes children with additional needs, such as physical or sensory, and some children on the Autism Spectrum.

www.oakleighschool.co.uk

Registered Charity No. 802621

Mapledown School, London NW2, is the London Borough of Barnet's Secondary School for students with Severe and Complex Learning Difficulties for students with a very diverse level and range of needs.

www.mapledownschoo.co.uk

Registered Charity No. 295504

THE FOLLOWING FOUR LOTS 100-103 ARE SOLD FOR CHARITY. THE PROCEEDS WILL BE SPLIT BETWEEN THE RENAISSANCE FOUNDATION (REGISTERED CHARITY NO. 1128772) AND ALZHEIMER'S RESEARCH UK (REGISTERED CHARITY NO. 1077089 AND SC042474).

100

VALTTERI BOTTAS' PERSONAL BOSE NOISE CANCELLING HEADPHONES 700, with custom hand painted design in his racing colours, with painted headphones case and original box containing the instructions and charging cables.

£300 - 400

€350 - 470

Full descriptions and images can be found at: www.bonhams.com/26999

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.



101



101 (Reference image, not sold with Lot)



102



103

101
LEWIS HAMILTON'S PERSONAL BOSE NOISE CANCELLING HEADPHONES 700, with custom hand painted design in his racing colours, with painted headphones case and original box containing the instructions and charging cables.
£300 - 400
€350 - 470

102
A PAIR OF VALTTERI BOTTAS' SPEEDCAT PRO RACE BOOTS WORN OVER THE 2020 IMOLA GP RACE WEEKEND, by Puma, in black with white streak, and Bottas' logo in white, offered together with a certificate of authenticity from AMG Petronas Motorsport.
£300 - 400
€350 - 470

103
A PAIR OF LEWIS HAMILTON SPEEDCAT PRO RACE BOOTS WORN OVER THE 2020 IMOLA GP RACE WEEKEND, by Puma, in black with purple streak, and Hamilton's race number 44 in purple, offered together with a certificate of authenticity from AMG Petronas Motorsport.
£300 - 400
€350 - 470

END OF AUTOMOBILIA SECTION

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.

Buyers Premium is charged at car rates for lots 104 - 107

104

UK VEHICLE REGISTRATION NUMBER

'YCO 2',

held on DVLA V778 Retention Document,
expires 26 April 2031.

£4,000 - 8,000

€4,700 - 9,300



104

105

UK VEHICLE REGISTRATION NUMBER

'2 CGN',

held on DVLA V778 Retention Document,
expires 30 09 2030.

£7,000 - 9,000

€8,100 - 10,000



105

106

UK VEHICLE REGISTRATION NUMBER

'1 HKN'

held on DVLA V778 Retention Document,
expires 29 April 2025.

£8,000 - 10,000

€9,300 - 12,000

The HKN reversal series of numbers were first
issued in 1959.



106

107

UK VEHICLE REGISTRATION NUMBER

'PE 65',

held on DVLA V778 Retention Document,
expires 08 09 2030.

£10,000 - 15,000

€12,000 - 17,000



107

108

UK VEHICLE REGISTRATION NUMBER

'1 CSX',

held on DVLA Retention Document, expires
07 Jan 2031.

£10,000 - 15,000

€12,000 - 17,000



108

109 - 200

NO LOTS

Motor Cars

Lots 201 - 263

Further images of each lot can be found at:
bonhams.com/26999





1962 OGLE SX1000 COMPETITION COUPÉ

Registration no. VJN 392

Chassis no. MO/62/004

- Formerly owned by company founder David Ogle
- Stored for 30 years
- Restored and exhibited on the Cartier Style et Luxe lawn at the 2009 Goodwood Festival of Speed
- Subsequently converted to competition specification



This charming Ogle SX1000 boasts significant provenance as well as offering an unusual and exciting entry into historic motor sports events. Chassis number '004' briefly belonged to company founder David Ogle, who died tragically in a crash while driving another SX1000. '004' subsequently passed to his widow, who stored it for 30 years.

'004' eventually found its way into the hands of an enthusiast, who restored it to concours standard and exhibited the car on the Cartier Style et Luxe lawn at the 2009 Goodwood Festival of Speed. Shortly thereafter, it was decided to transform the car into a tribute to the SX1000 raced in period by the late John Handley, winner of the 1968 European Touring Car Championship driving a works Mini Cooper.

The project was entrusted to specialists 'Classic and Race' of Burstow, Surrey, whose brief was to upgrade and modify the Ogle to FIA Appendix K regulations, enabling it to compete in prestigious historic motor sports events such as the Goodwood Revival Meeting. To this end, the car was fitted with a 1,293cc BMC A-Series engine rebuilt to FIA specification (full details available). Running on 105-octane fuel, the engine produces a maximum of 120bhp, making the little Ogle genuinely quick. The four-speed manual 'dog box' transmission is to competition standard also, and, like the engine, its full specification is available.

The car rides on rubber cone competition suspension with Spax dampers, while the steering geometry has been professionally set up with corner weighting. The 'rose petal' alloy wheels are shod with Dunlop CR65 tyres. Braking is by Mini Cooper S front discs and callipers fitted with Hawk Blue racing pads, with drums at the rear. The electrics' dry-cell battery is charged by a high-output racing alternator. Meeting all MSA and FIA safety requirements, the interior boasts a Caged Laser Engineering roll cage; a Tillett FIA-specification racing seat; and a Lifeline foam fire-extinguishing system.

The Ogle is UK road registered (currently on SORN), and has a valid FIA Historic Technical Passport expiring in 2026, and is eligible to compete in HRDC and HSCC events; the Goodwood Revival; and Silverstone Classic. It can also take part in the Motor Racing Legends pre-'63 GT events, and the GT and Sports Car Cup series. The Ogle has already contested the Fordwater Trophy (2010 and 2014) as well as the 2017 Goodwood Members' Meeting Westlake Cup. The engine was last refreshed after the 75th Goodwood Members' Meeting in 2017 and has done only two races since then. Two large history files accompany the car, documenting the restoration and conversion work as well as its recent racing results. It also comes with a complete spare glassfibre body (a new lightweight body is on the car) plus two sets of wheels and tyres, and the entire interior trim and glass from the concours rebuild in 2009.

£30,000 - 40,000
£35,000 - 47,000

C.1950 RA4 VANGUARD FORMULA LIBRE GRAND PRIX MONOPOSTO

Chassis no. RA4

- An important part of New Zealand single-seater racing history
- One of a handful of innovative single-seaters built by Hec Green and Jack Brewer
- In-period race history at international events (Lady Wigram Trophy)
- FIA papers valid until 2029
- Invited to the Goodwood Revival Meeting



A wonderful showcase for Kiwi ingenuity that deserves to be more widely recognised, the RA4 Vanguard was built in 1950/1951 in Christchurch, New Zealand and first appeared at the 1951 Lady Wigram International meeting at Christchurch. It is one of five or six innovative single-seaters built by Hec Green and Jack Brewer. The RA4's inspiration appears to have been the pre-war Auto Union Grand Prix car; indeed, its trailing-arm front suspension is as used by Auto Union but sprung by rubber bands, a medium used extensively in aircraft landing gear. The rear suspension was an unusual low-pivot swing-axle arrangement, with springing by hydraulic oleo struts from the tail wheels of Curtiss P40 Kittyhawk fighter aircraft. Adjustments could be made from the cockpit via a system of pulleys and levers. Messrs Green and Brewer obtained the Auto Union specifications from the UK where a booklet on the German GP cars prepared by Army Engineers was issued after the war. They were both aircraft mechanics during WW2, hence the aircraft practices.

The supercharged engine was based on a modified Standard Vanguard unit, boasting larger cylinder head studs; cross drilled crankshaft; and a Hec Green-designed and ground camshaft. It was fed by a pair of SU carburetors via a Wade aircraft cabin blower, which was chain-driven from the front of the crankshaft to provide 14lb of boost. Fuel was a methanol blend, with the engine producing over 200bhp, while detonation was kept in check by water injection. The transmission was a three-speed sequential transaxle of the makers' own design and manufacture, based on Cisitalia drawings. This proved well up to the task and is still in the car today.

Despite a lack of development, the RA4 performed well at many international and local meetings in NZ from 1951 through to 1960 when it was outclassed by the 'new' mid-engined Coopers... Its history includes the International Lady Wigram Trophy in 1951, 1952, 1953, 1958 and 1960; participation at various road circuits; and the New Zealand Beach Racing Championship.

The car was restored and rebuilt in 2009 with input from Jack Brewer. It comes with a huge history file containing contemporary news reports, race cards, etc and a VCC NZ logbook. A spare engine (condition unknown) and a spare supercharger are included in the sale.

The RA4 is without doubt one of the most revolutionary of post-war Grand Prix cars and has never been offered for sale before outside NZ. It has an FIA Historic Technical Passport issued in 2020, has been invited to Goodwood, and has run at the Chateau Impney Hill Climb. This is a wonderful opportunity to own a unique Grand Prix car eligible for some of the world's most prestigious Historic motor sports events.

£40,000 - 50,000
€47,000 - 58,000

203

The ex-Possum Bourne

2002 SUBARU IMPREZA WRX STI GROUP A RALLY CAR

Registration no. W555 ROJ

Chassis no. 7A8GF090701004045

- Asia-Pacific Rally Championship Group A specification (A8)
- Winner of the 2002 APRC Hokkaido Rally
- Rebuilt and changed from left- to right-hand drive (reversible)
- Professionally maintained
- Last run in 2019
- 'On the button'



Since its arrival on the scene in the early 1980s, Subaru's presence at the forefront of international rallying has given the Japanese concern a profile out of all proportion to its relatively modest stature as an automobile manufacturer. In 1990 the commencement of what would turn out to be a highly successful partnership with the British Prodrive concern enabled Subaru to undertake a full international season for the first time.

Following the arrival of the new Impreza Turbo model in 1993, Subaru made its long awaited breakthrough in August of that year when Colin McRae/Derek Ringer won the New Zealand Rally, the marque's first major international success. The following season brought three more World Rally Championship (WRC) victories – two for McRae and one for Carlos Sainz – before Subaru finally achieved its long-sought goal of outright victory in the World Championship in 1995. In a closely fought contest, Subaru team-mates McRae and Sainz won five of the eight rounds between them – the split being three/two to the Spaniard – with the Drivers' Championship eventually decided in the Scot's favour by virtue of his greater consistency. Subaru also claimed the Manufacturers' title, a feat it would repeat in 1996 and again in 1997. Further Drivers' World Championships were secured in 2001, courtesy of the late Richard Burns, and in 2003 when Petter Solberg emerged triumphant.

This example of one of the most iconic rally cars of recent times was built by Possum Bourne Motorsport (PBMS) in New Zealand for the Subaru Rally Team Australia's lead driver Possum Bourne to compete in selected rounds of the 2002 FIA Asia Pacific Rally Championship (APRC). This car was a major step forward for PBMS as it was built to be as close as possible to Prodrive specification, based on Possum's experiences with the eponymous factory team.

Carrying Bourne's usual 'ROJ' registration, the Impreza first competed in the Parker-Enzed Rally of Rotorua round of the APRC in New Zealand in June 2002 where it retired early with an engine problem. The car then went to Japan for the APRC Hokkaido Rally in September 2002, which it won convincingly (video coverage of the rally is available). The car stayed in Japan for the V-Rally International Alpine Rally in October 2002 (a candidate event for the 2003 APRC) where it finished 2nd. The Hokkaido Rally was the last event won by Possum Bourne before his untimely death in April 2003. The Group A Impreza was shipped back to PBMS in NZ and remained unused in the Bourne workshop.



Rally Legend, San Marino, 2019



Eiffel Rally Festival, 2019



The late Possum Bourne victorious at the 2002 APRC Hokkaido Rally



In 2004 the Subaru was rebuilt and sold to Bruce Herbert, NZ Rally Champion in 2001, 2002 and 2003. At this stage it was changed from left- to right-hand drive, as used in NZ (modification reversible if required). Herbert did not use the car in competition and it was subsequently acquired by a gentleman driver and used in the Targa New Zealand, run on closed tarmac roads. The Impreza was looked after in NZ for the new owner by WRC Developments, run by two ex-Prodrive UK specialists.

The car is finished in the 2002 Hokkaido Rally livery and has been set up and mapped by Warren Heath and Terry Stamper to run on 105-octane petrol. It has a new MSA UK logbook and is UK registered as 'W555 ROJ', a nod to Possum's 'ROJ' registrations, and is MOT'd to May 2022. (There is another UK plate, 'W555 TOW', for tow vehicle, if required.) The car was last run in 2019 in the Eifel Rally (Germany) and Rally Legend (San Marino) and is on the button and ready to go - at half the price of a comparable Prodrive car. Spares include an original Prodrive driver's seat; bonnet-mounted spot lamps and pod; and an additional set of wheels.

£80,000 - 100,000
€93,000 - 120,000

Specification includes the following:

- Engine: Carrillo con-rods, Omega pistons, heavy duty studs, Group A IHI turbo
- Six-speed gearbox with Atlas internals
- Differentials are open (front), viscous (centre) and plated limited-slip (rear)
- Proflex suspension (serviced)
- Strengthened front/rear cross-members
- Alcon brake kit/rotors/hats/callipers
- ATL fuel cell and Bosch fuel pumps
- Prodrive seats (currently removed and replaced by new in-date seats)
- New Willans harnesses
- On board and handheld fire extinguishers
- Coralba trip
- PBMS carbon foot-plates/door panels/ map holder/Terratrip mount
- Motec dash and data logger, flocked dash, Peltor intercom
- Group A headlights, Hella 400 spotlights
- Kevlar under-body protection and aluminium sump guard

1986 PORSCHE 911 CARRERA 3.2-LITRE SUPERSPORT TARGA

Registration no. C740 KAR

Chassis no. WP0ZZZ91ZGS140939

- One of only 15 'C16', UK-supplied cars with M491 Supersport Equipment
- Owned by the present (second) owner since 2006
- 30,673 miles recorded
- Outstandingly original



Development of the Porsche 911 Targa proceeded in line with that of its closed coupé cousin, the most notable advances immediately prior to the manufacture of this 1986 model having included the introduction of the 3.2-litre engine for 1984. Although it remained an air-cooled 'flat six', the '3.2' was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. With 230bhp on tap, the new 'boxer' motor endowed the Carrera with a stunning level of performance, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph. Although it enjoyed a 52 horsepower advantage, the Turbo was only marginally faster, having a top speed of 157mph, while most considered the normally aspirated 911 Carrera easier to drive.

For the increasing number of customers that coveted the Turbo's distinctive 'wide body' look but did not need its marginally superior performance, Porsche introduced the SSE package, also known as the Supersport, which could be specified for other models in the 911 range. In addition to the wide body, the SSE (option code M491) included the Turbo's spoilers; suspension; four-piston brake callipers; 16" forged alloy wheels; and low-profile tyres. Only 75 right-hand drive examples were delivered to the UK, of which a mere 15 were Targa models like that offered here.

This limited-series Turbo Look 911 was purchased by the current vendor (its second owner) on 26th March 2006 and has been kept garaged at all times. The car retains all its original sales paperwork from Lancaster Porsche listing the factory-fitted options: limited-slip differential; graduated top-tint windscreen; Pearl White piping, etc. It was displayed at Porsche Colchester at the launch of the Type 997 Targa and comes with a Certificate of Authenticity from Porsche.

The vendor advises us that the car is in its original condition with all stickers and bar codes intact. Although it does not have full service history, all MoT certificates and road tax discs (until they ceased) are present. Currently displaying a total of 30,673 miles on the odometer, this rare limited-series 'Targa-top' Porsche is MoT'd to 4th September 2021 and comes with a V5C document.

£60,000 - 80,000

€70,000 - 93,000

205

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.

£50,000 - 70,000

€58,000 - 81,000

206

1990 DE TOMASO PANTERA GT5-S COUPÉ

Coachwork by Carrozzeria Ghia/Vignale

Registration no. LTS 88

Chassis no. 874/L/THPN1S09554

- One of only 18 right-hand drive examples
- One owner from new
- Approximately 4,600 miles from new
- Outstandingly original and un-restored





Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar: the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and competition-specification double wishbone/coil-spring suspension all round. The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to an all-synchro ZF five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph (0-96km/h) sprint in a little over 5 seconds and touch 160mph (257km/h) flat out. Styled by Tom Tjaarda at *Carrozzeria Ghia*, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first major revision of the Pantera's body style occurred in 1980 with the introduction of the GT5 which, with its deep front air dam and delta-wing rear spoiler, represented one of the earliest examples of these aerodynamic devices being applied to passenger car design.

Introduced for 1985, the GT5-S incorporated further revisions to the bodywork while its interior was significantly upgraded, rivalling that of many a luxury limousine. With the supply of Cleveland engines running out, De Tomaso switched to the Ford Windsor V8, at first in 351ci (5.7 litres) form and then 302ci (5.0 litres). Production of the world longest-running supercar finally ceased in 1993.

One of only 18 right-hand drive examples, this exceptional Pantera GT5-S has had only one owner from new and seen only occasional use since it left the factory over 30 years ago. Indeed, the car had covered a mere 7,367 kilometres (approximately 4,600 miles) when the current MoT certificate was issued on 1st December 2020. The private registration LTS 88 is offered with the car, and the vendor emphasises that this is a very desirable registration as 88 refers to good luck and wealth in many countries. There is little service history to speak of, but it appears that some maintenance has been carried out by a local garage. It should be noted there is a little damage pictured around the left-hand indicator which will be rectified before the sale. A wonderful opportunity to own one of these characterful Italian/American supercars, benefiting from only one owner and relatively little use, and with the added advantage of right-hand drive.

£150,000 - 250,000
£170,000 - 290,000

207

By order of the Executors, single family ownership since 1995

1966 ASTON MARTIN DB5 SPORTS SALOON

Registration no. JNJ 5D

Chassis no. DB5/221/R

- Matching numbers
- Restored in the 1980s
- 6,760 miles since restoration
- Used sparingly
- Comprehensive history file
- The most famous of all 'James Bond' Aston Martins





"Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races." – *Autocar*, 21st May 1965.

Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. It was the first Aston Martin to carry *Carrozzeria* Touring's '*Superleggera*' bodywork, in which light alloy panels were fixed to a supporting framework of light-gauge steel tubes.

When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, *Superleggera* coachwork looked sensational, establishing a look that would endure for the next dozen years.

The Aston Martin DB4 was also the first of the DB models to employ the entirely new engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. An all-alloy, twin-overhead-camshaft six, Marek's new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was initially mated to a four-speed/overdrive gearbox, and a ZF five-speed unit being standardised later.

The DB5's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same wheelbase as the 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin, however, there were numerous improvements including alternator electrics; Girling disc brakes instead of Dunlops; Sundym glass; electric windows; and an oil pressure gauge as standard equipment.



The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival), while independent coachbuilder Harold Radford offered a shooting brake conversion. Just 1,021 DB5s were manufactured, a total that included 123 convertibles and 12 shooting brakes.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

This matching-numbers DB5 chassis no. '2212' left the factory in July 1966. This is sometime after production of the DB5 had ceased with chassis '2275' in September 1965 for intriguing reasons unknown. Finished in Autumn Gold with beige trim and retailed via H W Motors Ltd, the first owner being recorded on the guarantee form as 'M Glasser'. The next owner, from 1971, was a Mr B Padgett of Hobbs Padgett & Co Ltd. In October 1995 the Aston passed into the present family ownership, having been purchased from a Mr Steel of Surrey, its owner since at least 1983.

Mr Steel had commissioned a comprehensive restoration in the mid-1980s undertaken and overseen by Medcalf & Co., during which the car had been refinished in its original Autumn Gold livery and the interior re-trimmed in deep red. Zeroed during restoration, the odometer now reads 6,760 miles.

Some older related invoices are on file together with others from RS Williams (1968-1972) and 12 expired MoTs for the period 1989 (00,000 miles) to 2004 (05,868 miles). The comprehensive history file also contains a V5C Registration Certificate; an old-style continuation logbook (issued July 1973); present family ownership and past ownership correspondence; copious invoices; insurance documentation; AMOC literature; and press cuttings and magazines. Also offered with this Lot is an original watercolour of the DB5 by Mike Harbar, and a cased diorama of the car in a workshop!

The owner had driven the DB5 sparingly, reserving its use for attending the occasional AMOC event and venues such as Goodwood, Silverstone, etc. Presented in generally very good condition, '2212' represents a wonderful opportunity to own what for many enthusiasts is the ultimate Aston Martin.

£500,000 - 600,000
£580,000 - 700,000



1931 BUGATTI TYPE 49 OPEN TOURER

Registration no. PSJ 609

Chassis no. BC149

- Rebuilt and commissioned for the road by Ernie Allen
- Present family ownership since 1979
- 3.3-litre engine
- Cotal electromagnetic gearbox
- Extensively campaigned on Bugatti and VSCC events



By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track. Indeed, the world's greatest racing drivers enjoyed countless successes aboard the Molsheim factory's products and often chose them for their everyday transport. Although Bugatti is best remembered for its racing models, most of the 6,000-or-so cars produced at the Molsheim factory were touring cars of sporting character.

Ultimate expression of Ettore Bugatti's original design, the Type 49 debuted at the Paris Salon in 1930 and was produced from then until 1934. The Type 49 would be the last of the maestro's eight-cylinder, single-camshaft touring cars and is considered by many to be the finest of all 'real' Bugattis. The new 3.3-litre model featured twin-plug ignition, an enlarged radiator, ball-change gearlever and (later) very pretty cast aluminium wheels among many other improvements. Total Type 49 production amounted to 470 cars, of which it is believed that around 76 exist today.

A civilised *Grande Routière* to match those of rivals Delage and Delahaye, the Type 49 attracted coachwork of the finest quality executed in a wide variety of styles by both the Molsheim factory and by other coachbuilders throughout Europe. The four-seat open tourer body carried by this example is in the style of Van Vooren's Weymann-type coachwork as fitted to the 1931 Le Mans cars.

A vintage car enthusiast for over 65 years, Paul Roberts purchased this Type 49 in 1979 from H H Posner. Paul and his wife Sylvia are very well known in international Bugatti circles, and this car is a former stable mate of the Roberts' Type 23 Brescia, which was sold by Bonhams at the Goodwood Festival of Speed in 2014 for an above-estimate £438,300.

H H Posner had acquired the chassis rails, axles, springs, gearbox, steering box and other components from Switzerland, while the car's 3.3-litre eight-cylinder engine ('1024', over-stamped '49560') incorporates a factory replacement crankcase and came from New York. The chassis plate '4189' is that of a car delivered to Bucar in Zurich, Switzerland, while the rolling chassis itself was made by Ernie Allen in the UK. The rails have been shortened to 108.3" (2.75 metres) as per the Type 47 and Type 54 (original pieces retained).

The engine was rebuilt by S Longland-Hart in Suffolk and the body by Keith Hill. The engine incorporates new blocks from Eric Koux; a reground crankshaft; new white metal bearings; Stellite valve seats; and new pistons, valves, and valve springs. In addition, the oil and water pumps were rebuilt and the original inlet manifold exchanged for a superior Miro item.



Enjoying the Bugatti Centenary Rally, Ireland, 2019



Fitted to accommodate the needs of a disabled driver, the four-speed gearbox is of the Cotal electromagnetic type, which allows gear changing, even under full throttle, without any interruption in the drive. (The Type 49 gearbox number '24' has been retained with the car and is for sale as Lot 208A) Marque specialist Ivan Dutton supplied a stronger crown wheel and pinion, while the new half-shafts came from Tom Dark. The final drive ratio is 3.63:1, giving 24.15mph per 1,000 revs (ie: 5,000rpm = 128mph on Blockley tyres).

The vendor advises us that, other than the bodywork and replacements for worn-out components, the car is composed of original Bugatti parts and in-period ancillaries, the latter including a Jaeger km/h speedometer (rebuilt but unconnected) and rev counter, Boyce Motor Meter, etc.

Ownership of 'PSJ 609' was transferred to Paul's wife Sylvia in 2000, since when she has driven the car on Bugatti rallies in Holland, Sicily, and Portugal; made frequent visits to Prescott garden parties; and attended VSCC events at Silverstone and elsewhere. In 2019 'PSJ 609' took part in and successfully completed the Bugatti Centenary Rally in Ireland. Presented in good running order throughout, this well sorted Type 49 is only sold on account of the vendor's advancing years.

£200,000 - 250,000
€230,000 - 290,000



208A AN ORIGINAL BUGATTI TYPE 49 GEARBOX

Numbered 24
 Unexamined and may need recommissioning
£4,000 - 6,000
€4,700 - 7,000

209 Ω N

2007 MERCEDES-BENZ SLR MCLAREN 722 EDITION COUPÉ

Registration no. not registered

Chassis no. WDD1993761M001241

- *Limited edition model commemorating Mercedes-Benz's famous 1955 Mille Miglia victory*
- *First registered to Daimler Chrysler AG*
- *Present ownership since November 2007*
- *Odometer reading 4,998 miles / 8,044kms*





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.

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 0-100km/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 2007 model first registered in November 2006 to Daimler Chrysler AG in Stuttgart, the car offered here is an example of the '722 Edition'. The '722' refers to the victory in the 1955 Mille Miglia of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.). Delivered to the current owner in November 2007, by which time it had recorded circa 8,000 kilometres, the car is finished in stunning Crystal Antimon Grey Metallic with semi-aniline black leather interior.

Standard equipment includes an Audio 30 APS sound system; garage door opener; passenger compartment protection; and larger (19") front brake discs, while a CD changer; mobile phone pre-installation; and 'XL' size front seats are among the factory options fitted. The car is offered with copies of previous German registration papers, copy certificate of conformity and a copy of the supplying Mercedes-Benz dealer's invoice from November 2007. The car recently received new batteries and, although the engine turns over, it did not start and will require attention. If the car is to remain in the UK it is subject to import VAT of 20% and will require registering.

£180,000 - 240,000

£210,000 - 280,000

No Reserve

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

210 †

*The ex-Paul di Resta/Nico Hulkenberg 19-Grands Prix,
World Championship points scoring*

2011 FORCE INDIA-MERCEDES VJM-04 FORMULA 1 RACING SINGLE-SEATER

Chassis no. VJM04-02

- Offered directly from the Aston Martin Cognizant Formula One Team
- 19 World Championship-qualifying Grand Prix races contested
- 8 Top Ten finishes
- Driven by Paul di Resta and Nico Hulkenberg
- Striking standout livery

During the 2011 Formula 1 World Championship season the tight-knit Force India team was one of the smaller equities in competition but it was one – with the promising driving team of Paul di Resta and Adrian Sutil – plus the young Nico Hulkenberg just signed on as test and reserve driver - which punched consistently far above its apparent weight. As such it became a favourite with many Formula fans worldwide who loved to back an underdog against the infinitely better-funded, and more favoured, 'establishment' teams.

Force India's origins derived from the Jordan Grand Prix team, which had first entered Formula 1 racing in 1991. Their operation was based at Silverstone circuit in Northamptonshire, England, and despite always struggling to make ends meet financially the Jordan operation won four Grand Prix races and took third place in the 1999 Formula 1 Constructors' Championship. Eventually the financial strains became too great to remain on Formula 1's competitive tightrope, and early in 2005 owner Eddie Jordan sold the team to Russian-derived Canadian Alex Shnaider's Midland Group.





As Midland F1 Racing the team struggled and was soon acquired by Dutch interests to become Spyker F1 from mid-2006, scoring a World Championship point in 2007 before being resold to Indian businessman Vijay Mallya, contemporary chairman of the United Breweries Group – famous for its Kingfisher brand beer - and existing Dutch director Michiel Mol. The Force India title was adopted for 2008 and team principal Colin Kolles and technical director Mike Gascoyne led their resurgent operation.

Following an unsuccessful run of 29 races without scoring a World Championship point, Force India made its breakthrough at the 2009 Belgian GP with driver Giancarlo Fisichella finishing second!

The team survived as extremely capable midfield competitors into 2017 when it was acquired by a consortium of investors headed by Lawrence Stroll, Canadian head of Sportswear Holdings and father of aspiring driver Lance Stroll. The company was restyled as Racing Point UK, and after successful seasons 2018-2020 the team was again re-titled for 2021 and has brought the Aston Martin brand name back into Formula 1 racing for the first time since 1960 – another consortium headed by Lawrence Stroll having taken control of the legendary Aston Martin marque itself in 2020.

The 2011-season Force India VJM04 – chassis '02' – now offered here has been retained by the Silverstone-based team ever since they built and campaigned it originally through that entire Formula 1 World Championship season. This is not just an ex-works team car, it is in fact one of the most-raced single-season Formula 1 cars ever to be offered for public sale.

During its frenetic season of 2011 it competed in all 19 World Championship-qualifying Grand Prix races, and it scored points (by finishing within the top ten positions) in no fewer than eight of them, a success rate of 42 per cent. Very few perfectly genuine ex-works Formula 1 cars from this era command such a pedigree. The car is offered in assembled rolling-chassis, showcar configuration less the relevant 2.4-litre Mercedes-Benz FO108Y 90-degree V8-cylinder engine and 7-speed gearbox which it used in action.

The Silverstone-based organisation's 2011 season was impressive despite drivers Paul di Resta and Adrian Sutil not having repeated the podium positions achieved in 2009. Force India's latest VJM04-series cars battled on close terms with Mercedes-Benz and Renault and through the second half of the season particularly the team's development work was substantial, and their form improved rapidly.



Paul Di Resta at the
2011 Australian Grand Prix

Force India-Mercedes VMJ04 chassis '02' TEST AND RACING RECORD

Pre-season 2011 Formula 1 Testing 'T8'
Barcelona, Spain – Paul di Resta
Pre-season 2011 Formula 1 Testing 'T9'
Barcelona, Spain – Paul di Resta

Australian GP, Melbourne – First Practice – Nico Hulkenberg
Australian GP, Melbourne – Practice and Race – Paul di Resta
Qualified 14th – finished 10th

Malaysian GP, Sepang – Practice 1, 2 & 3 – Nico Hulkenberg
Malaysian GP, Sepang – Practice & Race – Paul di Resta
Qualified 14th – finished 10th

Chinese GP, Shanghai – Paul di Resta
Qualified 8th – finished 11th

Turkish GP, Istanbul – Paul di Resta
Qualified 13th – Did not finish (loose wheel)

Spanish GP, Barcelona Practice 1 – Nico Hulkenberg
Spanish GP, Barcelona Practice & Race – Paul di Resta
Qualified 16th – finished 12th

Monaco GP, Monte Carlo – Paul di Resta
Qualified 14th – finished 12th

Canadian GP, Montreal – Paul di Resta
Qualified 11th – classified 18th after accident

European GP, Valencia Practice 1 – Nico Hulkenberg
European GP, Valencia – Paul di Resta
Qualified 12th – finished 14th

British GP, Silverstone – Paul di Resta
Qualified 6th – finished 15th

German GP, Hockenheim Practice 1 – Nico Hulkenberg
German GP, Hockenheim – Paul di Resta
Qualified 12th – finished 13th

Hungarian GP, Budapest Practice 1 – Nico Hulkenberg
Hungarian GP, Budapest – Paul di Resta
Qualified 11th – finished 7th

Belgian GP, Spa – Paul di Resta
Qualified 18th – finished 11th

Italian GP, Monza Practice 1 – Nico Hulkenberg
Italian GP, Monza – Paul di Resta
Qualified 11th – finished 8th

Singapore GP, Marina Bay – Paul di Resta
Qualified 10th – finished 6th

Japanese GP, Suzuka – Paul di Resta
Qualified 12th – finished 12th

Korean GP, Yeongam – Paul di Resta
Qualified 9th – finished 10th

Indian GP, Buddh – Paul di Resta
Qualified 13th – finished 13th

Abu Dhabi GP, Yas Marina – Paul di Resta
Qualified 10th – finished 9th

Brazilian GP, Sao Paulo – Paul di Resta
Qualified 11th – finished 8th





In fact Force India that year did so much work that the team became a threat to Renault. The VJM04 such as this chassis offered here was a worthy descendant of the previous year's design, from which it retained such features as the underside nose hump, brake calipers overhanging ahead of the front axle and the general architecture of the car's configuration, despite the team using a KERS kinetic-energy recovery system for the first time. The Mercedes-Benz V8 engine, gearbox and KERS systems were all identical to those being supplied to the rival McLaren team and for that reason Force India's cars had the second longest wheelbase of all contemporary Formula 1 cars apart from the McLaren MP4-26.

A substantial wind tunnel programme run by the team under Andy Green used CFD – computational fluid dynamics – programming and the Force India VJM04 was one of just two 2011 designs to use a knife-edge roll-over bar and a divided roll-hoop engine inlet to enhance airflow onto the rear wing. Once the double underfloor diffuser feature adopted by several teams had been banned by the FIA, airflow onto the rear wing had become even more important in determining overall download.

A Red Bull-type exhaust-blown diffuser surface was adopted on the Force India cars during Friday practice for the year's Spanish GP, but the feature was not raced until the British event at Silverstone, where it emerged in company with new-concept sidepods, engine cover and diffuser, creating in effect a 'VJM04B' model. Paul di Resta immediately drove this car – chassis '02' – to qualify in an excellent sixth place overall, on row 3 of the starting grid.

New rear suspension was adopted at the subsequent Hungarian GP, the car running with increased rake, its rear end riding a centimetre or so higher than the front. Like their counterparts at McLaren, the Force India cars often ran asymmetric front brake air ducts, in part to provide different operating temperatures within each front tyre. After multiple tiny tweaks and improvements towards the end of the season, the Force India team took what was really an admirable sixth place overall in the 2011 Formula 1 Constructors' World Championship competition – pressing hard right behind the top manufacturers' teams. VAT at the prevailing rate on Hammer Price and Buyer's Premium.

£90,000 - 130,000
€110,000 - 150,000

211

**1928 MASERATI TIPO 26B 2.1-LITRE
SPORTS, GRAN PREMIO AND FORMULE
LIBRE RACING TWO-SEATER**

Chassis No: 35

- *Immensely evocative early Maserati*
- *Race-winning Argentine career, 1930-38*
- *Immensely versatile for every Historic use*
- *2-litre supercharged straight-8 engine*



1 (Main)

From 1930-38, Juan Augusto Malcolm often shone in Argentine national *Fuerza Libre* racing with his fleet and nimble 2.1-litre supercharged Maserati *Tipo 26B* - chassis '035' as offered here.

2

The original Maserati bill of sale for '035' - dated April 16, 1929 - is preserved within the documentation file accompanying this Lot.

3

Juan Augusto Malcolm *aka* John Malcolm, the colourful (and loquacious) Argentine rancher of Scottish extraction with his Goodyear-shod Maserati in a posed promotional photo dating from 1932-33.



1



2



3

This most attractive and very useable 'tween-wars Maserati has an unusual racing history, having spent its early active life being campaigned in Argentina by a colourful, capable and indeed intriguing private owner/driver who was an Argentine with Scottish roots. He cheerfully went by two names, Juan Augusto Malcolm being the Hispanic form, John Malcolm his English-language *alter ego*. He became renowned for his racing exploits in that vast country - where his family owned and ran large (and profitable) farming *estancias* dotted around the province of Buenos Aires, in Bragado, Lincoln and Lujan.

The family business most notably bred thoroughbred horses, while also raising beef cattle and being involved in general agriculture. Juan Augusto (*aka* John) Malcolm was either born in Buenos Aires on July 29, 1901 - or in Oban, Scotland in 1898, being taken to Argentina by his family when they emigrated in 1900. One story he reputedly told had him being taken to the UK by aunts, eventually returning to Argentina as a youthful multiple motor-cycling champion. Another tale had him working for Bugatti from 1917, competing at Grand Prix level. When he genuinely began racing in Argentina, the always inventive local press conflictly nicknamed him both '*El Gaucho Escocés*' and '*El Inglés*'...

Quite apart from his achievements on track, Juan A. Malcolm is certainly recalled for brazen story-telling of great (fictional) racing exploits on trips to the USA (including participation in the Indianapolis '500') and to Europe, where he described contesting both the 1924 and 1925 French GPs, and finishing fourth in the latter, in a Delage (that place actually having been taken by Meo Costantini's Bugatti *Type 35*). According to Malcolm he had also led at the Nürburgring in a Mercedes S-Type before the car failed.



Despite such a fertile imagination, Juan Malcolm was certainly a competitive and capable racing driver who became quite a star on the Argentine national scene which would eventually produce such genuinely world-beating talents as Juan Manuel Fangio and José Froilan Gonzalez. National Argentine racing through that period involved enthusiastic individuals fulfilling competitive ambitions, not building professional driving careers. Malcolm worked as a rancher amongst developing other business interests, and also indulged in local politics, becoming a mayor as had his father before him.

In fact his weekend racing career spanned the years 1921-1948, thus overlapping with those of Fangio and Gonzalez amongst others. He campaigned a wide variety of locally-modified specials and great imported cars of considerable stature, including such marques as Hudson, Stutz, Chandler-Curtiss, Dodge, Chrysler, Fiat, Alfa Romeo RL, the immensely exotic Grand Prix Delage V12 owned by Moises Vengerow and his son Jacobo, Mercedes - and Maserati.

Malcolm certainly travelled in Europe in the late 1920s. In 1928 he bought two new Mercedes-Benz cars in Paris: an SSK and a 680S (the latter acquired on November 23, 1928, for 30,000 German Marks). He shipped them back to Argentina where he later claimed he had driven the "Caracciola SSK" to finish 2nd in the 1930 Monza Grand Prix for sports cars (when Caracciola himself had finished 2nd to Ernesto Maserati's Maserati 16-cylinder). He also claimed to have finished 3rd at Cremona, 2nd at the 'Austrian Grand Prix', and to have led at the Nürburgring before the car failed.

What is demonstrably true is that in 1929 he not only visited the Maserati works at Bologna but also drove in that year's Cremona race, reports differing upon whether he handled a Maserati or a Mercedes - or indeed an Alfa Romeo - but if it was a Maserati it was not No '35' now offered here which he ordered during that trip.

4

December 19, 1930 - *Circuito Primavera*, Mercedes, Buenos Aires Province - Juan Malcolm with regular riding mechanic Angel Pieralise encouraging him (?) in the loquacious rancher's Maserati *Tipo 26B*.

5 (Main)

Juan Malcolm mounts the sand bags at Mar del Plata, Buenos Aires, Argentina, early 1930s.

6

September 9, 1935 - *500 Millas Argentinas*, Rafaela, Santa fe Province - Juan Malcolm with his Maserati *Tipo 26B* and typically enthusiastic fans...



5







This Maserati certainly became the first to be imported into Argentina, perhaps significantly being liveried by the factory not in blue and yellow Argentine racing livery, but in blue and white - which would gain sporting fame as the colours of Scotland... 'John' Malcolm's birthright.

The fascinating documentation file accompanying this Lot includes some wonderful original letters, invoices, receipts and other documents relating to the car in 1929-30. He paid a one-third deposit of Lire 30,000 for it, the remaining 60,000 upon completion before the car, plus spares, was shipped to Buenos Aires on the Italian luxury liner '*Conte Rosso*'.

Studying No '35' as it survives today one can imagine it in the liner's hold on the long voyage south. The '*Conte Rosso*' was named after Amadeus VII, Count of Savoy, the so-called 'Red Count', and she was much praised in period for her lavish Italian interior decoration - all lost in wartime as she was torpedoed and sunk off Sicily in May 1941 while in use as a troopship. Her assailant was HMS *Upholder*, the most successful of all Royal Navy WW2 submarines, commanded by Lt Cdr Malcolm Wanklyn who was awarded the Victoria Cross - the highest British military distinction - for this action. Just touch the car and even such fleeting historical connections resonate...





The documentation file also includes a receipt for initial Customs and commission payments related to the car's original shipping to Buenos Aires, dated April 16, 1930, on the 'Conte Rosso' - shipped by *Fratelli Salvadori SA of Bologna, Trasporti Internazionali* the fees paid totalling 2.5-million Argentine Pesos. A letter from Maserati dated March 1, 1930, advises owner Malcolm that the car should run a fuel mixture containing 45 per cent denatured alcohol, 45 per cent Benzol and 10 per cent sulphuric ether.

The engine is described as being of 2109cc displacement, supercharged, 8-cylinders in-line, bore & stroke 64mm x 82mm, maximum revs 5,500 - 4 forward speeds and reverse - 6kg oil pressure to be maintained at 3,000rpm - front tyre pressure 2kg and rear tyre pressure 2.5kg. Performance potential *circa* 150bhp and 190km/h (118mph)...

In this 2.1-litre supercharged straight-eight Maserati *Tipo* 26B, Juan Augusto Malcolm immediately took third place in the *Circuito Primavera* race at Mercedes in Buenos Aires province. In March 1932 he reappeared in the Carrasco race at Montevideo, Uruguay, but after building a notable lead he crashed, overturning the Maserati although Malcolm and his riding mechanic Angel Pieralise escaped unhurt.

The car was repaired in time for two July races in Buenos Aires, leading the first until lap 7 when Malcolm was passed by Vittorio Coppoli's Bugatti, falling to third during a refuelling stop and finally finishing second overall. The car was liveried in Italian racing red by this time. He then dominated the second BA race, displacing Carlos Zatuszek's massive Mercedes-Benz SSK only for the huge and uncontrollable crowd to overflow onto the course, and in the confusion Domingo Bucci's De Soto-Chrysler beat the Maserati into second place.

It was reported at the time that Malcolm was expecting delivery of a new 2.8-litre engine but it seems unlikely it was ever delivered. Still in 2.1-litre form he then won the 1933 consolation race at the Mar del Plata horse-racing track in Maserati No '35' and would race the ageing *Tipo* 26B again in the 1935 500 Miles race at Rafaela, the car repainted yellow and blue, Argentine national racing livery. He qualified sixth and ran with Zatuszek in the early stages before the Maserati's radiator was punctured and the engine seized.

After further repair he reappeared in the November 24 race at Venado Tuerto, but failed to finish, and at Paraña on December 29 the car ran poorly. Malcolm made his swansong race appearance in '35' in the January 1938 Mar del Plata race, only for its differential to fail. At some stage the Maserati was converted to run with hydraulic brakes. Postwar it appears to have been rigged with full bodywork, mudguards (fenders) and lights for more comfortable road use.



Juan Augusto Malcolm's last race appearance was in a REO car in the 1948 Argentine season. After retirement from racing he remained a prominent and successful businessman until, in 1970, driving the 270 miles north to Buenos Aires from his seaside residence in Chapadmalal just south of Mar del Plata, his car broke down and coasted to a halt. As he got out, he was hit by a passing vehicle, dying soon after, on Thursday, October 8.

His Maserati *Tipo 26B* as now offered here was eventually bought from the Malcolm family in the late 1980s/early-1990s by an Argentine collector - and the process of restoration was well advanced when the car was sold on to prominent classic car dealer and broker, Corrado Cupellini, of Bergamo, Italy. In 2006 he obtained an Austrian-issued FIA Historic Passport for the car in which its restored engine capacity is cited as now being 1980cc.

The Italian Maserati brothers - Alfieri, Ernesto, Bindo and later Ettore - built their small but hyper-active manufacturing company between the World Wars, exploiting early experience gained with Isotta-Fraschini and Diatto. Their business was born as *Officine Alfieri Maserati SpA* in 1926 and grew slowly in pokey premises at the Ponte Vecchio, Bologna.

The brothers were more racing car enthusiasts than aggressively ambitious businessmen, but they attracted a like-minded and moneyed clientele which permitted the business to grow and to diversify, most notably manufacturing high-quality spark plugs in addition to cars and engines.

They produced what became a long line of Grand Prix, sports and *Vetturetta* (contemporary Formula 2) cars in near penny numbers. Dynamic Alfieri and energetic kid brother Ernesto were both good drivers but in 1932 the former would die prematurely - aged only 44 - allegedly after botched abdominal surgery.

By then Maserati was well established. Its foundation as a racing marque had been its initial Tipo 26 model similar to chassis No '35' offered here (their production numbering system having commenced with No '11'). In original form the relevant Maserati build-sheet records that it was equipped with '*Freni Maserati*' cable operated front brakes (not the Perrot rod-type featured today)



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.



7,8 & 9

Chassis '035' participating at the Monaco Historique. Photo credit: Wouter Melissen, Ultimate Car Page

10

Offered with a remarkable history file containing original documentation from new.



10

Hugely experienced and respected Maserati specialist Peter Shaw has examined the car in recent weeks, and his report is available for inspection. Despite the inevitable anomalies created by the passage of time, accident damage and repair, plus progressive modification, then restoration, it is considered that the chassis side rails and engine are substantially the originals. While the gearbox includes modified Fiat components we believe its casing to be a new casting. Perhaps most tellingly Peter Shaw's report emphasises that the engine as photographed "in bits in Argentina is certainly original". He continues "the crankcase has the correct Trident stamp above the No '35' on the driver's-side rear crankcase leg. In the same font the No '35' is stamped on the gearbox side and the rear dumb-iron". The bodywork is modern-era, plainly fashioned with reference to the surviving original Maserati *Tipo* 26 preserved in the *Museo Nazionale dell'Automobile*, Turin. The rolling chassis was delivered to renowned Maserati restorer Sean Danaher Restoration Ltd by Corrado Cupellini in 2000 for restoration (image of the rolling chassis above provided by S. Danaher) and Sean Danaher has confirmed his belief that the chassis side-rails are of period-correct Maserati type.

These straight-8 supercharged Maseratis are both remarkably versatile and very attractive to organisers of all manner of Historic, classic and Vintage car events worldwide. They are also, crucially, "good fun"! With its long ownership by the extraordinary Juan Augusto Malcolm, and its exotic racing history in the cradle of South American motor racing which produced the likes of Juan Manuel Fangio and José Froilan Gonzalez, we very much commend it to the market.

£900,000 - 1,300,000
€1,000,000 - 1,500,000

Bonhams would like to thank Sean Danaher, Simon Moore, Doug Nye and Peter Shaw for their assistance in researching this description.

Please note that further period documents concerning this car have recently come to light in Argentina and could be purchased by the successful bidder.

212 * N

**1970 ASTON MARTIN DB6 MK2
VANTAGE SPORTS SALOON**

Registration no. YKR 270J (see text)
Chassis no. DB6Mk2/4255/R

- One of only 240 DB6 Mk2s manufactured
- An older (1980s) restoration to a high standard
- AMOC Stanway Concours Volz Trophy winner (1987)
- Present ownership since 2008





The final incarnation of the 'DB4' family, the DB6 Mk2 incorporated many components shared with the successor DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted from July 1969 to November 1970, during which time only 240 DB6 Mk2s were manufactured.

According to the build record, this DB6 Mk2 Vantage was completed on 8th April 1970 but not despatched from the factory until 5th November that year, destined for Eton Garages Ltd in Windsor, Berkshire and finished in Olive with Pigskin leather interior. It is understood from a Byron International advert on file that the Aston was first registered (in Kent) on 9th November 1970 but its first owner is not known. According to the advert the earliest known owner was a Mrs Susans of Guilford, Surrey (from December 1983) followed by Frank Reeder & Sons Ltd (Performance and Specialist Cars) of Pewsey, Wiltshire (from April 1984).

The advert describes four concours events attended while the DB6 was owned by Mike and Graham Reeder, including Stanway in 1987 where it is said to have won the coveted Volz Trophy. The other three outings produced one 2nd and two 3rd places, clearly demonstrating that the Reeders had done an excellent job in restoring it. The Aston was kept in a heated garage throughout the 1990s, and in December 2001 was sold to Mr Robert Stephens of Gloucestershire. Mr Stephens kept the car for two years before exchanging it with the Reeders, from whom it was purchased by Mr Paul Housego of Devon in August 2003.

The current owner purchased the Aston from Byron International in November 2008 (see invoice and advertisement copy on file). At that time it was stated that the car was finished in Canyon Pearl Red with tan leather interior, and that it had been restored between March 1984 and March 1986 by the Reeders and marque specialists Goldsmith & Young (which ties in with the 1987 Volz Trophy concours award). MoT mileage totals were quoted as rising from 56,906 in October 1985 to 68,741 in August 2008. It was further noted that the DB6 had the five-speed ZF manual gearbox and that it had benefited from an unleaded conversion.

Exported in 2008, the car comes with copies of its BMIHT Certificate and old-style V5C document but will require reregistering and be subject to the low rate import duty of 5% should the successful purchaser wish to resume using it in the UK. The Mk2 has received a cursory engineer's inspection and the car started and held good oil pressure. We found the brake master cylinder was sticking and, as it has been stored in recent years, it will likely require further recommissioning before being returned to the road.

£160,000 - 220,000

€190,000 - 260,000

No Reserve

213

NO LOT

214

The ex-UK RUF demonstrator

1993 RUF RCT COUPÉ

Registration no. K347 PTR

Chassis no. WP0ZZZ96ZNS400165

- Ruf RCT conversion
- First UK Ruf RCT demonstrator
- Featured in 911 & Porsche World magazine
- Circa 60,000 miles from new





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 was constructed in the 1980s. Ruf's favoured Porsche 911 was the basis for the trio and that model has continued to constitute the bulk of the factory's output.

The RCT (Ruf Carrera Turbo) offered here has a unique history. It started life as a right-hand drive Carrera 2 coupé finished in Midnight Blue Pearl with grey leather interior and equipped with air conditioning, a Blaupunkt audio system, and an electric sunroof. It was delivered new to Chiswick Garage in July 1993, but was quickly repatriated to Ruf's manufacturing facility to be fitted with the turbocharged RCT engine rated at 370bhp, some 10 horsepower more than the stock Type 964 3.6 Turbo. In addition the car received other RCT upgrades including a Ruf six-speed manual gearbox; bespoke Speedline alloy wheels; improved suspension; Ruf exhaust system; and an aerodynamic package that included a front spoiler and a large rear wing.

Although privately owned, the car was built to be Ruf Automobile GB Ltd's first demonstrator and made its public debut at the 1994 Porsche Meet at Donington Park. The car was featured shortly thereafter in the September/October 1994 issue of 911 & Porsche World. In that issue (copy on file) the tester noted that the Ruf RCT was better suited to British back roads than Porsche's own Carrera RS. Since then, 'K347 PTR' has covered a little over 60,000 miles. In 2000, at around 51,000 miles, the car was treated to an engine rebuild by Porsche specialists GT One Ltd. It further benefits from an anti-stone-chip wrap to the front and is shod with a new set of the recommended Michelin Pilot Sport tyres.

This collectible modern Porsche is in amazing condition and still has that 'new car' smell. It comes complete with its original spare tyre, jack, and tool kit, while the original order specifications from Porsche AG are on file. The latter also contains 16 MoT certificates dating back to June 1996; the service booklet (stamped 17 times); its original owner's manual; a Porsche maintenance booklet; and bills dating back to the car's delivery.

£190,000 - 220,000
€220,000 - 260,000

215

1920 ROLLS-ROYCE 40/50HP SILVER GHOST ALPINE EAGLE SKIFF TORPEDO

Coachwork by Labourdette

Registration no. 4928 DG

Chassis no. 40FW

- First owned by Marcel Boussac
- Updated with a Hispano Suiza front axle and servo-assisted brakes
- Professionally repainted and re-trimmed in 2011
- Offered from a private collection
- Exceptionally well maintained and 'on the button'



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

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision.

The transmission too was soon changed: a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the 1907 Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.

Rigorous testing continued to be undertaken publicly too in the interests of promoting sales, the next such enterprise being chief test driver Ernest W Hives' legendary journey in September 1911 from London to Edinburgh using top gear only. Rivals Napier had just completed a similar stunt and Rolls-Royce felt obliged to rise to the challenge. Hives' Silver Ghost averaged a remarkable 24.32 miles per gallon over the 400-mile journey and on its completion was taken to the Brooklands racetrack where it was timed at 78.26mph. That car, chassis '1701', incorporated under-slung cantilever rear springs and an engine upgraded with increased compression ratio and a larger carburettor, while the lightweight sports-tourer 'torpedo' coachwork was by Holmes & Co of Derby. Orders for replica London-to-Edinburgh models poured in.



A luxury motor car, the 'Silver Ghost' was not designed with motor sport in mind but that did not deter the more enthusiastic owners. In 1912 Mr James Radley privately entered his 40/50hp in the Austrian Alpine Trial only to find that the three-speed gearbox's limitations prevented him from negotiating the Katschberg Pass. As a result, Rolls-Royce prepared four cars for the 1913 event, equipping them with four-speed transmissions and more powerful engines producing 75bhp (up from 60 horsepower) courtesy of a raised compression ratio and larger carburettor. These changes made for a dramatic improvement and the team cars won six awards, including the prestigious Archduke Leopold Cup. Inspired by this success, the factory began producing cars of the same specification for customers. Officially they were 'Continental' models but are better known by the evocative 'Alpine Eagle' nickname given them by Ernest Hives.

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

Little is known of this Silver Ghost Alpine Eagle's history other than that its first owner was textile manufacturing entrepreneur and racehorse breeder Marcel Boussac, who at that time was regarded as the wealthiest man in France (the Prix Marcel Boussac horserace is still run at Longchamps to this day).

It is also worth mentioning that in addition to the Alpine Eagle specification mentioned in the build sheets, the chassis is designated 'high speed'. Boussac had his sporting Silver Ghost bodied by Labourdette, one of the oldest of Parisian master coachbuilders, and the result, with its dual cowl and long doors, is undeniably very elegant. Other notable features include a top-opening windscreen; rear Auster screen; Lucas 'King of the Road' headlights; scuttle-mounted sidelights; and Toby diver's lamps at the rear – all recently re-plated in nickel.

West Hoathly Garage repainted the 'Ghost in 2011 to a very high standard while the interior was beautifully re-trimmed at the same time, featuring deep-buttoned light grey leather upholstery; a wooden dashboard; and blue carpets. Front and rear tonneau covers are present also. Sensible upgrades include a Hispano Suiza front axle; servo assisted brakes; Smiths 0-80mph speedometer; Smiths 8-day trip clock; electric fuel pumps; and a fuel gauge concealed within the glove compartment.

Part of a private collection, exceptionally well maintained and 'on the button', this most elegant Rolls-Royce is ideal for 20 Ghost Tours and many other prestigious historic motoring events.

£180,000 - 220,000
£210,000 - 260,000

1935 ASTON MARTIN 1½-LITRE MARK II SHORT-CHASSIS TOURER

Registration no. CHX 35
Chassis no. L4/528/S

- Purchased from the Pate Museum Collection in Cresson, Texas
- Restored by marque specialists Ecurie Bertelli between 2010 and 2020
- Only 2,000 miles since an engine rebuild
- Restoration bills available
- Ready to enjoy

Partners Robert Bamford and Lionel Martin registered the first Aston Martin in March 1915, the name's first part deriving from success gained by the duo's earlier cars at the Aston Clinton hill climb, near Tring. Resuming its activities at the end of WWI, the firm devoted most of its time to racing, with very little energy being expended on building cars for sale to the public. Financial crisis was the inevitable result, and in November 1925 the company was in the hands of the Official Receiver, having sold less than sixty cars.

In October 1926, the firm of Aston Martin Motors Limited was formed by new owners John Renwick and A C Bertelli. The latter was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder unit of 1,492cc - powered the new 11.9hp Aston. More ruggedly built than the Bamford & Martin cars, the newcomers, with coachwork by Bertelli's brother Enrico, debuted at the 1927 Motor Show.

A firm that owed its reputation to competition success could not turn its back on the racetrack however, and while greater emphasis was placed on building cars for sale, the racing programme continued. One of the firm's early developments - dry sump lubrication - would stand them in good stead in long distance sports car events, and this innovation duly appeared on the International sports model of 1929. The latter was so successful that the Standard models, which retained a wet-sump engine, were dropped, their place being taken by long-wheelbase versions of the sports chassis.

Aston Martin's next phase of development - the Series II cars - commenced in 1932. Extensively revised, the Series II abandoned two of the marque's hitherto characteristic, if rather old-fashioned, features: the separate gearbox and under-slung worm back axle. Instead, the gearbox was mounted in unit with the engine, and the differential now contained spiral bevel gears.





Introduced in 1934, the Mark II sported a new, stronger chassis, and a revised engine with a counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built. *Motor Sport* magazine had this to say of the Mark II: "Big-car enthusiasts are apt to think that effortless, fast touring is a quality exclusive to vehicles of high horsepower rating, but their views will be considerably altered after they have taken the Aston Martin over a 300 mile journey."

Chassis number 'L4/528/S' is recorded in the AMOC Register as winning the Sutherland Trophy at the Banbury Concours in 1957 while owned by someone called White. The Aston was purchased by the current vendor from the auction sale of the Pate Museum Collection in Cresson, Texas in June 2010. Upon its return to the UK the Aston was entrusted to marque specialists Ecurie Bertelli, who stripped the car and inspected it. Subsequently, the engine was rebuilt with a hardened steel crankshaft; shell bearings; and new con-rods, pistons and valve seats, the latter compatible with unleaded fuel. A stainless steel exhaust system was fitted and the silencer rebuilt and re-chromed.

Also rebuilt was the front axle; steering box; braking system; kingpins; shock absorbers; dynamo and regulator (both synchronised); magneto; and the speedometer and its drive cable and reduction gear. In addition, the radiator was leak-tested, flushed and repaired where necessary, and an electric fan fitted to prevent overheating. New correct headlamps were fitted and the entire electrical system overhauled to original specification using fabric-covered wiring. All brightwork was re-chromed where necessary and the bodywork restored by Aston Martin specialist Roger McCouat, who carried out a bare-metal re-spray in the car's original Claret livery. A new windscreen was installed and two relatively minor sill timbers replaced; otherwise, the body's timber framing is in good original condition. The interior was re-trimmed to original specification in brown Connolly leather with matching carpets, and the steering wheel rebuilt. New tyres were fitted also.

After a decade's work the restoration was finally completed in 2020, and only some 2,000 miles have been covered since the engine rebuild. Offered with a V5C document and all bills relating to its restoration, this expertly rebuilt Aston Martin will surely reward its fortunate new owner with a delightful driving experience as well as the opportunity to participate in a wide variety of prestigious historic motoring events.

£200,000 - 250,000
£230,000 - 290,000

THE FOLLOWING FOUR LOTS ARE FROM A PRIVATE COLLECTION





217

Rare manual transmission model

1995 FERRARI 456 GT COUPÉ

Coachwork by Pininfarina

Registration no. F12 MPG

Chassis no. ZFFSP44C000103273

- Sold new in Hong Kong
- Imported into the UK in 2014
- Present ownership since 2015
- Circa 46,000 kilometres recorded
- Extensive history file



Not since the 412's demise in 1989 had Ferrari offered a '2+2', and when the 456 GT arrived in October 1992 it was obvious that the long awaited newcomer eclipsed all Maranello's previous four-seat Grand Tourers. Although new throughout, 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 (an automatic was optional). Essentially a de-tuned version of that powering the 550 and 575, the new 5.5-litre V12 produced 442bhp at 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 Ferrari's most powerful road car up to that time, yet despite delivering supercar performance its 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.

This rare and sought-after manual transmission example was sold new in Hong Kong and purchased there by the previous keeper in 2010 before being imported by them into the UK in 2014. The car's full history is on file with circa 35-40 individual invoices issued by Italian Motors HK/Auto Italia HK between 1995 and 2014.

The previous keeper had Hoyle Fox service the car once before it was purchased by the late owner via The Ferrari Centre in November 2015 at 44,054 kilometres (scanned advertisement on file). The current odometer reading is circa 46,000 kilometres. While in the current ownership, maintenance has been undertaken regularly by local specialist Mark Allen of M D Allen Engineering, who looks after the owner's collection. The car is offered with its original sales/service book and owner's handbook; a Replacement Maintenance Certificate book in the deceased owner's name (issued November 2015); a V5C Registration Certificate; and the aforementioned service bills. The cherished registration 'F12 MPG' is included in the sale.

£40,000 - 50,000

€47,000 - 58,000

218

Rare manual transmission version

1987 FERRARI 412GT COUPÉ

Coachwork by Pininfarina

Registration no. E12 CYL

Chassis no. ZFFYD25C000073501

- One of a believed 24 UK-supplied RHD manual models
- Known ownership history
- Engine rebuilt by Bob Houghton at 24,000 miles
- Circa 32,000 miles recorded
- Present ownership since 2015



The Ferrari 412 was the final glorious flowering of the '400' series of luxurious four-seaters that had commenced with the introduction of the 365 GT/4 2+2 in 1972. Representing evolution rather than revolution, the 412 debuted at the Geneva Motor Show in 1985. The newcomer retained its predecessor's quad-cam V12 engine but enjoyed a capacity increase to 4,944cc and came with anti-lock brakes, a revised interior, and bumpers colour co-ordinated with the bodywork. An improved front air dam and raised boot deck reduced the 412's already exemplary co-efficient of drag by around ten percent. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

Ferrari's decision to equip the 400 series with automatic transmission was vindicated by the fact that more than two-thirds of customers took up the option, making manual transmission cars such as that offered here relatively rare. This 412 GT was sold new via Maranello Concessionaires in September 1987 and registered 'E269 DRK' by them for its first owner, Mr Anthony Embiricos of Eaton Square, London SW1. The car's original colour combination was *Blu Medio* metallic with Serbia hide interior, *Nero* dashboard and *Nero* carpets.

In December 1988 the Ferrari was purchased by the second owner, Mr W Parente of Nottingham after it had apparently covered somewhere in the region of 3,000-7,000 miles (the original service book was misplaced during his ownership). The engine was rebuilt by Bob Houghton (at 24,000 miles) at a cost of £20,000 (including 200 hours labour) and there are bills on file from Graypaul (2000); Super Car Centre, Sheffield for a 30,000-mile service (2013); and Rardley Motors for another service (2015). The current recorded mileage is now *circa* 32,000.

Its late owner purchased the car from Rardley Motors in 2015, since when it has been serviced regularly by Mark Allen (M D Allen Engineering). There are three recent bills on file (the last dating from April 2019). The car is offered with its leather wallet with the replacement service book (issued 2015) and handbook; a copy of the original order; sundry MoTs; a V5C document; and the aforementioned service bills. The cherished registration 'E12 CYL' is included in the sale.

£50,000 - 60,000
£58,000 - 70,000

219

One of only five UK-supplied right-hand drive manual models

2005 FERRARI 575M SUPERAMERICA CONVERTIBLE

Coachwork by Pininfarina

Registration no. FJ06 AVP

Chassis no. ZFFGT61000144215

- One of 559 built
- Present ownership since 2007
- Circa 22,086 miles from new
- Full service history





In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible version of the 575M: the Superamerica. Introduced in 2002, the 575M (*Modificata*) was an evolution of the acclaimed 550 Maranello. Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great *competizione* Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

Drawing its name from the iconic Pininfarina-designed Lampredi V12-powered GT cars of the 1950s and '60s, the Superamerica retained the 575M's 5,748cc engine, six-speed gearbox, and running gear together with its general design while featuring a unique pivoting photo-chromic roof. The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car and was built using a carbon fibre frame integrated with electro-chromic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.





Finished in Nero Daytona with matching leather interior, this stunning Superamerica was supplied new via Graypaul Nottingham to Howard Walker of Preston on 31 February 2005. Its late owner purchased the car from Graypaul Nottingham in June 2007 at 1,449 miles.

The Ferrari was serviced by Graypaul in 2006 and there are a further seven services recorded, the most recent being by M D Allen in 2017 at 21,858 miles. (The current odometer reading is 22,086 miles.) A sports exhaust system was fitted 2008 and the Superamerica comes complete with its leather wallet; full book pack; and a file of old MoTs and most service bills accumulated during the deceased's ownership.

The Superamerica has become one of the most highly coveted Ferraris of recent times thanks to its rarity, uniquely innovative design, and the exhilarating driving experience that can only be had behind the wheel of one of these modern Ferrari V12 roadsters. An opportunity not to be missed.

£450,000 - 600,000

€520,000 - 700,000



220

1958 FERRARI 250 GT BERLINETTA

Coachwork by *Carrozzeria Ellena*

Registration no. 635 XUM

Chassis no. 0817GT

- One of only 50 Ellena-bodied 250 GTs built
- Delivered new in Italy
- Formerly part of the Tunick Collection in the USA
- Fully restored by DK Engineering 2005-2008
- Engine original to chassis
- Ferrari Classiche certified





The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular *Carrozzeria* among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250GT road-car that was first displayed publicly at the Geneva Salon in March 1956. However, the Turin *Carrozzeria* was not yet in a position to cope with the increased workload, resulting in production being entrusted to *Carrozzeria* Boano after Pinin Farina had completed a handful of prototypes.

Ex-Farina and Ghia designer Mario Felice Boano had founded *Carrozzeria* Boano in 1954 together with his son Gian Paolo and business partner Luciano Pollo. When father and son left for FIAT, Pollo was joined by Boano's son-in-law, Ezio Ellena, and the company changed its name to *Carrozzeria* Ellena. 130-or-so Boano and Boano/Ellena 250 GTs (all left-hand drive) were made between 1956 and 1958, the split being approximately 80/50 in favour of the Boano. The later Boano/Ellena cars were distinguished - generally but not exclusively - by a higher roofline and the absence of quarter-lights in the side windows.

These cars represented a significant departure for Ferrari. Driver and passenger comfort were taken seriously for the first time; the interior was more luxurious, seats were broader and there was less noise intrusion. By this time there was also synchromesh in the gearbox, which, combined with a softer ride and light steering, was exactly what was expected by the increasingly important North American market. However, the Boano and Boano/Ellena-bodied models' mechanical similarity to other arguably more desirable, competition-orientated members of the 250 GT family resulted in a number of them being converted, and original survivors are relatively rare today.

In January 1958, *Sports Cars Illustrated* tested one of these Ferraris. "The 250 GT, though, is no race car with touring coachwork," declared the highly respected American motoring journal. "It is a designed-from-scratch high performance tourer that combines Ferrari's best competition chassis features with innumerable refinements that successfully tame the basic inner beast. It's a car that very feminine females have no difficulty handling. At the same time its recent victorious performances at Nürburgring and in the Tour de France suggest that it is today's fastest and most race-worthy production contender. On top of this, the new Ferrari is a luxury automobile in the grand manner.



The design, detailing and execution of every part of its chassis and body reflect the builder's determination to put together a perfect machine.” Mike Hawthorn, Formula 1 World Champion for Ferrari in 1958, chose an Ellena-bodied 250 GT Coupé as his personal transport.

Records show that Ferrari 250 GT chassis ‘0817’ (the 25th of 50 Ellenas built) was first registered in Rome, Italy on 2nd April 1958 and sold two days later to SICEA Srl (Società Importazione Commercio Elettrodomestici Affini). The accompanying Massini Report (2011) lists subsequent owners in Italy up to the early 1970s when the Ferrari was sold to Luigi Chinetti Motors in Greenwich, Connecticut, USA. While with Chinetti, the engine from a 250 GT Cabriolet (‘0801GT’) was installed. ‘0817’ later passed into the ownership of David Tunick of New York, joining his substantial private collection where it remained for over 20 years.

In 2005 the Ferrari was purchased by DK Engineering and shipped to the UK where it was treated by them to a full ‘body off’ concours restoration over the succeeding three years, during the course of which the engine was rebuilt around a new factory-supplied cylinder block. On completion the car was examined and approved by the UK Ferrari Classiche Department. Carrying UK license plates ‘635 XUM’, the Ferrari was displayed at the Essen Motor Show in Germany in November 2009 and for the next few years was owned in Scotland by one Syd B Fraser.

The Ferrari was purchased by its late owner in December 2012. By an interesting twist of fate, in 2013 the owners of Ferrari 250 TdF chassis number ‘0899’ wanted to obtain a Classiche certificate for their car but could not because it had been fitted with engine ‘0817’. They had a new engine built by the factory for their TdF, thus making engine ‘0817’ available to be reunited with its original chassis. Maranello Concessionaires’ archivist Tony Willis has confirmed that the engine’s internal number (‘0134C’) is correct for this car.

There are bills on file issued by Jim Stokes Workshops in 2014 and totalling some £38,000 for rebuilding the original engine (‘0817’), which is now back in the car. Since 2016 the Ferrari has been maintained by local specialist M D Allen (see bills on file). In 2019 the Ellena attended the Salon Privé Concours d’Élégance at Blenheim Palace.

More refined and practical than any previous road-going Ferrari yet retaining the sporting heritage of its predecessors, the 250 GT Ellena is an historically significant landmark model of which ‘0817’ is a fine example.

£700,000 - 900,000
£810,000 - 1,000,000



221 * N

1963 LAGONDA RAPIDE SPORTS SALOON

Registration no. 241 EXN (see text)

Chassis no. LR/121/R

- One of only 55 made
- In-period factory conversion to ZF five-speed manual transmission
- Factory-fitted replacement engine in 1966
- Present ownership since 2011



Aston Martin revived the Lagonda name in 1961 with the luxurious Rapide four-door sports saloon. Powered by a 4.0-litre version of the DB5's twin-cam six, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed. Extremely expensive, and therefore exclusive, only 55 were made, almost all of which were equipped with Borg Warner three-speed automatic transmission.

According to the copy guarantee form on file, this Lagonda Rapide was sold new through the Brooklands agency to Babcock & Wilcox Ltd of Euston Road, London. It was registered as '241 EXN' and was finished, then as now, in Midnight Blue with a deep red leather interior. Works records detail the car's factory maintenance through its early years and confirm that it returned to the works in June 1965 to be up-rated with a ZF five-speed manual gearbox. An option on late DB4s and standard on the DB5, the ZF 'box was a significant improvement over the three-speed automatic and even the optional four-speed David Brown manual unit. Eight months later, '121/R' was fitted by the factory with a replacement engine, it is likely that this is the current engine (stamped 400/117).

A car well known to the Bonhams team, the Lagonda first appeared at Bonhams' sale at the Larz Anderson Auto Museum in Brookline, Massachusetts in May 2006 (Lot 315) when it was noted as having had only two owners from new.

The current owner purchased the Rapide at the subsequent Bonhams Greenwich Concours d'Elegance sale in June 2011 (Lot 341). At that time the car was described as in generally original and correct order, apparently never having undergone a complete restoration. It was also noted that at some time the paintwork had been refurbished to a high standard and that it still presented well; likewise the interior, which was said to exhibit a good balance of new and original leather sympathetically refurbished, while the boot had been completely re-trimmed. Long overlooked, these elegant Lagondas are now being appreciated for the value they represent when compared to their Aston Martin contemporaries.

The car is offered with the Bonhams sales invoice from 2011 and an old State of New Hampshire Registration Certificate. There is no UK registration document with this Lot and it should be noted that the registration number '241 EXN' is not recorded in the HPI database. Having been stored in recent years, the car may require some re-commissioning prior to road use. The car will attract the low import duty rate of 5% if it is to remain in the UK and require re-registering.

£70,000 - 100,000

€81,000 - 120,000

No Reserve

222

From the Estate of the Late Peter Blond

1974 BENTLEY CORNICHE TWO-DOOR SALOON

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. 107 HYL

Chassis no. CBH17786

- One of only 151 Bentley Corniche models built
- Present ownership since 2004
- Maintained by Rolls-Royce and Bentley specialist N Sandell
- Original instruction handbooks



"The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers," explained Rolls-Royce in 1971, referring to the magnificent cliff-top roads of France's Côte d'Azur, for decades a favoured destination among Rolls-Royce and Bentley owners.

Introduced in March that year, the Corniche was a revised version of the Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary construction cars. In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. The model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

For much of the time that the Corniche was in production, a Bentley was regarded as little more than a slightly cheaper alternative to a Rolls-Royce. This famous marque had yet to re-establish its reputation as maker of some of the world's fastest and most exciting sports saloons and Grand Tourers, a process that commenced in 1982 with launch of the Mulsanne Turbo. Consequently, the Bentley Corniche was produced in much smaller numbers than its Rolls-Royce equivalent, despite being – arguably – the more handsome of the two. Up to 1984, when the Bentley Corniche was renamed 'Continental', only 151 had been sold compared to several thousand of the Rolls-Royce version! These rare Bentleys are much sought after today.

The car offered here was acquired by the current vendor in 2004, since when it has been maintained by Rolls-Royce and Bentley specialist N Sandell of Isleworth, Middlesex. The car had a major engine overhaul in 2003 and has covered circa 13,000 miles since. Numerous related bills are on file from N Sandell for works and servicing since 2004, together with the current V5C Registration Certificate and a quantity of expired MoTs and tax discs. The car has received a recent service from N Sandell and these bills are on file. The car also comes with factory instruction handbooks and an Information for Owners booklet recording the original colour combination as Willow Gold with Magnolia leather interior.

£40,000 - 50,000

£47,000 - 58,000

223

1959 JAGUAR XK150 3.8-LITRE DROPHEAD COUPÉ

Registration no. XAB 264

Chassis no. S827329

- One of 662 right-hand drive drophead coupés made
- Five registered owners from new
- Restored and well maintained
- Large history file



This Jaguar XK150 drophead coupé was originally supplied by Horton's Garage, Redditch to the owners of Astwood Bank Farm, Redditch, and remained in the same family ownership until bought by one David De Saxe in December 1986. The original engine was 3.4-Litre but this was replaced early on by Jaguar, this change is recorded in the buff log book. Correspondence shows that Mrs Shirley-Priest had put the car away when her only son died, and when aged 87 decided to sell it 'to remove the sad reminder of better days'. On 22nd December 1998, Mr de Saxe sold 'XAB 264' to one A P Spender of Lockeridge, Wiltshire, who in turn sold it to Twyford Moors, the well-known Jaguar dealership. Previous owner Mr Harry Richardson purchased the car in August 2000.

A great deal of money had been spent by David De Saxe on works including replacement of the hood shortly after he bought the car, while invoices show that in 1993 some £22,000 was spent on a major 'body off' restoration by Rees Bros of Aldershot, carried out at approximately 60,500 miles. There is also a photographic record of the restoration on file. During the body rebuild the underside was completely under-sealed, while winter servicing included Waxoyling and steam-cleaning. Noteworthy features include later-type rear lights (fitted for safety reasons); a restored period radio, converted to FM reception; and a tailored hood bag.



In 1996 the engine was overhauled by well-known Jaguar specialist R G Bates of Birkenhead at a cost of £3,845, which included conversion for the use of unleaded petrol. This was carried out at approximately 63,000 miles.

There is a substantial quantity of paperwork on file dating back to the beginning of David de Saxe's period of ownership. Nearly all invoices have been retained, and the fastidious service records make interesting reading. Also included is an owner's manual and workshop manual together with a set of tools and the original jack.

In the 16 years that Mr Richardson owned the Jaguar it was fully maintained by his brother at his motor engineering business in Barnes, West London. All necessary works were carried out, as evidenced by numerous invoices in the substantial history file. In May 2016, new chromed wire wheels and Avon Turbo Steel tyres from MWS were fitted, while in August 2016 a new mohair hood and lining were installed, and the interior leather replaced/refurbished at the Trimming Centre in Lewes, East Sussex. The car was always kept in a modern, dry garage in ideal conditions. All expired tax discs and MoT certificates have been retained, supporting the current recorded mileage of 85,157.

The current vendor (its fifth registered owner) purchased the XK150 at Bonhams' Olympia sale in December 2016 (Lot 315). At that time it was stated that: "it runs extremely well and is a joy to drive. Considering the car's age, its performance is remarkable and motorway speeds are maintained with ease. Directional stability is said to be excellent, oil pressure good, and the cooling system has always, in the owner's experience, been entirely effective. Virtually no oil is consumed, though there is a small oil leak from the rear of the engine - an original design fault. The brakes are very efficient, having been up-rated at some time in the past, while the twin stainless steel exhausts emit a healthy throb."

Due to a number of factors not connected with the car, the owner has been unable to enjoy it in the way he had intended and in consequence it has been SORN'd for the entire period of ownership. Since purchase the XK has been carefully started on a regular basis and dry-stored in a Carcoon. In 2018 the fuel pump and windscreen washer unit were replaced and minor works carried out to the under-sealing. At the same time the vehicle was carefully inspected, checked and an MoT certificate issued.

In short: this is a very attractive Jaguar XK150 supported by an extensive collection of invoices, letters, JDHT Certificate and other documentation, constituting an exceptionally detailed provenance.

£80,000 - 100,000
€93,000 - 120,000

224 * N

1967 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. WJH 333E (see text)

Chassis no. DB6/3091/R

- One of only three DB6 Vantage models with automatic transmission
- First owned by Lord Macpherson of Drumochter
- Well specified
- Present ownership since 2007



Superseding the DB5 in 1965, the DB6 was the last of the long-running line of David Brown 'DB' models, and as such is considered by some aficionados of the marque to be the last of the 'real' Aston Martins. Aware that increased headroom and legroom was required to extend the car's appeal to a wider market and make it a true four-seater, the factory lengthened the wheelbase by 4" while at the same time re-styling the DB6 to incorporate a more raked windscreen, raised roofline and reshaped rear quarter-windows.

One of only three Aston Martin DB6 Vantage models completed with Borg Warner automatic transmission, this example comes with a guarantee form copy revealing that it was built for the UK market and delivered new via Cheapside Motor Co (HR Owen) to Lord Macpherson of Drumochter, JP. The car was ordered in Mink with Dark Blue Connolly leather trim, and was first registered as 'WJH 333E'. In addition to the Vantage engine and automatic transmission, the Aston also left the factory equipped with power steering; chrome road wheels; heated rear screen; 3-spoke hubcaps; power aerial; Coolair air conditioning; safety belts; Motorola radio; Fiamm horns; Marchal quartz iodine fog and spot lamps; and an extra vanity mirror on the driver's sun visor. The total cost was £3,232 2s 6d plus £873 2s 6d Purchase Tax. A boot-mounted CD player was added subsequently.

The current owner purchased the DB6 at the Bonhams Olympia Sale in December 2007 (Lot 703). The 2007 catalogue description states: "On file are receipts from specialists Aston Workshop, Puddleduck and Rikki Cann recording refurbishment work carried out including attention to front and rear wings, rear sill and both door bottoms; renewing pedal support and master cylinder mounting brackets (2003); changing brake discs and fitting Aeroquip hoses all round; fitting reconditioned master cylinder and Vantage carburettor overhaul kit (2005); and overhaul of steering rack (2006)." Unfortunately, the documentation for these works has since been lost, as have the eight MoT certificates mentioned in the description, the last of which was obtained immediately prior to the 2007 sale.

Exported in 2007, the Aston comes with a copy of its last UK V5C Registration Certificate recording the owner when issued as Christopher Jones of Kent. The car will need to be reregistered with the DVLA should the successful purchaser wish to resume using it in the UK and will be subject to the low import duty rate of 5%. The Vantage has received a cursory engineer's inspection and with some effort the car started although is not running well and the fuel pump is seized. As it has been stored in recent years, it will require further recommissioning before being returned to the road.

£120,000 - 160,000

£140,000 - 190,000

No Reserve

225

1927 AMILCAR CGS VOITURETTE

Registration no. NF 1625

Chassis no. 18737

- *One of the great French sporting voiturettes*
- *Recent comprehensive restoration*
- *New engine cylinder block*
- *Cozette high-performance cylinder head*



One of France's foremost exponents of sporting voiturettes, Amilcar was founded by Andre Morel and engineer Edmond Moyet to build competitive high-performance cyclecars. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed the partners' prototype, which was enthusiastically received. Production of the CC, Amilcar's first model, commenced production in 1921.

Designed by Edmond Moyet, the CC featured Amilcar's own four-cylinder 904cc sidevalve engine, a three-speed gearbox and quarter-elliptic springing, and would develop into the Types CS and 4C. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and loyal following and setting the pattern for future models. It also provided Morel with his desired competition success when he became the 1100cc Class Champion of France in 1922.

The successor 1,074cc Amilcar CGS was by far the marque's most successful model, effectively establishing its reputation worldwide. Production began in 1924 and continued through 1929 with continuous improvement to a design of proven performance and reliability. Mostly fitted with two-seat bodywork (in aluminium at extra cost), the CGS afforded owners the opportunity to enter local competitions, proving highly successful. Indeed, so popular was the Amilcar CGS that it was built under license in Italy, Germany, and Austria, and sold in the USA by no less than Maybach Motors in New York City.

This well-travelled Amilcar CGS was formerly owned by an Australian before coming to the UK in the 1970s. Reportedly, the car was raced by a lady driver at Prescott, Silverstone, and other venues with the VSCC. Subsequently it was sold to Belgium, remaining there for some ten years before being offered for sale by the Belgian dealer Marreyt, from whom it was purchased by the immediately preceding owner, a friend of the current vendor.

Over the last ten years the Amilcar has been comprehensively restored, including a full engine rebuild around a new cylinder block and an in-period Cozette high-performance cylinder head. Any machining work required was undertaken by Formhalls Vintage & Racing. Other works carried out included rebuilding the magneto; re-spoking and powder coating the wheels; and re-trimming the interior in chocolate leather.

Offered with sundry restoration bills and a V5C Registration Certificate, this charming Amilcar CGS represents a rare opportunity to acquire one of the great French lightweight sports cars of the Vintage era. The original (repairable) cylinder block and head are included in the sale.

£50,000 - 60,000

€58,000 - 70,000

1955 AC ACE BRISTOL ROADSTER

Registration no. WPL 750

Chassis no. AE69

- A landmark sports car in its most desirable specification
- Formerly owned (since 1966) and restored by the late John Gardiner
- Offered for sale for the first time in 55 years
- Only 800 miles since the restoration's completion in 2007
- Outstanding condition



"Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours." - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. This overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts.



Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. Only 223 cars were delivered with the 2.0-litre AC engine compared with 463 Bristol-engined cars and a further 37 Ford-powered examples.

An original, right-hand drive, UK-delivered car, the AC Ace Bristol offered here, chassis number 'AE69', is an early production model that left the factory finished in its present livery of Pacific Green. The Ace is believed to have been returned to the factory to have a Bristol D2 engine ('100D2 1179') fitted early in 1960.

In 1966 the Ace was purchased by the late John Gardiner of Crosthwaite & Gardiner fame. Many years later John undertook a complete 'last nut and bolt' restoration of the Ace, which was completed immediately prior to his passing in 2007. Since restoration the car has covered a mere 800 miles in the care of John's widow. Presented in outstanding condition in every respect, the Ace is offered for sale for the first time in 55 years. Well known in AC Owners Club circles, it comes with its original buff logbook and a history file, and is MoT'd to 2022. A classic of sports car design in its most desirable form, with the superior Bristol engine, this professionally restored and well-documented AC Ace is worthy of the closest inspection.

£250,000 - 300,000
€290,000 - 350,000

227

2016 FERRARI 458 SPECIALE COUPÉ

Registration no. LJ16 FPO

Chassis no. ZFF78VHT9F0208710

- *Delivered new to Bahrain*
- *Imported into the UK in March 2016*
- *One private owner in the UK*
- *Circa 400 kilometres from new*
- *Full Ferrari service history (H R Owen)*
- *'As new' condition*





Although officially announced as the F430's successor, the 458 was an entirely new design, incorporating technologies developed as part of the Italian manufacturer's Formula 1 programme. The 458's specification and performance suggested that it was anything but a 'junior' Ferrari, as it boasted a 4.5-litre V8 engine producing 562bhp, an output good enough for a top speed of 325km/h (202mph). Reflecting the ongoing trend among supercars towards clutch-less semi-automatic transmissions, a seven-speed Getrag gearbox of that type was the only one available on the 458.

In keeping with Ferrari tradition, the 458's body was designed by *Carrozzeria Pininfarina* under the supervision of Ferrari's design director, Donato Coco. As one would expect of a car with a 200mph-plus capability, aerodynamics played a major role in the design, yet despite generating considerable downforce the 458's beautifully curvaceous body was remarkably devoid of extraneous appendages. Former Ferrari Formula 1 driver Michael Schumacher had a hand in the design of the interior, which featured a steering wheel incorporating many of the controls normally located on the dashboard or on stalks, as found in modern competition cars.

Despite the apparent handicaps of 135kg weight disadvantage and regular road tyres, the 458 lapped Ferrari's Fiorano test circuit quicker than the track-focused 430 Scuderia. "This was the result of Ferrari going for gold in every department," declared *evo*. "The 458 represented a quantum leap in technological terms, bringing a hoard of new systems into play to create an enveloping, pure driving experience."

Spin-off models were not long in coming, the first new 458 variant being the almost inevitable Spider, introduced in 2011. The Spider was followed in 2013 by the 458 Speciale, which offered even more performance than before. Revised bodywork and active aerodynamics were two of the many advances over the original 458, together with updated electronics and an engine that now produced 597bhp.

This stunning Ferrari 458 Speciale was supplied new by official Ferrari dealers Euro Motors of Bahrain, who carried out the PDI. The Ferrari was then imported into the UK (in March 2016) where it has had one private owner. H R Owen has carried out annual services in 2016, 2017, 2018, 2019 and 2020. Offered from a prominent UK-based private collection, this beautiful car has covered only some 400 kilometres from new and is presented in effectively 'as new' condition. A full book pack and two keys come with it.

£220,000 - 280,000
£260,000 - 330,000

1935 ROLLS-ROYCE PHANTOM II CONTINENTAL SPORTS SALOON

Coachwork by Kellner

Registration no. HXM 341

Chassis no. 5UK

- One of only 281 built
- Delivered new to France
- Fascinating wartime history
- Fully restored by Ristes in the 1990s
- Eligible for the most important
Concours d'Élégance events



The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggests, this new Rolls-Royce was intended for fast continental touring; indeed, there were few roads in Britain where its outstanding performance - the top speed was around 95mph - could safely be exploited to the full.

The Phantom II had been introduced in 1929 as a successor to the New Phantom (retrospectively Phantom I). The Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout 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 result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork.

Designed around the short (144") Phantom II chassis and introduced in 1930, the Continental was claimed to be "ideal for the enthusiastic owner-driver" and featured revised rear suspension, a higher axle ratio, and lowered steering column. Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time! The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato; Prince Ali Khan; the Prince of Nepal; various members of the British nobility; the Rothschilds; the Maharajas of Bahawalpur and Jodhpur; N S Gulbenkian; and Noel Coward.

Highly favoured by prominent coachbuilders, the Phantom II chassis would provide the platform for some of the truly outstanding designs of its day, and this example boasts typically elegant sports saloon coachwork by Kellner. A carriage making business established as far back as 1861, Kellner built its first motor body in 1903 and on founder Georges Kellner's retirement his sons Paul and Georges Jr took over its management. The man credited with creating the 'torpedo' body style, Georges Jr later assumed sole charge of Kellner, having bought out his brother's share of the business in 1919.



Operating out of showrooms on the Champs-Élysées, Kellner specialised in coachwork for the most expensive chassis, most notably Hispano-Suiza. Faced with economically difficult times, the firm had abandoned coachbuilding by the end of the 1930s. Kellner left behind a legacy of some quite outstanding designs, including that seen here on chassis number '5UK', which is pictured on page 141 of *Coachwork on Rolls-Royce* by Lawrence Dalton (1975 edition) when it was owned by one J Leake, Esq.

The Phantom had been imported into France by Franco-Britannic Automobiles (FBA) whose manager, Walter Sleator, was a former Kellner employee. Following the German Blitzkrieg that commenced in May 1940, '5UK', which had been bought back from its owner, Eric Boucherit, was one of two cars used by FBA's staff to flee Paris. In their book *The Kellner Affair: Matters of Life and Death*, Messrs Larsen and Erickson state: "The Rolls-Royce didn't get far. It was abandoned at the Sleator family estate in the village of Oysonville, a scant 79 kilometres from the centre of Paris, and garaged with Walter's parents, Alexander and Mary Sleator. In 1943, the car was reclaimed by Jean Goemaere who was keeping the shell of FBA afloat in Paris."

So many 40/50hp Rolls-Royces of this period were intended to be chauffeur driven, with almost no room in the front for the chauffeur and all the legroom in the rear.

In '5UK' - an owner-driver Continental - all the legroom is in the front and hardly any in the rear: effectively a '2+2' arrangement. The owner has driven this car on relatively long trips and advises us that he finds it spacious and very comfortable. Other notable features of this well equipped Continental include twin scuttle vents; cut glass bottles and small goblets; twin horns; and beautiful Marchal headlights and auxiliary driving lamps to the front. There is also a full tool kit in its fitted tray on the upper boot lid, and large tools in the engine bay.

In the mid-1990s '5UK' was treated to a 'chassis-up' restoration by marque specialists Ristes of Nottingham at a cost in excess of £165,000. Now delightfully patinated, the Phantom still presents and drives well, the chrome in particular being very good, its only detraction being some moth damage to the roof lining. The car has been very well maintained and benefits from a recent service by West Hoathly Garage.

Retaining matching chassis, engine and body numbers, this highly original and beautifully presented Phantom II Continental is eligible for the most important Concours d'Élégance events and is ready to be enjoyed by its next proud owner.

£100,000 - 150,000

€120,000 - 180,000

The ex-Peter Sellers, Earl of Snowdon/HRH Princess Margaret, Viscount Linley

1964 ASTON MARTIN DB5 CONVERTIBLE

Registration no. DPH 5B

Chassis no. DB5C/1512/R



Aston Martins have attracted 'A-list' celebrity owners since the marque's earliest days, yet few can enjoy such an exalted provenance as this fabulous DB5 Convertible: first owned by actor and comedy legend Peter Sellers, it passed from him to society photographer and husband of HRH Princess Margaret, the Earl of Snowdon, and then to the Earl's son, Viscount Linley.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution on its arrival in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The DB4's engine was still an all-alloy twin-overhead-camshaft 'six' but the old 3.0-litre unit of Lagonda origin had been superseded by a new design by Tadek Marek. Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

- One of 85 right-hand drive DB5 convertibles
- ZF five-speed gearbox
- Known ownership history
- Well known and well documented



1
HRH Princess Margaret and Lord Snowdon out on the town with Peter Sellers and Britt Ekland.

2
Lord Snowdon with son David welcoming Princess Margaret (1930 - 2002) at London Airport, upon her return from Edinburgh, 11th September 1971.

© Getty Images

3 (Main)
Lord Snowdon opens the door of his new Aston Martin DB5, London, 2nd July 1965.

© Getty Images







Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows, and an oil pressure gauge as standard equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.

This rare DB5 convertible was sold new to Peter Sellers via H W Motors Ltd and delivered to him on 21st July 1964. Sellers was a prolific collector of motor cars – it is estimated that he owned more than 120 during his lifetime – and the DB5 was not the actor's first Aston Martin, as he had previously owned a DB4GT. The guarantee form copy records Sellers' address as 37 Panton Street, London SW1 and lists chrome road wheels and a Motorola radio with power operated aerial as items of non-standard equipment. The Aston left the Newport Pagnell factory finished in Caribbean Pearl with dark blue Connolly leather trim and matching Everflex hood, and was first registered as 'DPH 5B'.

Born into a theatrical family, Peter Sellers first came to fame during the 1950s performing in BBC radio's *The Goon Show* together with Spike Milligan, Harry Secombe and Michael Bentine. By the time he bought the DB5 in 1964, Sellers had become one of the world's highest-paid movie stars (reputedly earning a then astronomical £1 million per film) and that same year completed filming Stanley Kubrick's *Dr Strangelove*, in which he memorably played three different roles.



4
The Earl of Snowdon at the wheel and
Princess Margaret beside him, with their
children David and his sister Sarah.

Photo credit: Tom Murray, Camera Press London

5
Bert Mortimer, Peter Sellers' valet washing
the DB5.

6
Lord Snowdon with Princess Margaret.



Sellers was notorious for frequently changing his car collection and so it would not have been difficult for his friend the Earl of Snowdon, who had admired the DB5, to persuade the actor to sell it to him in the late 1960s. Sellers would go on to become a firm friend of the Earl and his wife, HRH Princess Margaret. Often reproduced, there is a famous picture of the family in the top-down DB5, the Earl of Snowdon at the wheel and Princess Margaret beside him, with their children David (then Viscount Linley) and his sister Sarah (now Lady Chatto) in the back seat.

The former Viscount Linley (the 2nd Earl of Snowdon) recalled that during family journeys: "We always had the windows down so my mother could smoke her cigarettes." To the young Viscount, the DB5 was of course a symbol of the cinematic James Bond, driven by actor Sean Connery on the silver screen. "I had the Corgi car, and my father had the real thing. It even had a special gadget – the very first car phone in Britain. It worked a bit like a walkie-talkie; you clicked a button twice and got through to the exchange."

During his custodianship, the Earl drove the DB5 to Prague, although he was a more familiar sight cruising around Chelsea, Mayfair and Soho. Word has it that the DB5's boot was used to smuggle Lady Jacqueline Rufus Isaacs, daughter of the Marquis and Marchioness of Reading, away from the family's country house when the Princess returned home unexpectedly one evening...

In November 1985 Lord Snowdon passed the Aston on to his son as a 25th birthday present. Viscount Linley, now the 2nd Earl of Snowdon, has many vivid memories of the car, in particular its tendency to overheat.

Interviewed for the *Sunday Times Magazine* (14th January 2021 edition) he recalled: "I had quite an exciting upbringing staring at temperature gauges waiting for the car to boil over." By the time he was gifted the DB5 it had already spent a few years on display at the National Motor Museum, Beaulieu: "...my father advised me it might be a good idea to leave it there. It needed careful maintenance and it wasn't getting any more reliable. But I was 25, and living in London. The car didn't stay in the museum!"



To better cope with the dense, slow moving London traffic, Viscount Linley fitted a series of heat-deflecting panels in the foot wells. He even drove the car to Italy. The DB5 was maintained and rebuilt several times by Aston Martin Works Service, where it would be parked next to the DB6 belonging to HRH The Prince of Wales. However, after more than 30 years of family ownership, the DB5 was sold by the 2nd Earl, as "the pain and pleasure of owning a classic vehicle mounted up". He has regretted selling the DB5 since he parted with it in 1999.

The Aston's purchaser in 1999 was Mr Warren Michael Woods of Sussex, who appears to have kept the car until at least 2012, there being an Aston Martin Works invoice on file issued to him on 19/06/2012 for various works costing £4,989. The car also comes with its original handbook and will be freshly serviced and MoT'd for the sale by Michael Hibberd, Slough.

Having been in the present cherished ownership for some eight years, this car has helped raise (literally) millions of pounds for UK children's charities, via countless tours and appearances. In particular, it has been campaigned on the 'Famous Five' and 'Magnificent Seven' drives raising funds for the BBC's Children in Need charity.

If ever a car defined an era, this DB5 surely did. Not only was it one of the most desirable thoroughbred sports cars of its day but it has an extraordinary provenance, having been owned by the crème de la crème of 1960s high society.

£1,300,000 - 1,700,000

€1,500,000 - 2,000,000



2017 LAMBORGHINI AVENTADOR S LP740-4 COUPÉ

Registration no. to be advised

Chassis no. ZHWEG4ZD3HLA06359

- UK market model
- Fully loaded example
- Three private owners from new
- Circa 4,900 miles from new
- Full service history



Latest in a line of spectacular supercars from Lamborghini stretching back to the iconic Miura of 1966, the Aventador was launched at the 2011 Geneva Motor Show, replacing the ageing Murciélago as the Sant'Agata factory's flagship model. Designed by Filippo Perini, the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and the Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-litre unit producing 690bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 349km/h (217mph) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 370km/h (230mph).

With the original Aventador LP700-4 being phased out after five years in production, Lamborghini unveiled the extensively revised Aventador S in December 2016 at Sant'Agata, with the car's official launch taking place at the Geneva Motor Show the following March. Lamborghini's head of design Mitja Borkert was responsible for the car's updated exterior, while the 6.5-litre V12 now produced 740PS (730bhp), an increase of 40PS (39bhp) over the superseded LP700-4. With maximum torque of 509lb/ft at 5,500rpm, the Aventador S can reach 97km/h (60mph) in 2.9 seconds on the way to its top speed of 349 km/h (217mph).



In addition, the Aventador S received four-wheel steering, permanent four-wheel drive, and revised suspension controlled by Lamborghini's *Dinamica Veicolo Attiva* (LDVA) control unit. The LDVA has four selectable modes: Sport, Strada (Street), Corsa (Track) and Ego (Individual). Carbon ceramic brakes are standard. Borkert made relatively few changes to the Aventador's overall look, the most noticeable being a new nose, cleaner side intakes, and a new rear diffuser.

Despite the fact that its claimed performance figures represented no advance over the original, the Aventador S was rated a significant step forward by *Car* magazine: "The difference isn't subtle. Where the old car feels very nose-led and slightly stubborn, its steering lethargic where you need flighty flicks left-to-right, the S dances through the slalom with a balance that feels much more in line with your hips, and steering that feels light years faster. You're also more aware of that heavy V12 shifting about behind you, helping point the nose..."

"The Aventador has always been unique in its segment, but the S takes it to a whole new level. Would we buy one? Absolutely."

Offered from a UK private collection, this stunning Aventador S was purchased by the owner as a Christmas present to himself in 2020 having had two previous private owners. There can be few better-equipped examples in existence; this car's specification listing running to some 3½ closely typed A4 pages! The term 'fully loaded' does not begin to do it justice.

The Lamborghini's first service was carried out by H R Owen on 2nd August 2018 at 633 miles; the second on 22nd August 2019 at 2,675 miles; and the most recent on 20th September 2020 at 4,406 miles (the current odometer reading is circa 4,900 miles). Having been enjoyed, the Aventador is now making way for a Porsche 918 (it should be noted that the private plate is being retained). MoT'd to September 2021, the car is presented in superb condition and will be driven to the auction.

£220,000 - 260,000

€260,000 - 300,000

231

1972 MASERATI GHIBLI 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.

£160,000 - 200,000
€190,000 - 230,000

232

2006 BENTLEY CONTINENTAL GT

Coachwork by *Carrozzeria Zagato*

Registration no. MY06 ZAG

Chassis no. SCBCE63W66C038781

- *The first collaboration between Bentley and Zagato*
- *One of only nine produced*
- *Full Bentley service history*





The groundbreaking Bentley Continental GT of 2003 was the first Bentley produced under Volkswagen ownership. Its introduction marked a significant change of policy for Bentley; although still hand assembled to a degree, it was built using mass-production techniques and retailed at approximately half the price of the preceding Continental R, extending the prospect of Bentley ownership to a much wider market. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realised the concept of the 1994 Java show car as a more affordable Bentley, which would be manufactured in larger volumes and attract new customers to the famous brand. The Continental GT was an instant hit, attracting much favourable attention and a lengthening waiting list. It would also turn out to be an outstanding commercial success.

The Continental GT was powered a twin-turbocharged version of the 6.0-litre W12 engine, also found in other VW Group products, which drove via a six-speed semi-automatic gearbox and permanent four-wheel drive. With 552bhp on tap, this mighty power unit was capable of propelling the two-ton Continental GT to 100km/h (62mph) in 4.8 seconds on its way to a top speed of 318km/h (197mph). The original Continental GT spawned a plethora of related models, including a Flying Spur saloon and GTC convertible.

One of the more exclusive 'spin-offs' was the Zagato-bodied GTZ. *Carrozzeria Zagato's* history of working with major motor manufacturers stretches back to the 1920s, so it is surprising to discover that the Continental GTZ represents the famous Italian styling house's first collaboration with Bentley. Launched at the 2008 Geneva motor show, the GTZ had resulted from a meeting at the 2006 Pebble Beach Concours d'Élégance between Dr Andrea Zagato and Bentley's then CEO Dr Franz-Josef Paefgen. Zagato-bodied classics both ancient and modern were on display, prompting Dr Paefgen to ask if they had ever bodied a Bentley. Learning that they had not, he decided to rectify that omission: the result was the Continental GTZ.

Adding an extra cachet of exclusivity to what was already one of the world's most luxurious Gran Turismos, the GTZ grabs the onlooker's attention from every angle. According to *evo* magazine: "The Conti GTZ is still obviously a Bentley, but it's one where British reserve has been artfully spliced with uninhibited Italian flamboyance, most notably manifest in the accentuated haunches and longer, flowing tail. Zagato's trademark double-bubble roof and two-tone paintwork just add to the sense of parallel-universe unreality."



Although it has the same basic shape and proportions as that of the Continental GT, the Zagato body is new from stem to stern; indeed, the only externally visible carryovers from the standard car are its distinctive headlights. Apart from the addition of Zagato's embroidered 'Z' motifs and a full leather headlining, few alterations were made to the Bentley's luxurious and well-appointed standard interior.

This GTZ's first owner purchased it new in 2006 as a standard Continental GT from Jack Barclay's Bentley dealership in London. He enjoyed the car for a few years before sending it in 2009 to Zagato's factory near Milan to be converted to GTZ specification at a cost of €500,000. The first owner's choice of colour scheme is commendably subtle, the elegant combination of a light green exterior and dark green interior being quintessentially British.

This Continental GTZ had resided in London for its entire life - properly serviced and maintained by Jack Barclay and HR Owen. Serviced recently by a Bentley main dealer, the car has covered a mere 8,600 miles from new and is presented in impeccable condition both mechanically and cosmetically.

In its 100-plus years, *Carrozzeria Zagato* has been responsible for some of the most sublimely styled automobiles the world has ever seen; all are eminently collectible and none more so than the ultra-exclusive Continental GTZ, its first ever collaboration with Bentley.

£400,000 - 500,000
€470,000 - 580,000



233

1962 ASTON MARTIN DB4 'SERIES IV' VANTAGE SPORTS SALOON

Registration no. 550 HYT
Chassis no. DB4/973/R

- *Special Series (Vantage) engine from new*
- *Present family ownership since 1970*
- *Routinely maintained by R S Williams*
- *An older restoration*
- *Well documented*



'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.' - *The Motor*.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds.

At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan, and the DB4GT-type instrument panel.



One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961 when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit.

Almost all DB4 Vantages, around 45 in total, were built with the faired-in headlights of the iconic DB4 GT (a feature that would be carried over the DB5) including the car offered here. Its accompanying copy guarantee form shows that chassis number '973/R' was built with the Vantage specification engine and left the factory finished in Roman Purple with blue grey Connolly leather trim. As well as the Vantage engine, the guarantee form records electric window lifts; a heated rear screen; and chrome road wheels as part of the original specification. '973/R' is one of only seven Series IV cars fitted with the DB4 GT instrument panel with its separate gauges, and is the only one in this colour. This car also has a Webasto sunroof and is interesting because it may be considered a 'halfway house' between the Series IV and V and is believed to have the latter's longer wheelbase.

First registered 'PPA 2' (later '640 HYH'), the DB4 was retailed via the Brooklands dealership and sold new to the Wilburton Investment Trust Ltd of London W8. It would appear that the Aston had one subsequent owner (in Lincolnshire) before the current vendor, who acquired the car in 1970, by which time it had been reregistered as '550 HYT'. That same year the original Vantage engine ('1003/SS') was replaced with a factory exchange unit of the same specification ('1171/SS') which is still in the car today (see bill on file). The DB4 was used as a company car throughout the 1970s.

There are invoices on file totalling £70,000 dating back to 1970, many issued by renowned marque specialists R S Williams Ltd, including one for a £24,000 refresh in 2008, while there are also photographs documenting a re-spray and a restoration dated 2001 and 2006 respectively. An older restoration that still presents well, '550 HYT' represents a rare opportunity to acquire a well-maintained and highly original example of this most sought-after Aston Martin model benefiting from long-term single-family ownership.

£300,000 - 400,000
€350,000 - 470,000

234

The ex-Corrado Cupellini

FERRARI DINO 246/60

FORMULA 1 RACING SINGLE-SEATER

(Offered complete with intriguing 'spare' chassis frame)

Chassis no. '0011'

- *Tremendous front-engined Historic F1 potential*
- *Highly original 4-cam V6 engine and transmission*
- *All-round independent suspension/disc brakes*
- *Untapped potential of spare Dino 246/59-spec chassis*

Here Bonhams is delighted to offer what is potentially an extremely competitive front-engined Grand Prix car ideal, with proper race-preparation and in the hands of a capable racing driver, to compete for top honours in Historic Grand Prix Car races for the period 1954-1960.

This extremely handsome Ferrari Dino 246/60 has all the right basic attributes to prove itself a front-runner against such contemporary front-engined 2 1/2-litre Formula 1 racing designs as the BRM Type 25, the Scarab in 2 1/2-litre engined form, and the Aston Martin DBR4/250 and Maserati 250F.

The car is offered here in long-stored but nicely presented and runnable condition. After its period of inactivity - not least spent on display in first the *Colline de l'Automobile* exhibition at Puteaux, France, and later the Enzo Ferrari family museum in Modena - we of course recommend expert inspection and preparation before any attempt is made to start and run it.

Most significantly this Lot includes not only the fully-assembled Historic racing Grand Prix car as photographed here but also a spare multi-tubular chassis frame potentially dating from period and plainly built to period Ferrari Dino 246 design. It was the acquisition of this frame together with a considerable selection of genuine Ferrari Dino 246-series mechanical components which prompted construction of this mouth-wateringly attractive Historic racing machine, the project commencing around 1978.

As raced extensively by its owner - the Bergamo-based Italian classic car dealer and broker Corrado Cupellini - from the early 1980s, this car has featured in such major Historic racing events as at Monaco, the Nürburgring, Monza and Imola.



1

1

Historic racing with Corrado Cupellini at speed in his 1960-style Ferrari Dino 246/60 as offered here.

2

The 1960-style Ferrari Dino 246/60 with its midship pannier fuel tanks, small tail tank, all-independent suspension and disc brakes marked the high-tide of traditional 2 1/2-litre Formula 1 evolution, being both nimble and good handling...by front-engined standards.

3

Ideal home for this most useable ex-Cupellini 2.4-litre V6-engined Ferrari Dino 246/60 - in Vintage and Historic competition and demonstration.

4 (main)

Ferrari Dino 246/60 versus Maserati 250F - V6 engine against in-line 6 - disc brakes against drums - all-independent suspension against de Dion rear end - in performance terms from different planets.







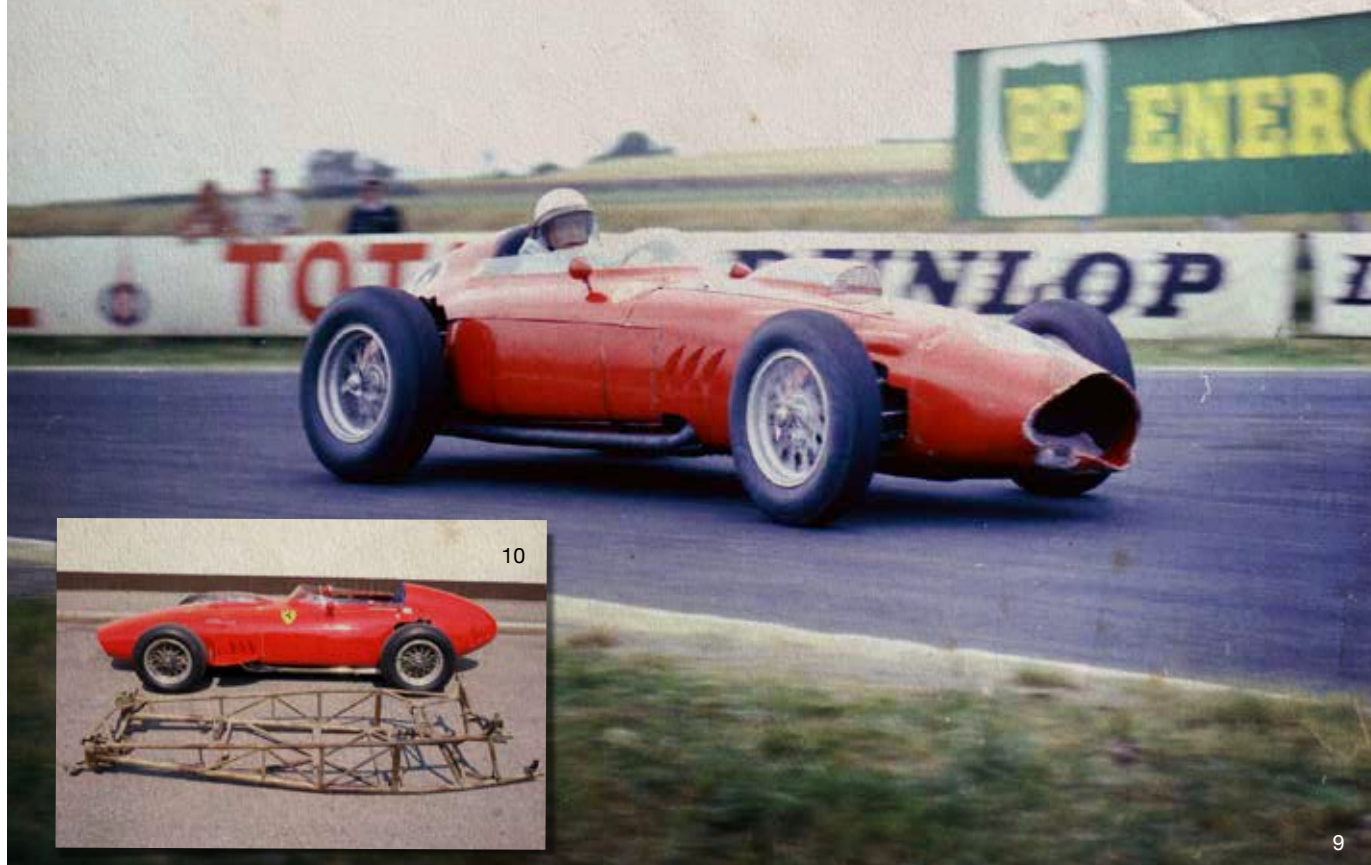
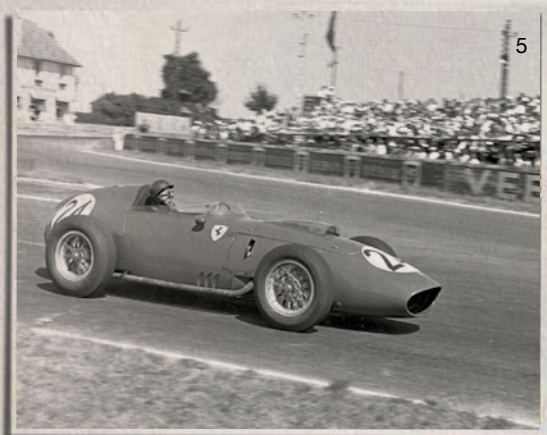
The car as offered is powered by a believed genuine, from-period, 2.4-litre 4-cam V6 Ferrari Dino engine as deployed by the legendary Maranello factory team from 1958-60, and subsequently in a rear-engined Dino 246SP sports-prototype application 1961-62. This eminently usable and potentially race-winning Grand Prix car also adds the sophistication of highly adjustable all-independent coil-spring suspension, rear-mounted 5-speed transaxle transmission (also believed to be genuine and from period) plus - perhaps most significantly for racing - disc brakes.

In period the Ferrari Dino 246/60 cars, with their midship pannier fuel tanks concentrating the bulk of the fuel load well within the wheelbase to minimise handling change as the fuel was consumed and overall weight diminished, were the finest front-engined contenders of their 1960 Formula 1 World Championship race season.

Works driver Phil Hill - who would win the FIA Formula 1 Drivers' World Championship title for Ferrari the following year in the legendary rear-engined 'Sharknose' successors to this 246/60 design - started from the front grid row for the 1960 Belgian Grand Prix and finished fourth - headed only by three rear-engined Cooper-Climax cars, after being delayed by a cockpit fire caused by fuel spraying from a cracked fuel-pressure gauge feed...

In September 1960 Phil Hill then won the high-speed Italian Grand Prix at Monza, his works-entered Ferrari Dino 246/60 - like the car now offered here - leading home his similarly-mounted team-mates Richie Ginther and Willy Mairesse in works Ferrari 1-2-3 formation.

As offered here this particular car - as originally prepared for Corrado Cupellini in the late 1970s - is accompanied by FIA Historic Technical Passport documentation, as included in the accompanying file. It was issued by the Austrian Automobile, Motor-Cycle & Touring Club and is dated June 29, 2007. It records the 4-cam V6 cylinder as having original standard 85.00mm cylinder bore and original standard 71mm stroke, displacing the declared original swept cylinder volume for the six cylinders of 2417cc. The unit has two valves per cylinder, magneto ignition and three twin-choke Weber 42DCN down-draught carburettors. Lubrication is by dry sump and the transverse-shaft transaxle gearbox mounted behind the driver's seat has five speeds and is accepted within this document as having been originally of 1959 manufacture. This is perfectly plausible and of course in period Ferrari operated an extensive programme of re-using wherever possible still-competitive and useable components from one year's Formula 1 and 2 racing model to the next..





5
July 5, 1959 - Grand Prix de l'ACF, Reims-Gueux - British star driver Tony Brooks on his winning way in the works Ferrari Dino 246/59 - the Fantuzzi-bodied variant matching the 'spare chassis' included in this Lot.
Photo credit: GP Library.

6
July 16, 1960 - British Grand Prix, Silverstone - Phil Hill in his works Ferrari Dino 246/60 at speed.
Photo credit: GP Library.

7
August 1, 1960 - Silver City Trophy, Brands Hatch - Typically diffident Phil Hill edging his works Ferrari Dino 246/60 through the appreciative onlookers in the Kent circuit's hillside paddock.

8
The Ferrari factory's legendary mortuary yard at the Maranello factory, from which the spare chassis accompanying this Lot was reputedly retrieved...

9 (main)
July 3, 1960 - Grand Prix de l'ACF, Reims-Gueux - Phil Hill punches his battered works Ferrari Dino 246/60 into Thillois Hairpin on his way to a fine 2nd place finish behind Jack Brabham's works-entered rear-engined 'Lowline' Cooper-Climax T53...
Photo credit: GP Library.

10
Ferrari Dino 246/60 beyond the intriguing Ferrari Dino 246/59-configuration 'spare chassis' also included within this Lot.

This car as offered features Dunlop disc brakes, 300mm diameter x 12mm thick. Both front and rear brake discs are drilled for internal cooling. Road wheels fitted are wire-spoked, and FIA-accepted in both 15-inch and 16-inch diameter, 5.00-6.00-inches wide fronts and both 15-inch and 16-inch diameter, 6.50-7.50-inches wide rears. The car's exceptionally shapely *Rosso Corsa*-liveried aluminium body panelling bearing those legendary black-on-yellow *Cavallino Rampante* (Prancing Horse) shields is described as being "the original one for the chassis" and at the time of the document's origination it was signed off to "Cupellini Corado (*sic*) of Salzburg, Austria. in this document Victor Dietmayer of the OSK Historic Motorsport Service describes the car's origination date as having been 1957.

To be clear, Ferrari applied the chassis serial '0011' - now borne by this Dino 246/60 - to their very first prototype Formula 2 Dino 156 monoposto built for the 1957 season. This was the car which introduced the marque's now famous 'Dino' lettered V6 engine series which eventually spun off from racing into production road-going sports car design.

The FIA governing body had announced that a new unsupercharged 1.5-litre Formula 2 class would take effect in 1957 to provide an adequate single-seater racing stepping-stone towards contemporary 2 1/2-litre Formula 1.



Mr Ferrari had briefed not only his senior engineering team but also his suitably-qualified son Alfredo ('Alfredino' - 'Dino') to produce a suitable engine design. The poor boy had developed muscular dystrophy and was fading fast. Mr Ferrari recorded how he and his legendary veteran ex-Alfa Romeo, ex-Lancia design consultant, Vittorio Jano, spent long hours at Dino's bedside during the long, cold winter of 1955-56, debating the pros and cons of using a 4-cylinder, straight-6, V6 or V8 engine for the forthcoming category. They settled upon the V6, and following Dino Ferrari's death on June 30, 1956, Mr Ferrari decreed that his signature should be cast into the new power unit's cam covers - founding the Ferrari Dino model line as the boy's dynamic, living memorial.

The Jano-perfected Dino V6 engine made its debut in a single-seat racing chassis designed as a scaled-down version of the Formula 1 Lancia-Ferrari 801 V8-engined Grand Prix cars which Ferrari deployed during 1957. The F2 prototype was given the chassis serial '0011' and made its debut in the non-Championship Formula 1 Naples GP on April 28, 1957, where it was driven by works star Luigi Musso, finishing third overall. The same car then won the important *Coupe de Vitesse* F2 race at Reims, France, driven by Maurice Trintignant, its 1500cc V6 engine's power overwhelming the British Coventry Climax 4-cylinder engined opposition from Cooper and Lotus.

As detailed in the book '*Dino: The Little Ferrari*', by Doug Nye (Osprey, London, 1979) '0011' and its sister car '0012' were then fitted with Dino engines enlarged to 1893cc for the September Modena GP, while Mike Hawthorn drove '011' with a further enlarged 2195cc V6 engine in the Moroccan GP at Casablanca. While Formula 1 cars that year still burned alcohol-based fuel, F2 was a pure pump-grade petrol-burning category, and the FIA had announced that F1 would follow in 1958, with alcohol fuel brews banned. Mr Ferrari far-sightedly used the F2 Dino programme to prepare. A full Ferrari fleet of aviation-gasoline burning Dino 246 F1 cars then emerged for the opening World Championship race of 1958, in Argentina on January 19.

Chassis serial number '0011' would then be conveniently re-applied by Ferrari - largely for Customs carnet convenience in shipping around the racing world - to a series of re-chassis'd team cars through the 1958-60 seasons. The serial number features in the extensive documentation file accompanying this Lot, and is acknowledged in Ferrari factory documents relating to the Cupellini car's long display in the Enzo Ferrari family museum in Modena. However, in period '0011' was applied to both F1 and F2 cars as convenient - built to different specifications and cannot be considered to relate to "the same" car.



The 1958-season Dino 246/58 chassis - in which Ferrari team leader Mike Hawthorn became the first Briton ever to win the Formula 1 Drivers' World Championship title - had de Dion-type rear suspension and drum brakes, until discs were adopted for the last two races. Remodelled Dino 246/59 cars for 1959 then featured de Dion rear suspension and disc brakes from the outset, and were bodied in particularly voluptuous and beautiful style by Fantuzzi. New lead driver Tony Brooks won the French and German GPs in such a car and only narrowly missed winning that year's World title. The further revised Dino 246/60 - such as the Cupellini car offered here - then emerged for 1960, being substantially different from its predecessors.

The de Dion rear suspension system was replaced by all-independent wishbone suspension front and rear. The V6 engine was moved back in the chassis and angled the other way to its 1957-59 predecessors - from left-front to right-rear, passing the prop-shaft to the rear-mounted transaxle gearbox low to the right of the cockpit. The very compact transaxle was turned about-face to match and its internals revised to permit a right-side instead of left-side power input. The gear change moved from the right of the cockpit to the left and provided a real brain-teaser gear-change pattern (reversed) which really tested the drivers on first acquaintance.

Fascinatingly, the spare chassis frame included with this Lot appears to be of 1959 specification, with its engine mounts aligned to locate the power unit angled across the frame from right-front to left-rear.

The frame also displays mounts for a large fuel tank in the tail, plus de Dion suspension. It is lightly corroded and was reputedly 'rescued' from Ferrari's famous open-air 'mortuary' at the Maranello factory, having been cut in half ready for scrapping. Both upper and lower main-frame longerons today bear welds where the frame's two parts are considered to have been re-united. This frame bears the chassis serial '0011' adjacent to its right-front upper suspension mount. Curiously the top front spring mounting brackets have not been fully drilled, suggesting either that this frame was never completed in period, or that its front end was only part-completed perhaps during an accident repair, before the work was abandoned...

Another number appears on this chassis frame, stamped into an attachment to a midship cross-member and reading 'CS01113'.

The Lot's accompanying documentation file includes an 'expertise' compiled by French specialist Christian Huet, dated October 26, 1992. In part it reads: " '0011' lay for a very long time at Maranello in the Ferrari factory, then the bodywork, the tanks and mechanical elements were disposed of. The '0011' chassis was then cut in two (adjacent to) the engine and all, save the motor and gearbox, were loaded on a truck to be sold to a scrapyard.



"An amateur then bought all the parts of this single-seater that were in the truck, then bought mechanical parts from Ferrari and had the missing parts made" - to create the complete Historic racing machine now offered here."

However, we would consider that the most important factor here is that, while the complete Dino 246/60 car now numbered '0011' is a perfectly viable and potentially extremely competitive Historic Grand Prix car - the 'spare' chassis frame included within the Lot appears to be of Ferrari Dino 246/59 derivation. While three genuine Dino 246/60 chassis survive from period, none of the 1959 frontline Ferraris is known...apart now from this frame. So here, potentially, is the basis for completion as a sister, of a de Dion rear-suspended 1959 Formula 1 Ferrari - of the type driven so brilliantly that year by Tony Brooks to win both the French and German GPs.

There is a caveat here since the Ferrari factory records as communicated to Doug Nye in 1979 recorded '0011' that year as being the short-chassis, light-frame 1500cc Formula 2 car in which Jean Behra finished 2nd in the Syracuse GP, Sicily, before being driven by Cliff Allison - and being involved in a race-ending collision - in the Monaco GP. A team F1 car bore the serial '0011' when despatched to the Dutch GP for Jean Behra (finishing 5th), and was also the car in which he retired from his home French GP (in such acute frustration that he punched team manager Romolo Tavoni and was fired by Mr Ferrari for having done so). Ferrari F1/F2 serial '0011' did not reappear that season...

There is plainly more to this intriguing Lot than might at first be assumed. We therefore commend it very much to discerning racers/collectors as deserving the closest consideration. Here potentially is the opportunity to revive a long-lost Grand Prix car - while simultaneously enjoying the benefits of a viable, and highly competitive ready-made classic racer.

£900,000 - 1,300,000

€1,100,000 - 1,500,000



10 & 11 (Main)

The sleek body lines of Ferrari's 1960 finest...

Photo Credit: Wouter Melissen, Ultimate Car Page

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Locking left - the Cupellini car '011' showing off its midship pannier fuel tank doubling as the external body surface...

Photo Credit: Wouter Melissen, Ultimate Car Page



11



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

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Formerly the property of Jools Holland

1985 BENTLEY CONTINENTAL CONVERTIBLE

Coachwork by H J Mulliner, Park Ward

Registration no. B716 BDS

Chassis no. SCBZD000ZFCH10137

- *Very early carburettor-fed example*
- *Delivered new in the UK*
- *Only circa 18,000 miles from new*
- *Considerable recent expenditure*
- *Fully sorted and ready to enjoy*



A key factor in Rolls-Royce's marketing strategy for the 1980s was the re-launch of Bentley. To rekindle interest in the marque, a glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known, like its Rolls-Royce equivalent, as the Corniche. An inspired move, the Bentley's 1984 name change had the desired effect; sales (which in the 13 years since the Corniche's launch had amounted to a mere 77 Bentley-badged cars) would total 421 for the succeeding 11 years of Continental production.

Introduced in March 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars. In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around ten percent more power than standard and proved capable of propelling the car to a top speed in excess of 120mph, with sports car-beating acceleration to match. The model proved a major success for Rolls-Royce, and although its exterior style remained recognisably Silver Shadow, the Corniche/Continental benefited from the regular updates and improvements made to the contemporary Silver Spirit range, remaining in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

Offered here is a very early example of the revived Bentley Continental; indeed, the instruction manual is still the Corniche edition. It is one of the very rare carburettor-fed Continentals, which are generally considered more refined than their 1986-onwards fuel-injected successors. Finished in Georgian Silver, the car was manufactured late in 1984 and supplied to Gaulds of Glasgow. The Continental was registered in their name on 24th January 1985 and the following day was delivered to its first private owner: a Mr Tricerri of Gleneagles Village. Mr Tricerri kept the Bentley until 2007 when the second private owner acquired the car at 7,500 miles. Today, some 37 years after it left the Crewe factory, the Continental has covered only some 18,000 miles in the hands of various well-known custodians, the immediately preceding owner being none other than musician and 'petrol head' Jools Holland.

The Bentley has benefited from considerable expenditure over the last few years, including £16,000 spent in February 2021 on a thorough sorting of all the mechanicals, receipts for which are on file. We are advised that the car is in magnificent 'time warp' condition. Well-specified, it comes complete with the original lambs' wool over rugs; all large and small tools; the factory-fitted Blaupunkt radio/cassette player; flying 'B' mascot; and even cocktail requisites to both front doors. Carburettor-fed Bentley Continentals of this era are very rare, and to find a low-mileage example in such wonderfully original and unmolested condition is quite remarkable.

£65,000 - 85,000

€76,000 - 100,000

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1981 ASTON MARTIN V8 'OSCAR INDIA' SPORTS SALOON

Registration no. PPA 993W (see text)
Chassis no. V8SOR12220

- Desirable 'Oscar India' model
- Delivered new in the UK
- Automatic transmission
- Right- to left-hand drive conversion
- Present ownership since December 2019



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

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

An automatic transmission example, '12220' is an example of the much-improved Series 4 'Oscar India' model. Its Car Record Card copy reveals that the Aston was originally finished in Madagascar Brown with dark brown-piped Magnolia interior, and that it was retailed via Reg Vardy Ltd. Nothing is known of its early history, the earliest record being a copy V5C Registration Certificate, issued to Mr Julian Green of Kent on 17th May 2000, which records one Philip Bennett of Oxfordshire as previous keeper (from 1989).

The current owner purchased the Aston Martin from Aston Workshop as recently as 17th December 2019; the sales invoice records the colour as Kentucky Blue and notes a right- to left-hand drive conversion costing £28,750 as part of the transaction. The car was exported in May 2020 and will be subject to the low import duty rate of 5% and need to be reregistered with the DVLA should the successful purchaser wish to resume using it in the UK. A recent inspection was carried out in June of this year and the car started readily.

£70,000 - 90,000
€82,000 - 110,000
No Reserve

237

**2017 MERCEDES-BENZ G63 AMG
BRABUS B63S-700 WIDESTAR**

Registration no. LJ17 TTV

Chassis no. WDB4632722X254448

- Delivered new to the UK
- Rare right-hand drive example
- Numerous Brabus upgrades
- Possibly the most comprehensively optioned G-Wagen in the UK





Brabus upgrades include:

- Brabus G700 engine package
- Brabus ride control
- Brabus RACE shift paddles
- Brabus monoblock Y alloy wheels
- Brabus Black LED headlights
- Brabus carbon fibre bonnet insert
- Brabus valvetronic exhaust system
- Brabus front bumper with DRLs
- Brabus Widestar body kit
- Brabus double-B grill insert
- Brabus floor mats



Founded in Germany in 1977, Brabus has grown to become the largest tuning firm specialising in Mercedes-Benz products, other than the Mercedes' own AMG subsidiary. This breathtaking example of Brabus's handiwork is based on the mighty Mercedes-Benz G63 AMG 4x4, one of the latest and most exclusive members of the long-running G-Class family.

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

For 1991 a revised (Type 463) chassis was introduced, incorporating the very latest in off-road traction technology in the form of three electronically engaged differentials in addition to anti-lock brakes. There have been countless updates to the Type 463 since then and a host of special variants.

One of the final models released before production of the Type 463 ceased in 2018, the G63 was powered by AMG's 5.5-litre twin-turbocharged V8 engine developing 537bhp, which was delivered to the ground via AMG's Speedshift Plus 7G-tronic automatic transmission. Boasting high ground clearance and long-travel suspension, the AMG G63 offered greater off-road capability than most customers would ever need in an immensely stylish conveyance with not inconsiderable on-the-road presence. Like the entire model series, the G63 AMG was produced in Graz, primarily in the factory's hand-finishing section.

Sold new by Forstner's, this Brabus-modified and extensively optioned 2017 example reportedly cost its first owner £230,000 and was purchased by the vendor in September 2019.

Currently displaying a total of circa 27,000 miles on the odometer, and presented in very good condition throughout, this imposing 4x4 represents possibly a once-in-a-lifetime opportunity to own one of these rare and super-exclusive luxury off-road.

£120,000 - 150,000
€140,000 - 180,000

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1928 BUGATTI TYPE 40 TORPEDO SPORTS

Registration no. SV 8984

Chassis no. 40557

- *Original coachwork*
- *Matching numbers throughout*
- *Current ownership for 20 years*
- *Enthusiastically campaigned internationally*
- *Eligible for the Mille Miglia*





'SV 8984' competing on 'La Festa Mille Miglia' in Japan, 2016

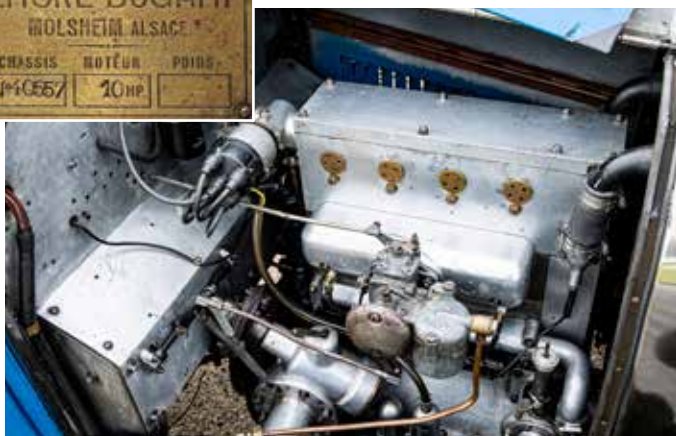


The Bugatti Type 40 offered for sale here is very well known to the Bugatti Owners' Club having taken part in numerous events with the current long-term enthusiast owners, both at home and overseas. It is a highly original and correct example and is supplied with a full historical report from Bugatti authorities David Sewell and Mark Morris. Sporting and yet practical, the Type 40 is eligible for numerous historic events including perhaps the most internationally renowned of them all: the Mille Miglia.

Introduced in 1926, the Type 40 Bugatti succeeded the Brescia types, being built on a longer wheelbase and equipped with a more powerful engine. Virtually identical to that used in the Type 37 Grand Prix car, the latter was a four-cylinder unit displacing 1,496cc, which incorporated an all-plain-bearing bottom end with five mains. A single overhead camshaft operated three valves per cylinder (two inlets, one exhaust) and the Type 40's 45bhp or thereabouts maximum power output was transmitted to the rear wheels via a separate four-speed gearbox. An estimated 787 Type 40s had been made when production ceased in May 1931, with a further 32 Type 40As completed with the 1,627cc engine by the end of that year. It is estimated that fewer than 200 survive today.

A well-documented and researched motorcar, '40557' comes with the aforementioned comprehensive report penned by Messrs Sewell and Morris. Gratifyingly, the ownership history is virtually complete apart from the usual gap during the war years and immediately thereafter. According to the report, the Bugatti was originally collected directly from the factory at Molsheim by the first owner/agent Dr Momain, and was purchased for Garage Gergovia of Clermont-Ferrand, of which Dr Momain was a proprietor.

It appears that '40557' was supplied in rolling chassis form and clothed with a two-seater Torpedo-style sports body with disappearing hood: the same coachwork it carries today. It is not entirely clear whether the body is by Charles Duval of Paris or possibly Maleyre of Bordeaux. Duval worked closely with the neighbouring Amilcar factory, and there are elements of the coachwork on '40557' that reflect Duval's styling, and hence the car carries Duval coachbuilder's plates. However, there are also design elements that point toward Maleyre, particularly some of the latter's coachwork produced for BNC. Both firms are roughly equidistant from Clermont-Ferrand, so one cannot assume that one would have been more convenient than the other.



The speculation regarding which carrossier bodied the car is included in an appendix to the historical report and makes for interesting reading. Regardless of which coachbuilder can claim the work, what is clear is that the coachwork fitted to '40557' is the original.

According to the aforementioned report: "In respect of its mechanical components it (40557) retains all of its original major Molsheim components: chassis frame, engine, front and rear axles and gearbox. The correlation of numbers is 'matching' throughout as 495 and the frame is 514, so close in production sequence that it has always been one complete car."

A listing of the known owners is contained within the report and can be supplied upon request. The car spent all of its life in France and from 1932 onwards remained in and around Paris. During 1986, work was carried out on the car by the French Bugatti specialist Jean Novo, and a photograph on file shows '40557' in his workshop.

The Type 40 was purchased by the current British owners some 20 years ago from the outskirts of Paris. Since then '40557' has enjoyed regular maintenance, mostly carried out by Bugatti specialists Gentry Restorations of Worminghall, Buckinghamshire.

The engine was completely rebuilt to original specification between 2003 and 2005 with a refresh of the top end carried out in 2015. The gearbox bearings have been replaced and further general maintenance carried out where necessary, including king-pins, bushes, etc.

The current owners have greatly enjoyed owning '40557', competing with it on numerous national and international rallies. These have included the International Bugatti Meetings in Europe; the Great Australian Bugatti Rally in 2014; a Bugatti rally in New Zealand; and the 2016 La Festa Mille Miglia in Japan. Much loved by its owners and the Bugatti Owners' Club, this highly original and well-travelled Type 40 tourer is offered for sale only to make way for another Bugatti project. As well as the aforementioned historical report, the comprehensive history file also contains FIVA papers that require renewal with any change of ownership. '40557' is a fine and correct example of Bugatti's Type 40 and ready to be enjoyed by the next custodians on the many international historic events for which it is eligible, including the Mille Miglia.

£200,000 - 250,000

€230,000 - 290,000



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**2007 ASTON MARTIN V12 VANQUISH S
2+2 ULTIMATE COUPÉ**

Registration no. RX07 SZT

Chassis no. SCFAC14397B502575

- One of only 50 Ultimate models made
- One owner from new
- Semi-automatic paddle-shift transmission
- 10,550 miles from new
- Full service history





To celebrate the end of Vanquish production, the factory signed off with the Vanquish S Ultimate, a run of the last 50 cars finished in 'Ultimate Black' with an upgraded interior and personalised sill plaques. As well as its unique exterior and interior finishes, the Ultimate also came with an up-rated version of the 6.0-litre V12 engine producing 603PS (UK and EU only) – good enough for a top speed of 200mph.

An entirely new Aston Martin for the 21st Century, the Vanquish had debuted at the Geneva Auto Show in March 2001, with deliveries commencing a few months later. The Vanquish was styled by Ian Callum, the man responsible for the DB7, and was powered by a 6.0-litre, 48-valve, V12 engine. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual or computer-controlled automatic - with a 'sport' setting available on both.

Standard equipment included almost everything the discerning enthusiast would wish for: Alpine stereo system; 6 CD changer; air conditioning; electrically adjustable seats; alarm/immobiliser; tyre pressure sensing; automatic rain-sensing wipers; automatic headlamp operation; automatic rear-view mirror dipping; trip computer, etc.

The Ultimate was based on the revamped Vanquish S that superseded the original version following its debut at the Paris Auto Show in 2004. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S.

This rare and collectible last-of-the-line Vanquish Ultimate was purchased new by the current vendor from HWM Aston Martin in July 2007 (invoice on file). The optional heated front screen and 2+2 seating were specified, and the car was delivered with the Obsidian Black interior option. Other desirable options include Bluetooth connectivity; grey brake callipers; console storage box; and body-coloured door releases. The car also comes with its bespoke factory-made fabric cover (retail cost circa £600).

In May 2013 this Vanquish Ultimate took part in the Aston Martin 100th Anniversary display on The Mall in London. Described by the private vendor as in excellent condition, with excellent engine, it comes with full service history dating back to the original purchase and all bills from 2012 onwards, and was last serviced (at a cost of £9,278) in May 2021.

£160,000 - 200,000
€190,000 - 230,000

The ex-Factory Grand Prix Team Car

1936 RILEY 1½-LITRE TT SPRITE COMPETITION SPORTS

Registration no. AVC 19

Chassis no. 22T1750

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



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

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

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

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



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



'AVC 19' (no. 22) at the 1936 Tourist Trophy (Image part of lot)



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

In 1957 the car was purchased by someone called Marcel (surname unknown) and again re-registered when it was in the Torrelles area of France as '764 BF66'. This was the car's registration when Henry Geary, the former Riley Competitions Department and 'AVC 19' mechanic, found it. After 15 years of negotiations, he eventually succeeded in purchasing the Riley in 1965. Henry removed the heavy steel Pierre Ferry French body and then spent many years working on the car but sadly never finished it. The Riley was passed to his daughter at which point a further three years of restoration work commenced, finishing in 2009.

In 2018 the vendor was able to acquire the original 1935 body together with many of the competition components for 'AVC 19' that had been kept by various individuals since they were removed by the Riley Competitions Department prior to the car's sale to the Riley agent in France as a rolling chassis.

There then followed a nine-month period of reinstalling these original competition parts, including the fuel tank, front axle, rear axle, lights, etc. Combined with the original Pierre Ferry body as spare, 'AVC 19' is certainly one of the most significant Riley TT sprites in existence.

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

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

£200,000 - 300,000
€320,000 - 410,000

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*The ex-Autodelta/works-entered Le Mans 24-Hours 4th-place
Ex-Andrea de Adamich/Nino Vaccarella*

**1971 ALFA ROMEO TIPO 33 TT3
3-LITRE RACING SPORTS-PROTOTYPE**

Chassis no. 'AR 11572 010'

- *Ex-works, de Adamich/Vaccarella*
- *4th place at Le Mans 1972*
- *Fine continuous provenance ex-works*
- *Excellent long-term care and preparation record*





1 (Main)
Le Mans, 1972 - Black-helmeted Andrea de Adamich flurries '010' through Mulsanne Corner.
Photo Credit: GP Library

2
White tail panels identify '010' during this mid-race Le Mans pit stop.
Photo Credit: GP Library

3 & 4
On track and in the pit lane - two stages of progress towards that 4th place Le Mans finish, 1972.
Photo Credit: GP Library



Bearing one of the most illustrious and immensely well-respected manufacturer's names in the entire history of world-class motor sport, this beautifully-presented sports-racing car was deployed during the 1972-73 FIA Endurance World Championship seasons by Autodelta SpA, the contemporary competition department of Alfa Romeo.

We understand that this 3-litre 4-cam 32-valve V8-engined sports-prototype has been confirmed by Stefano d'Amico, President of the Alfa Romeo *Registro Storico*, to be the car regularly assigned to long-time Autodelta team leader Andrea de Adamich through 1972. The very popular, bespectacled Italian star was extremely prominent and successful in touring car, GT, Formula 1 and 2 and sports-prototype racing from 1962-74. He won the 1966 European Touring Car Championship title, drove for Ferrari, Surtees and Brabham in Formula 1 and 2, and won both the 1971 BOAC 1,000Kms race at Brands Hatch and the Watkins Glen 6-Hours in Autodelta-entered T33s. He subsequently became a prominent racing commentator on Italian TV, has always maintained close connection with Alfa Romeo and in recent years had served as vice president of N.Technology, preparing Alfa Romeo competition cars.

For the world's most prestigious endurance race, the 24-Hour *Grand Prix d'Endurance* at Le Mans, on June 10-11, 1972, Andrea de Adamich was teamed with Nino Vaccarella, the hugely experienced veteran driver from Palermo who had previously won Le Mans (for Ferrari in 1964) while also having won the Sebring 12-Hours and two Targa Florio races (1965 and 1971) on his home soil in Sicily, on the second occasion driving an Alfa Romeo T33.



Photo credit: Tim Scott



Photo credit: Tim Scott



Photo credit: Tim Scott

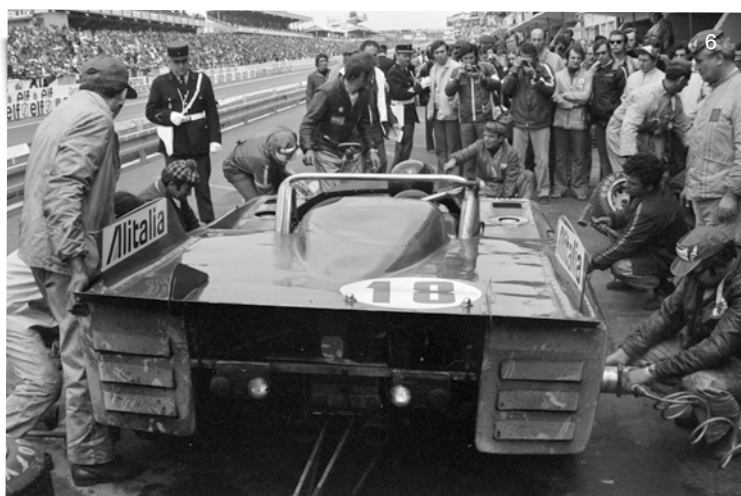
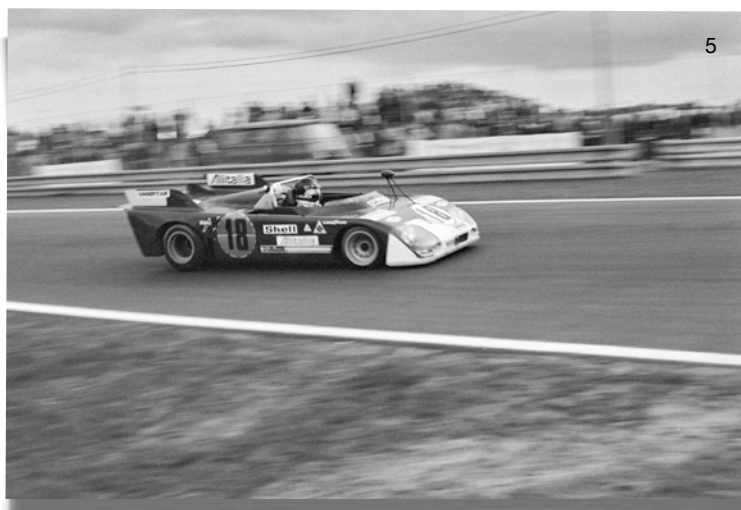
Co-driving this car - chassis 'AR 11572 010', as confirmed by contemporary Le Mans archive entry forms and scrutineering records - the de Adamich/Vaccarella duo ran under race number '18' and qualified 7th fastest in practice, having lapped the 8-mile *Circuit de la Sarthe* in 3 minutes 52.6 seconds. In early practice the car was also driven by both Dr Helmut Marko - 1971 Le Mans winner in a Porsche 917 and today familiar as longtime racing advisor to Red Bull principal Dietrich Mateschitz - and longtime Alfa driver Teodoro Zeccoli.

Despite losing an hour in the pits on the Saturday evening having the clutch repaired, followed by a lengthy later stop to replace brake discs, the experienced Italian driver duo showed great consistency and determination to bring '010' here home in fourth place overall, with no fewer than 307 laps completed - headed only by the two works Matra-Simcas which finished 1-2 and the third-placed Porsche 908. Having started the race with prominent white recognition panels on the nose, the car finished it with an all-red replacement nose section - Andrea de Adamich having been caught in a rain shower while running on slick dry-weather tyres, causing a spin in which the original nose was damaged and quickly replaced.

Autodelta SpA had been founded in 1964 by former Ferrari engineers, Carlo Chiti and Lodovico Chizzola, initially as a sub-contractor building 100 Alfa Romeo TZs to achieve FIA acceptance for GT racing. Autodelta quickly became an Alfa Romeo division, based in Settimo Milanese, close to the parent company's longtime base at Il Portello. Into 1967, Autodelta began building a new line of 2-litre V8-engined sports-prototype cars - the original Alfa Romeo T33s.

The initial 256bhp 2-litre design was developed through 1968-69 through 2.5-litre form to a full 3-litres. While the original T33 cars used a cast-magnesium 'big-tube' chassis structure, this was quickly replaced by a more conventional aluminium-skinned monocoque design. During 1970 and into 1971 a much lighter, Porsche 908-style multi-tubular spacframe chassis was then devised - emerging as the T33 TT-series - the initials standing for '*telaio tubolare*' or '*trellicio tubolare*' - 'tubular' or 'trellis' chassis.

Full development of the 3-litre V8 engine - which would also appear as a super-tuned Formula 1 unit - achieved some 440bhp at 9,800rpm in endurance-tune form, matching the output of the rival Ferrari 312PB flat-12 unit which was heavier. This power unit drove through a new 5-speed transaxle gearbox and the car weighed-in at nearer 600kg than the regulation minimum 650kg, so had to run with legalising ballast on board.



We understand that Autodelta retained '010' offered here into 1974 when it was bought by leading British Jaguar C- and D-Type and ERA Historic racer Martin Morris. He collected the car plus a considerable volume of spares during a wintry round-trip to Italy, towing it all home through the snow on a trailer. He nicknamed the car 'Groundhog' and raced it in AMOC events at Brands Hatch 1976-77, before selling it to enthusiast and fellow amateur racer Steve O'Rourke, manager of British rock band *Pink Floyd*.

He would eventually match this T33's 4th place at Le Mans in 1972 by co-driving a McLaren F1 GTR into 4th place in the 1998 24-Hour race. He had retained '010' - racing it often in VSCC and HSCC-style Historic events - until 1986 when he sold it into Japanese ownership. It was then preserved initially within the Hayashi Collection, then Yamaguchi and finally to Takeshi Fujita. The 3-litre V8 engine was rebuilt by an ex-Autodelta specialist and in 1999 the car was brought back to Europe, passing from prominent dealer Jean Guikas to a M. Dubochet in France. Jean Guikas re-acquired the car in 2002 and offered it for sale in 2011 following a full engine, suspension and brake system rebuild. The buyer at auction was Californian collector Peter Read who had the car maintained by prominent preparer Tim Samways Sports & Historic Car Engineers Ltd in the UK.

5 & 6
This car at the 1972 Le Mans 24-Hours with Andrea de Adamich behind the wheel
© Revs Institute

7 (Main)
Andrea de Adamich powering through the famous Dunlop Curve during the 1972 Le Mans 24-Hours







8

NOTE 1

- POSTE 1 -

18 9

IDENTIFICATION DU VEHICULE ET DU CONDUCTEUR

Conducteur : M. S. C. AUTODELTA
 Adresse : 3500 MIL VIA E. FERM. 2
 Pseudonyme autorisé : (à vérifier sur la licence) _____
 Licence de Conducteur n° : PG C 2
 Adresse au lieu : Hotel des Touristes - Le Mans
 Numéro d'immatriculation : _____ carte grise
 Certificat de cylindrée pour : 2992 cm³ 200
 N° du moteur : 035 N° du ch. MS-10-010
 Nature, date et N° du titre douanier ayant servi à l'importation :
Staffage 59.216
 Association ou Bureau de douane de délivrance : C. I. C.
 Entrée par Bureau de : Antony Belin le : 5.6.72
 Amendes encourues pour retard : _____

Le Contrôleur : [Signature]



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.

8
Alfa Romeo 33TT3 '010' during the 1972 Le Mans 24-Hours where it finished 4th overall, seen here with Nino Vaccarella driving.
© Revs Institute

9
A scan of the original Le Mans entry forms confirm chassis AR 11572 010 to have entered the 1972 Le Mans 24-Hours with Autodelta.

10 (Main)
Italian national colours on his crash helmet identify Nino Vaccarella driving '010'.
© Revs Institute.



10



It received a new wiring loom, fuel cells and suspension in a process which left the car's beautifully patinated exterior untouched. In 2012 it was co-driven by Peter Read and Brian Redman at the Le Mans Classic meeting and it also appeared in the Peter Auto Classic Endurance Racing *Dix Mille Tours* event at Ricard-Castellet.

In April 2013, the car was purchased by respected German collector Alexander Rittweger and was subsequently demonstrated by prominent driver Sam Hancock during the 2017 Goodwood Members' Meeting. Most recently it was campaigned again by Sam Hancock in the 2018 Le Mans Classic prior to changing hands early in 2020. Since then the engine has been 'refreshed' by Samways in a process including the fitting of new valves and springs, spring tops and big-end bolts. '010' was also on display at Salon Prive, Bleinham Palace during the Summer of 2020.

Also offered with a large quantity of spares including the original block when entered in the 1972 Le Mans.

This is an historically significant ex-works Alfa Romeo, plainly well maintained, which is eminently useable for Historic racing or demonstration purposes and a lovely 1970s sports-prototype car which would grace any collection, anywhere...

£1,800,000 - 2,200,000
€2,100,000 - 2,600,000

1934 MG MAGNETTE 'K3' SPECIFICATION SUPERCHARGED ROADSTER

Registration no. MG 3179

Chassis no. NA0257

- Built as a K3 evocation in the 1990s
- Last owner for some 19 years
- Meticulously maintained by recognised specialists
- Prominent in MG historic and VSCC racing circles

"The K3 Magnette must rank in the history books as the most famous and successful of all the record breaking MGs. With only 33 examples produced during 1933 and 1934 this car alone gave an incredible boost to the marque and established MG firmly in the forefront of the world motor racing and record breaking league." - Richard Monk, *The MG Collection*.

The K series of Magnette sports cars was announced at the London Motor Show in 1932, the racing K3 being based on the short-wheelbase chassis of the two-seater K2 roadster. The Ks used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series, but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K series, MG's long-stroke 'six' received a cross-flow cylinder head and in the K3's case induction was by means of a Power Plus supercharger driven off the crankshaft nose and fed by a single SU carburettor. Power - up to 120bhp could be obtained depending on the state of tune - was transferred to the road wheels via an ENV Wilson pre-selector gearbox.

During the winter of 1932/33, two K3 prototypes were tested - one on the Monte Carlo Rally and the other in Italy in preparation for the forthcoming Mille Miglia. One of the toughest challenges in motor sport, the latter had been dominated by Italian makes and a home victory in the '33 event was considered a foregone conclusion. Un-fancied MG entered a team of three K3s driven by Early Howe/ Hugh Hamilton, George Eyston/Count Lurani and Henry Birkin/ Bernard Rubin, confounding the pundits with an astonishing 1, 2 finish in their class as well as the team prize. This magnificent victory vindicated Kimber's decision to build the K3, which remained at the very top of its class in international motor racing for the next few years and today is one of the most sought after of all MGs.

This MG Magnette was purchased from Peter Green for competition use and built to approximately 'K3' specification in the 1990s. It is powered by a 1,100cc six-cylinder overhead-camshaft engine featuring a Phoenix steel billet counter-balanced crankshaft; forged con-rods; and Cosworth racing pistons, which is lubricated by the evocatively perfumed Castrol R.





The induction system consists of a Volumex supercharger fed by a 1¾" SU carburettor fitted with a very rare T3 float bowl, while sparks are provided by a Scintilla magneto. A dynamo charges the 12-volt battery. Coolant is circulated by a water pump. The engine has a Brooklands-style competition exhaust system with a six-branch manifold feeding an externally mounted silencer leading to a fishtail tailpipe.

The transmission consists of an Armstrong pre-selector gearbox; 4.55:1-ratio differential; and stronger N-Type half-shafts and rear hubs.. Braking is looked after by 13" drums all round: hydraulic at the front, mechanical at the rear, while the handbrake is of the fly-off type. Other chassis details include Bishop Cam worm-and-peg steering; semi-elliptic leaf springs front and rear; Hartford duplex friction dampers; 18" wire-spoked racing wheels with Rudge Whitworth hubs; and Dunlop Racing tyres.

The aluminium body is in the style of the Evans Brothers' Bellevue Garage N-Type Magnette K3 racers, of which just three team cars were built in the 1930s. Notable features include a slab-type long-range fuel tank with twin quick-release racing filler caps; headlamps with stone guards; torpedo side lamps; tail lamps; radiator stone guard; and a quick-release radiator filler cap. The impressive array of instruments includes a tachometer; oil pressure gauge; oil and water thermometers; ammeter; supercharger boost gauge; and a cylinder head pressure gauge. The body is finished in British Racing Green with brown interior, the latter featuring period bucket seats and a fire extinguisher.

Offered with a history file, 'MG 3179' is registered with the Triple M Register and has VSCC competition papers. The last owner enjoyed the MG for some 19 years and had it meticulously maintained to the highest of standards by recognised specialists such as CRG Engineering, Tom Dark Engineering, and Baynton Jones. Prominent in MG historic and VSCC racing circles, this potent K3 evocation is eminently suitable for both road and track.

£90,000 - 120,000
€110,000 - 140,000

243

The Anthony Day

1938 BMW 327 SPORTS ROADSTER

Registration no. LFF 116

Chassis no. 74212

- 80 horsepower model
- Converted from left- to right-hand drive
- Present ownership since 1974
- Extensively campaigned in historic racing events
- Ready to enjoy



'74212' being enthusiastically campaigned





This BMW 327 was built in 1938 as a left-hand drive 327/80 and finished in black with red piping. That is the last that is known about the car until it surfaced in California in the 1970s, finished in brown and cream and converted to right-hand drive.

The lady vendor's father, Tony Day, was already the owner of a BMW 320/1, but when he saw this car advertised in *Motor Sport* magazine in 1974, he fell for its beautiful lines. The car had been brought back to Europe from America and was on sale with Dan Margulies in Chelsea. Tony bought it for £1,700 and ran the car for a year before consigning it to his garage. Some 20 years later, having retired and with all his children grown up, Tony had the car overhauled mechanically, initially with well-known specialist Mark Garfitt. He then started to compete, and over the next 20 years was a regular at sprints and hill climbs organised by the VSCC and the BMW Car Club Historic Section. Although having to compete in the same class as the lighter and similarly powered 328 meant that victories were rare, Tony and 'LFF 116' were a familiar sight at Prescott, Shelsley Walsh, Brooklands, Goodwood and Silverstone.

As stated earlier, this car started its life as an 80bhp model, courtesy of its 328-type engine, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers. However, when the BMW surfaced in California, it had been fitted with the lower specification 'head of the 55 horsepower engine. Ever the racer, Tony sourced and refurbished an original specification 80bhp head so the car is now back to its original specification.

This car is set up for competition, fettled for many years by various historic BMW specialists, as the boxes of bills testify. To improve driveability, the gearbox and differential have been modified to incorporate Bristol internals (with added synchromesh) while 'racing' additions include an electronic rev counter, an electric cooling fan, and the obligatory ignition cut-out switch. This is a well-campaigned car, so drives exceptionally well, but the body is as it was bought in 1974 and has a well used, patinated air.

At age 94 Tony has had to hang up his racing boots. However, at a mere 83 years of age, 'LFF 166' still has many active years ahead. The time is come for the next generation to assume custody of this historic BMW: to race the car, to restore it or simply to drive and enjoy it as it is today.

£85,000 - 100,000
£99,000 - 120,000

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. XBY 364F

Chassis no. DB6/3283/R

- Last of the original 'DB' Aston Martins
- Present ownership since 1972
- Automatic transmission
- 83,156 miles from new
- Original and un-restored



The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive 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. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time there was optional power-assisted steering.

An automatic transmission model finished in Dawn Blue with grey leather interior, this late 'Mark 1' DB6 was retailed via H R Owen Ltd and first owned by Doctor J B Labia of South Kensington, London SW7, who covered some 17,000 miles in the car's first two years. The second custodian took the total to 40,000 miles before the Aston was sold to the current vendor in 1972. There are 39 tax discs on file issued between June 1974 and January 2013, and for some of that time the car carried the private plate 'JR 397'. The original service voucher booklet is present also, recording H R Owen's services and the odometer readings from 1968 through 1971. The car also comes with its jack and instruction book.

The vendor advises us that the DB6 is in original, un-restored and good condition, the only listed deviations from factory specification being an alarm system; a stainless steel exhaust system; and later stainless steel wheels, (fitted in 2013). The current odometer reading is 83,156 miles.

Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, the DB6, considered by many to be the last of the 'real' Aston Martins.

£130,000 - 160,000

£150,000 - 190,000

245

1926 ROLLS-ROYCE PHANTOM I SEDANCA DE VILLE

Coachwork by Derham

Registration no. SV 4712

Chassis no. 104TC

- *UK-built car with American coachwork*
- *Restored in the USA in the mid-1970s*
- *Present ownership since 2015*
- *Regularly maintained*



Its accompanying copy build sheet shows that Rolls-Royce Phantom '104TC' was ordered new by Mrs J Kearsley Mitchell of the Hotel Crillon, Paris. The chassis was off test on 13th August 1926, and it should be noted that the intended body style is listed as 'cabriolet'. Rather than use a British coachbuilder, Mrs Kearsley Mitchell chose to have her Phantom fitted with coachwork by the famous Derham Body Company of Rosemont, Pennsylvania, and to this end it left the London Docks on 27th August 1926. Founded in 1907, Derham soon established a reputation for quality and would prove to be one of the USA's most successful coachbuilders, surviving not only the Great Depression but also WW2. Derham's other clients at various times included Joseph Stalin, Pope Pius XII, King Farouk of Egypt, General Eisenhower, Gary Cooper, and Raymond Loewy.

Resident in Paris during 1927, the Phantom was treated to a new tappet; an Autovac restriction elbow; and servo damper unit that summer. It subsequently returned to New York where it was fitted with a new 18-gallon fuel tank and distributor brush by Rolls-Royce of America in October 1928 and December 1930 respectively. Sometime thereafter the Phantom was acquired by Mr Walter Spickard of Tuckerton, New Jersey. He had the car extensively restored by Henry's Antique Car Shop of Oceanville, New Jersey between 1974 and 1976. The detailed work completed is documented on 25 monthly invoices in the current owner's possession. The history file also contains numerous progress reports; a V5C registration Certificate; and a set of R-REC copy chassis cards.

Imported into the UK, the Rolls-Royce was bought by a Mr Brotherton from dealer Ivor Bleaney on 20th July 1995. Described at that time as a 'rare Sedan de Ville Town Car' with 'coachwork by Derham', it has been regularly maintained since then by expert Rolls-Royce mechanics.

The car is finished in Ivory over black, its external appearance enhanced by twin side-mounted spare wheels; a rear luggage trunk; and a fabric roof. Trimmed in black leather to the front compartment and grey velvet to the rear, the sumptuous interior boasts such niceties as a wind-up glass division; an intercom system; window blinds; footrests; and occasional seats, while the woodwork is Macassar ebony of the highest quality.

The present owner purchased the Phantom in 2015 and has kept it well maintained with frequent check-ups to ensure the running gear remains in first class condition. He describes the car as in excellent condition, as can be seen in the photographs, and tells us that it drives very well and is a joy to use on the roads, attracting much attention wherever it goes.

£65,000 - 80,000
€76,000 - 87,000

246

First owned by Sir Paul Vestey

1990 FERRARI F40 BERLINETTA

Registration no. G313 XPK

Chassis no. ZFFGJ34B000084104

- *UK Supplied. One of only 78 built for the UK market*
- *Desirable non-catalyst non-adjust model*
- *Four owners from new having covered just 17,789 Kms*
- *Extensive service history, cambelts changed October 2020*
- *Present ownership since 2015*



Sir Paul Vestey collecting '84104' and leaving the Factory in 1990
© PV Personal Collection



A pitstop to take in Reims en-route home from the Factory in 1990
© PV Personal Collection



Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the iconic 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 1,315 of these quite exceptional cars had been completed.

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, catalytic converters, and adjustable suspension as development progressed. As one would expect, it is the early F40 representing the model in its purest and most basic form that is of the greatest interest to collectors.

A desirable non-cat, non-adjust model, this particular F40 was delivered new in the UK to one of Ferrari's most favoured customers: gentleman racing driver Sir Paul Vestey, who had bought his first Ferrari, a 250 GT SWB, at only 21 years of age. He would go on to own and race several other Ferraris as a privateer, including a 275 GTB Competizione and a 250 LM, crossing swords with the crème de la crème of the international sports car racing fraternity.

Sir Paul Vestey is well known to the Bonhams motoring team and we contacted him recently for his memories of '84104'. He recollects travelling to Italy to collect it: "We had a great time picking the two cars up at the factory - Willie Tuckett and Andrew Fletcher were in the other one. We then drove up to La Reserve in Beaulieu - we arrived about five hours before Willie as he got lost in Genoa! Then up to the Georges Blanc at Vonnas and finally on to the coast where there was a gale blowing and our ferry crashed into the dock. It was a brilliant trip! In 1993 I sold it to John Mexborough so it has a very titled history..."



The Earl of Mexborough kept the Ferrari until 2006 when ownership passed to Mr Iqbal Abdullah, who enjoyed the car for some nine years before it was sold to the current vendor in 2015.

Originally registered in the UK as 'PEV 1', '84104' is one of only 78 Ferrari F40s built for the UK market, only 20 of which were 'non-catalyst' models like this one. Ferrari purists will tell you that a non-cat F40 is the more desirable.

Supplied with its original service book, this F40's service history is exemplary. Commencing on 27th February 1990 with Maranello, Egham at 1,924 kilometres and progressing via 21 further services throughout its life to the most recent with Stratstone on 16th October 2020 at 17,763 kilometres (the current odometer reading is 17,789). During the current owner's tenure Stratstone have serviced the car in 2015, 2016, 2017, 2018, 2019 and 2020. The recent service included the all-important cambelt change.

In 2015, Stratstone carried out a 250 man-hours mechanical restoration and detailing. Since when the Ferrari has been driven only once: around the Isle of Man and maintained in secure storage. Photographs of the Stratstone rebuild are on file and the car also comes with copies of all the original factory paperwork and correspondence relating to its order and purchase. This wonderful, four owner, UK supplied F40 offers a ticket to enter a very exclusive owners club

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.

£800,000 - 1,200,000
€930,000 - 1,400,000

247

1978 ROLLS-ROYCE CORNICHE CONVERTIBLE

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. BRX 522T

Chassis no. DRH25262

- *The ultimate in motoring luxury in its day*
- *Fresh from a 12-month, bare-metal, professional restoration costing £60,000*
- *Owned and doted on by the vendor for many years*
- *Reluctant sale due to a change in personal circumstances*





"The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers." - Rolls-Royce.

Recalling the firm's glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder H J Mulliner, Park Ward Ltd - were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard Silver Shadow four-door saloon but otherwise the new bodysells were unique, featuring a distinctive dipping upper wing line with parallel crease, and a revised, more rounded posterior.

These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow. Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. Progressively developed, the Corniche received Rolls's advanced split-level air conditioning system along with a redesigned fascia in 1976 (the first Rolls-Royce model to do so) and in 1977 benefited from the many improvements - most notably rack-and-pinion steering - introduced on the 'Shadow II range. Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

This Rolls-Royce Corniche is offered fresh from a 12-month, bare-metal restoration by Michael Hibberd costing circa £60,000, which included a brand new hood and refurbishment of much of the interior woodwork. Owned and doted on by the vendor for many years, the car is a reluctant sale and is only going under the hammer due to a change in the owner's personal circumstances. Simply stunning, this car is one of the best-looking Corniche convertibles we have ever seen and worthy of the closest inspection.

£85,000 - 110,000
£100,000 - 130,000

248

2000 BMW Z8 ROADSTER WITH HARDTOP

Registration no. X919 FAJ

Chassis no. WBAEJ11010AF77766

- *Rare and exclusive limited edition model*
- *Supplied new in the UK*
- *circa 47,000 miles from new*
- *Comprehensive service and MoT history*





In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited edition roadster.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. For the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8.

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with the M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox.

Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand, enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

Supplied new in the UK by Preston Hall BMW, this stunning Z8 Roadster has covered only 47,330 miles from new and comes with comprehensive service history and MoT certificates verifying the mileage. The most recent service was carried out by Sytner, Chigwell in November 2019, since when the car has covered fewer than 100 miles. Finished in silver metallic with red/black leather interior, this superb Z8 comes complete with book pack, leather wallet, two keys, V5C document and MoT to January 2022. A true collectors' BMW.

£140,000 - 180,000
£170,000 - 210,000

249

1932 ALVIS SPEED TWENTY 'SA' TOURER

Coachwork by Vanden Plas

Registration no. GY 7177

Chassis no. 9885

- Formerly the property of the Earl of Shrewsbury and Talbot
- Original and stunning Vanden Plas Tourer coachwork
- Much work undertaken from 2018-2020
- Quintessential early Post Vintage Thoroughbred



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

The Speed Twenty embodied the company's tradition of fine engineering but had much superior handling than its predecessors for the improved roads of the 1930s. The six-cylinder overhead-valve engine, with its triple carburettors produced an impressive 90BHP, with the result that lighter tourer-bodied examples would exceed 90mph, startling performance for the day. The all-new low-slung chassis handled much better than its already successful predecessors. "When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds," observed *Motor Sport's* tester.



Though the Speed 20 was in production in four series from 1931 to 1936, it is generally agreed that the earliest, the SA with its beam front axle, had a more appealing purposeful stance, and was the most responsive to drive. GY7177 carries the most desirable coachwork, the lovely 'low door' Vanden Plas foursome tourer, with that company's inimitable grace and style.

Copy documentation on file shows that chassis number 9885 was sold new by London's main Alvis retailer Charles Follett to one Charles Percy Groseland, but he only retained the car for a year before moving abroad. The next owner was the Earl of Shrewsbury and Talbot, of the car-building Talbot family; a recent owner wrote to the present Earl, and received a charming reply saying that the Speed Twenty had been his father's favourite car, of which a copy is on file.

GY7177 changed hands several times in the post-war era, with a long period in the hands of a Mr Clark, then to John Whiting, before purchase in 2002 by a friend of his, Ian Murray, who retained it until 2019 with a benign regime of sparing but constant use, including touring. Though the car remained in fine driving condition, its cosmetics were beginning to show their age.

The last time the car changed stewardship was in 2019, and the new owner decided (with a long experience of the finest pre-war cars) to embark on a programme of cosmetic refreshment. It was found that the coachwork was remarkably sound structurally, and it was refinished in the very handsome 'period' colour of Brewster Green. The interior still retained the original leather but after nearly nine decades it was passing beyond acceptable and accordingly it was re-trimmed in a very well-chosen shade of red leather, with matching carpets and a new hood.

One interesting aspect of the interior is that it retains the smaller lightweight dash panel typically found in the Charles Follett racing team cars. This would be a fascinating aspect of the car's history to pursue. Lifting the bonnet of any 1930s six-cylinder Alvis is always an enjoyable experience, and in this case it is unusually impressive, having undergone detailed preparation, with extensive attention to the wiring, generally a prudent aspect of maintaining a car of this age. The work was carried out by a prominent pre-war specialist, and the bill is on file.

Additional documentation includes copies of the original Car Record, an old-style continuation logbook, a V5C Registration Certificate, and bills for the aforementioned works. This example has the appeal that these wonderful cars have always had for the discerning connoisseur of the best English sporting machinery.

£115,000 - 140,000
£130,000 - 160,000

250 * N

1958 ASTON MARTIN DB MARK III SPORTS SALOON

Coachwork by Tickford

Registration no. 570 HPL (see text)

Chassis no. AM300/3/1770

- One of only 47 cars produced with the 180bhp DB/D engine
- Front disc brakes; twin exhaust system; overdrive
- Comprehensively restored in the mid/late 1990s
- Present ownership since 2012



"The introduction of a new model by David Brown is always an event of importance. Here in the Aston Martin DB Mark III Sports Saloon are incorporated all the elements of a superlative motor car. The highest ideals of roadholding, steering, braking and sheer performance have been achieved. Exciting and functional, elegant and exhilarating, it is incomparably the best Aston Martin car ever produced." – Aston Martin Lagonda Ltd.

Its accompanying copy guarantee form shows that chassis number '1770' was delivered via HW Motors to its first owner, one G M Mansell, Esq of Moseley, Birmingham, on 17th January 1959. The Aston was ordered with the DB/D Special Series engine producing 180bhp (fitted to 47 cars), plus the twin exhaust system and an overdrive. The original colour combination was Pacific Blue with off-white Connolly leather interior trim, and the car was registered as '570 HPL'.

Mr Mansell kept the Aston for only a couple of years before selling it to a Birmingham company, Couzens & Akers, in November 1961. The guarantee form's service records show that the engine was changed to one of identical specification while the car was with Couzens & Akers. Messrs C&A sold the car to Mr David Pike of Durham in late 1970.

By January 1975, the car was with a motor dealer in East Anglia and was sold to R Hogg & Sons, a building company in Bury St Edmunds. Following a period of barn storage, the Aston was rescued by a Mr Hewson of Lincoln in 1989 and was still off the road when it was purchased from him by Dr Brian Judd of St Helens in April 1994. Dr Judd then embarked on a comprehensive restoration that would take the best part of ten years to complete. The Aston was next owned by Mr David Dickerson of Surrey who sold it to the current owner via the broker Byron International in March 2012. A summary of the works carried out by Dr Judd is listed in Byron's sales particulars.

The MKIII was recently inspected and started, with good oil pressure noted. The fuel feed system will require attention and, having been stored for a number of years, will likely require further re-commissioning prior to road use. Exported in 2012, the car comes with a copy of its last UK V5C Registration Certificate but will require reregistering with the DVLA if it is to be used again in this country and will attract the low import duty rate of 5%.

£100,000 - 150,000

€120,000 - 170,000

No Reserve

251 * N

1956 LAGONDA 3-LITRE DROPHEAD COUPÉ

Registration no. 251 UXK (not registered with DVLA)

Chassis no. SABTVRO 3295180003 (see text)

- Restored and adapted from saloon to drophead configuration circa 2005
- Present ownership since 2012
- Manual transmission



David Brown's take-over of Lagonda in 1947 allowed production of the latter's W O Bentley-designed all-new model to commence the following year, while simultaneously making Lagonda's 2.6-litre twin-cam 'six' available for the new Aston Martins. An advanced design employing a cruciform-braced chassis with independent suspension all round, the Lagonda was available as a saloon or drophead coupé, both with coachbuilt bodies. The interior with its leather upholstery, plentiful walnut and quality fittings stood comparison with that of the very best in the luxury car class.

When the new 3-Litre model was announced in 1953, coachbuilders Tickford assumed sole responsibility for body production. The newly enlarged engine now produced 140bhp, an output good enough for a top speed in excess of 100mph despite the gain in weight over the '2.6'. Expensive to produce and necessarily exclusive, the luxurious Lagondas did not sell as well as their manufacturer had hoped, though high-profile owners included HRH The Duke of Edinburgh (two dropheads) and actor Peter Ustinov (just the one).

The accompanying guarantee form copy shows that, chassis number 'LB/290/1/213' (see below) was built as a Series II saloon and supplied new via Charles Sidney Ltd to the Newcastle Chronicle & Journal Ltd. Its first registration number was 'DGB 1'. Various subsequent owners are listed up to September 1972, one of them the *News of the World* newspaper, while servicing notes record the installation of a service exchange engine in August 1967, by which time the registration had changed to '126 EBB'.

In 2005 it is understood that the Lagonda was comprehensively rebuilt and fitted with the body from a Mark 1 saloon ('LB/290/68'), which was converted to drophead configuration during the rebuild. A measure of the restoration's quality at the time may be gained from the fact that the Lagonda won the 'Car of the Show' award at Tatton Park in 2006 and 2007. The current DVLA-issued VIN number dates from 2005, on the chassis plate is also listed LB/290/68/213, which appears to be a combination of the chassis and body used in the restoration. ('SABTVRO' numbers are assigned by a vehicle registration office when the original identity of a bodyshell or chassis frame cannot be determined.) Accordingly, prospective purchasers should satisfy themselves with regard to the originality and correctness, or otherwise, of this vehicle's components prior to bidding.

The car appeared at auction with Historics in October 2011 and the current owner acquired the car from Aston Martin Works Service in April 2012. The invoice copy describes the car as finished in Silver with Grey trim and Black hood, and records the mileage as 70,910 (current mileage is recorded as 70,914).

Having been stored for the intervening period, the car will require some re-commissioning prior to road use. Now being offered for sale from overseas, the car will attract the low import duty rate of 5% if it is to remain in the UK and require re-registering.

£50,000 - 80,000

€58,000 - 93,000

No Reserve

252

2011 MERCEDES-BENZ SLS AMG ROADSTER

Registration no. to be advised

Chassis no. WMX1974772A0071414

- *Rare right-hand drive example*
- *Automatic transmission*
- *Three previous keepers*
- *Circa 15,000 miles from new*





AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and business communities being counted among aficionados.

With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL 'Gullwing' coupé of the 1950s – arguably the world's first supercar – the Mercedes-Benz SLS AMG was notable as the first car to be designed in-house by AMG. A collectors' item from the day it was announced, the newcomer featured 'Gullwing' doors like its illustrious predecessor and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer's range. Styled by Mercedes-Benz's Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the only automobile ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011.

Boasting a chassis/body of mainly aluminium construction, the SLS (Sport Licht Super) was powered by a 6.2-litre V12 engine producing 563bhp initially - the most powerful normally aspirated production car engine of its day - while the seven-speed dual-clutch automatic transmission was similarly state-of-the-art.

Several limited edition versions were introduced, including a GT3 racer, leading up to the SLS AMG GT Final Edition of 2014. Mercedes-AMG CEO Tobias Moers has said that there are no plans for a successor, so for the time being the SLS AMG remains the ultimate expression of the noble 'Gullwing' tradition.

Offered here is an example of the open Roadster version, which was first unveiled at the Frankfurt International Motor Show in 2011. Just like its 300 SL Roadster predecessor, the soft-top SLS AMG features conventional doors and incorporates strengthening to compensate for the absence of a fixed roof, which adds 40kg (88lb) to the total weight. Despite this apparent handicap, Autocar magazine found that the SLS Roadster possessed better body control and greater levels of feedback than the coupé! Also of note is the Roadster's multi-layered fabric soft-top that opens and closes in 11 seconds, and can be operated on the move at up to 50km/h (31mph).

Currently registered to its fourth keeper (from October 2015) this rare right-hand drive Imola Grey metallic SLS AMG Roadster has covered only some 15,000 miles from new and is described by the vendor as in excellent condition throughout. MoT'd to 7th March 2022, this collectible modern Mercedes is offered with service bills, the most recent from June 2021, and a V5C registration document.

£105,000 - 120,000
€120,000 - 140,000

253

1989 ASTON MARTIN V8 VANTAGE VOLANTE 'X-PACK' 7.0-LITRE

Registration no. G434 YYT

Chassis no. SCFCV81V3KTL15790

- Extensively restored
- Factory-converted from left- to right-hand drive
- Factory-converted from automatic to manual transmission
- AMOC concours winner in 2009
- Just been serviced by Desmond Smail (June 2021)



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

With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune raised maximum output to around 375bhp: in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Chassis changes were minimal apart from the adoption of bigger ventilated disc brakes all round and low-profile Pirelli tyres. The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lipped boot lid.

Produced to satisfy demands from the USA, the Volante convertible had debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp.

Arguably the ultimate in soft-top luxury, the V8 Volante boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum was nevertheless more than enough for most owners.

Along with the Vantage engine and bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

This superb V8 Vantage Volante was originally manufactured in left-hand drive configuration and sold new in July 1989 via British Motors in Monaco. The accompanying copy of its Car Record Card shows that '15790' left the factory fitted with optional X-Pack engine, and was originally finished in Suffolk Red with magnolia trim and off-white hood.



Aston Martin Works has confirmed that in December 1989 the car returned to Newport Pagnell and was converted from left- to right-hand drive, and from automatic to manual transmission on behalf of marque specialist, Desmond Smail.

A letter on file (dated December 2012) states that from 1991 to 2006 the Aston was used solely by Mr Touker Suleyman, chairman of the Low Profile Group. The car had been purchased from Aston Martin, Brighton in 1991 with a recorded mileage of circa 1,000, and was regularly maintained by marque specialist Rikki Cann. The aforementioned letter goes on to state that when sold in 2006 (at 39,000 miles) the car was in perfect working order and similar cosmetic condition.

The previous keeper purchased this Vantage Volante in 2012 from Bramley Motor Cars, by which time the car had been fitted with a new 7.0-litre R S Williams engine. At time of purchase, the Aston had covered only some 2,000 miles since an extensive restoration. An advertisement on file states that the chassis had been inspected, new sills fitted, and the car sent to marque specialists Bodylines Ltd., the marque specialist panel beaters, were responsible for the car's coachwork restoration. Spray Tec Restorations carried out a full bare-metal, glass-out repaint in Black Pearl.

A new black mohair hood was fitted at the same time, and the interior completely re-trimmed in light tan hide, which is complemented by matching carpeting extending to the luggage compartment and boot-lid recess. All interior veneers were refinished, and new pockets fitted to both doors, while the centre console was upgraded with a new raised centre armrest incorporating switches for the two-stage heated front seats. The interior was also equipped with a new and upgraded hi-fi system, controlled by a new Becker head unit providing Bluetooth telephone connectivity, and a DVD navigation system with iPod compatibility. Other noteworthy features include a Nardi wood-rim steering wheel, sunken switch panel, and veneered lid to the centre console coin box. More works included overhauling the differential and raising the final-drive gearing for more relaxed and economical cruising, resulting in a much improved driving experience.

Serviced by R S Williams in 2014, Nicholas Mee and most recently by Desmond Smail in June 2021, this extensively restored and concours-winning Vantage Volante comes with a good history file containing the stamped service booklet, V5 registration document, current MoT certificate, and all bills for work carried out.

£300,000 - 400,000
£350,000 - 470,000

254

1983 BMW E24 635CSi GROUP A COMPETITION COUPÉ

Chassis no. E24 RA1-08

- Factory-built BMW Motorsport chassis
- In-period ETCC race history
- Fully rebuilt by Geoff Steel Racing
- Eligible for historic touring car races



Mechanically similar to the 5-series saloons and styled by Karmann like the preceding 3.0 CS/CSi, BMW's 6-Series coupé debuted in 1976 incorporating some components destined for the yet-to-be-announced 7-Series. The handsome newcomer was similarly well specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. It replaced the long running 3.0 CS series, whose pillar-less bodyshell was considered insufficiently strong to pass the latest US safety legislation.

Commencing with the 3.0-litre 630 and 3.3-litre 633, the range was supplemented in 1978 by the 635CSi, which would enjoy a production run lasting into the 1990s, being periodically updated in line with its sister models. For this ultimate expression of the line, BMW fitted its luxury coupé with a big-bore, short-stroke, race-developed, 3.5-litre engine producing 218bhp, an output good enough to endow the fully equipped 635CSi with performance on a par with that of the lightweight 3.0 CSL. A deep chin spoiler and boot spoiler outwardly distinguished the new model from its predecessors, contributing significantly to stability at high speeds.

Even today, some 30 years on, these big BMW coupés have enormous presence, and with a 0-60mph time of around 7.0 seconds and a top speed of 140mph, in the case of the 635CSi, are not slow by any standards.

The car we offer is a BMW Motorsport factory chassis and one of the first 635 CSi Group A racers built. It was sold new to Giuseppe Briozzo, who raced it throughout 1983 in the European Touring Car Championship together with co-drivers Urs Knecht, Hans-Rudolf Stalder and Georges Bosshard. Its 1983 race history is as follows:

March 500km Monza - 10th Overall - Stalder/ Briozzo/Bosshard
April 500km Vallelunga - 9th Overall - Stalder/ Briozzo/Knecht
May 500km Donington - DNF - Stalder/ Briozzo/Knecht
May 500km Pergusa - 8th Overall - Stalder/Briozzo/Bosshard
June Silverstone Tourist Trophy - 27th Overall - Briozzo/Bosshard
June GP Brno - 10th Overall - Durig/Briozzo/Knecht
September ETCC Zolder - 7th Overall - Haezebrouck/
Schumacher/Bosshard



Acquired by the current owner in 2016, the BMW has been fully restored to its former racing glory by renowned marque specialists Geoff Steel Racing of Gainsborough, Lincolnshire. The restoration included a full bare-shell rebuild over the winter of 2017/2018, the original aluminium roll cage being removed and bodyshell dipped. A new T45 steel cage was then installed and the bodyshell fully sprayed inside and out white. The livery is as the car raced at the Donington 500km in 1983.

The original engine underwent a full rebuild - ARP con-rod bolts, up-rated cam followers, etc- and produced over 300bhp on the dynamometer. A new 100-litre fuel cell with dry break re-fuelling connectors was installed; suspension dampers and brake callipers fully rebuilt; and new master cylinders fitted. The seat, harness and fire extinguisher were renewed, and the interior retains its original, period dashboard and gauges. Air jacks are fitted also.

Following the restoration's completion, this car formed part of a racing team of four Group A BMWs. They were raced from approximately 2015 to 2018, and the team was maintained and supported by Geoff Steel Racing. This 635 CSi was tested at Silverstone before returning to the track at Donington Park in May 2018 for the HTCC event, driver Nick Padmore lapping in an impressive 1m 19.1s to secure 6th place on the grid. The car only completed this one race at Donington before the programme was halted. The team cars continued to be looked after by Geoff Steel, and this car should require only a light re-commissioning and a basic check-over before returning to the racetrack.

A complete restoration file comes with the car, which is supplied with a current FIA/MSA HTP. This truly stunning and very competitive BMW E24 635CSi would be a welcome entry into numerous race series including championships such as Motor Racing Legends, Heritage Touring Cup, etc. A spare set of racing wheels is included in the sale.

£140,000 - 180,000

€160,000 - 210,000

255

**2010 FERRARI 612 SCAGLIETTI
'ONE TO ONE' COUPÉ**

Coachwork by Pininfarina/Scaglietti

Registration no. FJ60 CZY

Chassis no. ZFFJY54C000172736

- *Circa 12,000 miles from new*
- *Sold new in the UK*
- *Right-hand drive*
- *Unique specification*
- *Full service history*





In naming its new four-seater Gran Turismo after *Carrozzeria Scaglietti*, Ferrari acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. The 612's design brief called for a car capable of accommodating four adults in comfort - rather than being merely a '2+2' - without sacrificing any of the superlative driving dynamics expected by dedicated Ferraristi. Introduced in 2004, the result was the biggest Ferrari road car ever, yet one that weighed less than the smaller 456M. The 'secret' lay in the 612's lightweight aluminium chassis: a mixture of extrusions, castings and panels, which replaced the traditional sheet-steel monocoque.

In styling the 612, Pininfarina paid homage to one of its most famous creations – the fabulous 375MM commissioned by renowned Italian filmmaker Roberto Rossellini for his wife, Ingrid Bergman, and first seen at the Paris Salon in 1954 – the long nose and scalloped sides of which find echoes in the Scaglietti. No content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque. The F1A transmission too had undergone significant improvement, incorporating extra synchronisation cones for swifter changes, while manual/automatic modes and 1st and reverse gears could now be selected using a gate on the centre console, rather than only by means of the steering-wheel paddles.

Lighter, more powerful and endowed with superior suspension and brakes, the 612 Scaglietti lapped Ferrari's Fiorano test track some six seconds quicker than the 456M. Its top speed? 196mph.

Sold new by Graypaul Motors, Nottingham to Mr J Studholme of Lincolnshire, the car offered here was ordered via Ferrari's 'One to One' personalisation programme that had been introduced on the 612 at the 2008 Geneva Salon. Thereafter the 612 was only available through this special order process, which was later extended to the entire Ferrari range. This car's unique specification includes the following highlights:

HGT2 Handling Package; Electronically adjustable glass roof; Parking camera; Yellow rev counter; Red seatbelts; Chrome grille frame; Chrome satin mirrors; Scuderia shields; NavTrak anti-theft device; Grigio Ferro external colour; Rosso trim and matching steering wheel; Carbon interior trim; Alcantara boot trim

Sold to the current owner in September 2015 at 8,890 miles, this unique 612 Scaglietti comes with a V5C document, current MoT and its service booklet, the latter stamped by recognised Ferrari specialists on six occasions, the most recent by HR Owen dated June 2021 (at c.12,000 miles).

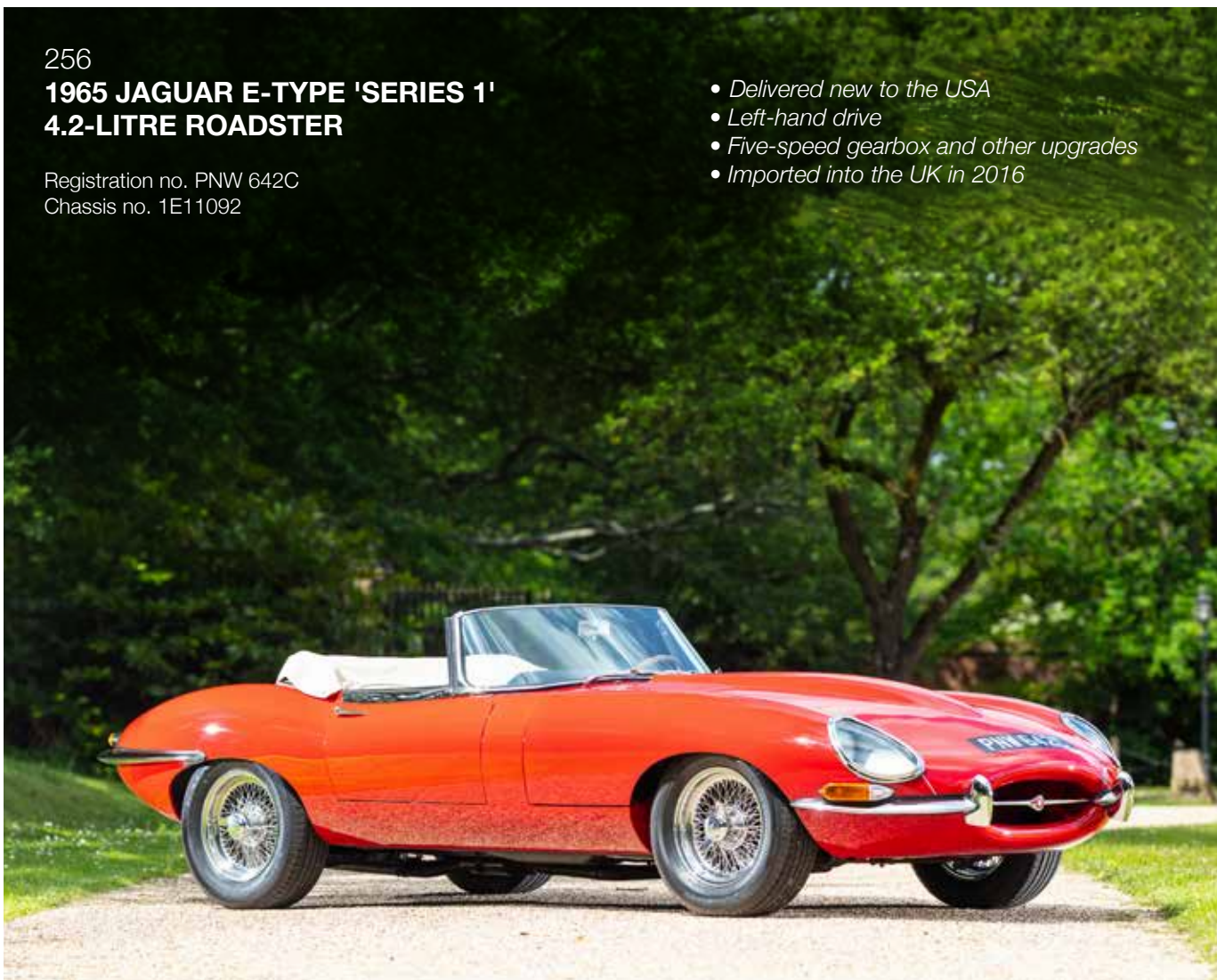
£85,000 - 95,000
£100,000 - 110,000

256

**1965 JAGUAR E-TYPE 'SERIES 1'
4.2-LITRE ROADSTER**

Registration no. PNW 642C
Chassis no. 1E11092

- *Delivered new to the USA*
- *Left-hand drive*
- *Five-speed gearbox and other upgrades*
- *Imported into the UK in 2016*





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 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

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

This 4.2-litre 'Series 1' E-Type roadster was sold new via Jaguar Cars, New York to its first owner, a Mr Michael Wier. Little is known of the car's subsequent American history before it appears in an online auction listing in 2015. The listing states that the car was delivered to a collector named O'Fallon in 2006 and was the pride and joy of his 12-car collection. The listing also states that the car is Vicarage modified but we are unable to confirm this.

The E-Type was imported into the UK in 2016 with an odometer reading of 16,397 miles, while bills on file confirm it has been maintained by marque specialists in Dorset. The engine is reported by the vendor to pull and drive very well indeed, while a five-speed gearbox, air conditioning, up-rated front brakes, and 6" centre-laced Borrani-style wire wheels all enhance the driving experience. Now displaying a total of 20,401 miles on the odometer, this up-rated 4.2-litre Series 1 roadster finished in a wonderful colour combination and presenting in very good order is ready to be enjoyed.

£86,000 - 96,000
£100,000 - 110,000

1989 PORSCHE 911 TYPE 930 TURBO COUPÉ

Registration no. F385 DCY

Chassis no. WP0ZZZ93ZKS000275

- Dating from the final year of Type 930 production with the desirable five-speed G50 gearbox.
- Delivered new in the UK
- Good service history (21 stamps in the book)
- Circa 57,000 miles from new



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

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h (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 (62km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 257km/h (160mph).

In 1989 the Turbo was offered with the five-speed G50 gearbox, and this late examples are highly prized by collectors today.

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, dealer stocks of the existing Turbo model sold out overnight.

This desirable late Type 930 Turbo comes with its original Driver's Manual and the Guarantee and Maintenance book, the latter stamped 19 times between 1989 and 2008, and then twice more: in 2018 and April 2020 when it was serviced by Simon Furlonger. (Between 2008 and 2018 the car covered only 2,140 miles, so may have been in storage for part of that time.) Additional documentation consists of a V5C Registration Certificate. MoT'd to January 2022, the Porsche has belonged to the current vendor for circa two years and is described as in good condition throughout.

Currently displaying a total of circa 57,000 miles on the odometer, this last-of-the-line Type 930 Turbo is an exciting opportunity not to be missed by any serious Porsche collector or enthusiast.

£90,000 - 120,000
£110,000 - 140,000

258

1959 JAGUAR XK150 '3.8' DROPHEAD COUPÉ

Registration no. 648 XVH

Chassis no. 5837280BW

- *Meticulously mechanically and bodily restored XK*
- *Extensively upgraded with 3.8 engine and power steering*
- *Extensive history file detailing restoration and improvements*



A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes; at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open 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 automatic transmission were options.

This left-hand drive XK150 Drophead Coupé has been comprehensively restored and upgraded with sensible modifications to achieve a fast, fine handling and dependable car without compromising that classic Jaguar character.

Purchased in restored condition from Mark Hyman in the USA in 2015 and imported into the UK, the XK150 has undergone a complete survey and further restoration, commissioned by its exacting owner. He engaged an independent Jaguar XK consultant to oversee the works, which included up-rating the engine to '3.8' specification using a later-type 3.4-litre block, bored to 3.8-litres, and the 3.4 'S' cylinder head together with upgraded connecting rods, crankshaft, timing gear, oil pump, and 'S'-type camshafts.

The original transmission has been replaced with a Borg Warner 65 five-speed automatic gearbox complete with oil cooler. Engine cooling is taken care of by an aluminium radiator with an electric fan, while all the electrics have been up-rated. The front suspension and rear axle have been overhauled and 'EZ' electric power steering fitted. The body had already been repainted in Old English White in the USA, and the car has a contrasting red leather interior and a new mohair hood. All history and works are carefully recorded and the new owner will be acquiring a very nice XK150 benefiting from the vendor's uncompromising commitment to quality workmanship.

£75,000 - 90,000

€88,000 - 110,000

1929 ROLLS-ROYCE 40/50HP PHANTOM I LIMOUSINE

Coachwork by Barker & Co

Registration no. BF 9552

Chassis no. 42KR

- *Delivered new in the UK*
- *Sold to Switzerland in 1963*
- *Formerly on display in the Martigny Motor Museum, Switzerland*
- *Restored by Walter Steinemann*
- *Featured in Steinemann's book Faszination auf Rädern. Rolls-Royce und Bentley (2002)*



Long-awaited successor to the Silver Ghost, the New Phantom arrived in 1925. Retrospectively known as the 'Phantom I', the newcomer boasted an entirely new overhead-valve, 7,688cc, six-cylinder engine, a unit considerably more powerful than that of its Edwardian predecessor. The New Phantom, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929. Some 2,212 Phantom I chassis had left Rolls-Royce's UK factory by the time production ceased.

Chassis number '42KR' was bodied with limousine coachwork by Barker & Co and delivered to its first owner, Captain A C Bowles of London W1 in May 1929. One of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days, 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.

Copy build sheet and chassis cards on file show that the Phantom was ordered for 'Continental Touring' and that it was next owned by H Brownings Esq of Eastbourne (from 16th December 1929). Only one further owner is listed: F A Garrett Esq (from 24th June 1946).

In 1955 the Rolls-Royce was purchased by Dr M J Russell from Performance Cars West London for £150 (see copy email correspondence on file). The Russells used the car for their honeymoon in 1958 and kept it for a few more years before selling it to Bugatti collector Charles Pochon in 1963. There is a copy photograph on file of Dr Russell's wife's Austin A30 and his Rolls-Royces.

Charles Pochon came over from Switzerland to collect the Phantom and drove it back there. He later displayed the car in the Motor Museum at Martigny. A photograph on file shows it there in 1985. Around that time, the Phantom was bought and restored by Walter Steinemann (at a cost of some 120,000 Swiss francs) and registered in Switzerland as 'SG 8550'. '42KR' features in Steinemann's book *Faszination auf Rädern. Rolls-Royce und Bentley* published in 2002.

The Phantom returned to the UK in March of this year. The engine and gearbox are described by the vendor to be in running order. It would benefit from a service and light recommissioning due to long term storage. Both the paintwork and chassis appear to be in good order, as does the interior.

£65,000 - 75,000

€76,000 - 88,000

Property of a deceased's estate

1963 JAGUAR E-TYPE 'LIGHTWEIGHT' REPLICA

Registration no. AMO 390A

Chassis no. 879769

- *Left-hand drive export model*
- *Built by marque specialist Rob Beere in 1996*
- *Raced circa 1996-2001*
- *Present ownership since 2001*
- *FIA papers applied for (see text)*



Manufactured on 3 July 1963, left-hand drive chassis number '879769' was despatched to the famous German Jaguar dealer and racer, Peter Lindner. The E-Type found its way home in the 1980s before undergoing restoration and conversion by renowned marque specialist, Rob Beere. The work was completed in 1996 and is estimated to have cost circa £100,000 (see file). The car was then raced for around five years before being put up for auction in December 2001 and purchased by the lady vendor's late husband as he loved Historic GT racing and in particular the Lightweight E-types. He never raced the E-Type, as he did not have a race licence, and even after one had been obtained the car was used primarily for track days or for testing days to assess any improvements he made to it. The car was track tested at Brands Hatch where he made changes to the exhaust system to comply with the noise regulations, although it is not known if the car would be acceptable today.

In 2011, the owner decided that it would be more economical to drive to tracks instead of paying for transportation. He set about making the E-Type road legal and the car was duly registered with the DVLA as 'AMO 390A'. The car passed its MoT in August 2011, but having purchased a car trailer the owner decided not to continue with annual MoTs. An engineer by trade, he enjoyed working on the E-Type more than driving it, and would spend hours maintaining and improving the car to keep it in perfect running order.

We are advised by the vendor that the engine runs well and sounds great, with no untoward noises nor smoke from the exhaust. No problems have been encountered selecting gears when reversing in and out of the garage, and the clutch has been checked recently. The chassis is said to be structurally sound and has not been involved in any on- or off-track accidents since the 2011 MoT. The bodywork likewise is said to be excellent, with no mis-aligned panels or dents, no signs of rust on steel parts, and aluminium panels in very good condition. Paintwork is described as excellent, with only a few minor blemishes, while the electrics were checked by a specialist classic car electrician in April 2021. Recently started and road tested after a few years of inactivity, the E-Type is said to run well and should be a wonderful purchase for any lover of Historic GT cars.

New FIA papers have been applied for, FIA barcode sticker supplied and a few minor homologation issues identified (see file).

£80,000 - 100,000

€93,000 - 120,000

261

**1971 MERCEDES-BENZ 280 SE
3.5 CONVERTIBLE**

Registration no. KBJ 86J
Chassis no. 11102712002926

- *Last-of-the-line modern classic*
- *Automatic transmission*
- *Left-hand drive*
- *Imported into the UK in 2010*
- *Present ownership since 2010*





"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one." – *Car & Driver* on the Mercedes-Benz 280 SE 3.5.

The fact that *Car & Driver* felt compelled to comment on the 280 SE's price is understandable when one considers that at \$13,500 in 1970 it was not only \$3,500 more than that of the equivalent Mercedes-Benz saloon but also more than double that of a Cadillac Deville Coupé!

The ultra-luxurious 280 SE Coupé/Cabriolet (and 300 SEL saloon) had been chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition. Thus equipped, the Coupé/Cabriolet was good for 125mph with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures. Although the equivalent SEL saloon used the 'New Generation' bodyshell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220 SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows, and a stereo radio as standard.

Significantly, the 280 SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

An automatic transmission model, this left-hand drive Mercedes-Benz 280 SE 3.5 Convertible was acquired via Cooper Classics of New York, USA. The car was imported by the current vendor and registered in the UK in 2010. It has been used infrequently and for special occasions, and is said to drive well at any speed. The passage of time and changes of circumstances mean that this much-loved Mercedes-Benz needs to find a new custodian. Described by the private vendor as in good condition throughout, the car is offered with a V5C document and will be freshly MoT'd by time of sale.

The stylish 280 SE 3.5 has long been regarded as a classic of post-war design, possessing a timeless elegance that turns heads and gathers appreciative glances to a degree unmatched by its modern-day counterparts. Above all else, the 280 SE with the desirable 3.5-litre engine identifies its owner as a true connoisseur.

£170,000 - 220,000
€200,000 - 260,000

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.

262

1939 MG VA DROPHEAD COUPÉ

Coachwork by Salmons (Tickford)

Registration no. FUV 918

Chassis no. 2323

- *Rare pre-war MG model*
- *Present ownership since 1983*
- *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 1983. There are various invoices on file issued by marque specialists SWV 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.

£30,000 - 40,000

€35,000 - 47,000

263

1987 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. 69721

- *Iconic model*
- *Present ownership since 2001*
- *Circa 24,000 miles from new*
- *Last major service June 2021 by Rardley Motors, including cambelts*



"There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name." - *Motor*.

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

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 being, somewhat unusually for a production Ferrari, of aluminium (its steel doors and roof excepted). 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.

An early 'single wheel nut' model (later cars had five bolts), this example of Ferrari's epoch-defining supercar was purchased by the current vendor on 28th April 2001 from Maranello Concessionaires, Egham. The car has since been regularly maintained and serviced by Maranello, Kent High Performance and Rardley Motors, and is in excellent original condition, with a very clean engine and believed original paintwork. The last major service was carried out in June 2021 by Rardley Motors, including a change of cam belts and a new MoT (expires June 2022). Used by the vendor for touring in the UK, Europe and Australia, the car has covered only some 24,000 miles from new. A guaranteed head-turner wherever it goes, this wonderful Testarossa would be the perfect addition to any collection of Ferraris.

£80,000 - 100,000
€93,000 - 120,000



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Try something new. Motor sport the way it used to be.

A sociable and competitive drive through the enchanting Glens, across the moors and alongside the beautiful lochs of the Scottish Highlands.



2 to 7 Sept 2021



2 to 12 Oct 2021

Steep and twisty mountain roads of the Gavia and Stelvio Passes, mind-blowing scenery of the Dolomites, spectacular lakeside views, luxurious hotels and convivial competition.



Short, weekend event to serve as an introduction of our sport to our sons, daughters, nephews, nieces and other family members.



25 to 27 March 2022



24 Apr to 5 May 2022

Enjoy the best of the ancient kingdoms and principalities of the north of Spain, with renowned race circuits and luxury hotels, from Barcelona to Santander.



Starting from Belgium, this adventure sees crews driving 5,500km in three weeks on gravel and asphalt roads across Europe, heading for historic Istanbul, where East meets West on the shores of the Bosphorus.



13 June to 3 July 2022

Most events for cars of a specification produced before 1977, with separate classification for cars of a specification produced before 1946.

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NOTICE TO BIDDERS

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

1. OUR ROLE

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

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

2. LOTS

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

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Prices below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

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

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

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

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

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

Bidding in person

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

Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

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

Bidding via the internet

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

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

Bidding through an agent

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

details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. 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% of the *Hammer Price* on the first £10,000; plus
25% of the *Hammer Price* from £10,001 and up to £450,000; plus
20% of the *Hammer Price* from £450,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,000

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).

Hammer Price	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 licences 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 in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any Lot or any *Description* or *Estimate* made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all Lots are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good

condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

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 practical *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, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

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

2 SELLER'S 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 his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the Seller's ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would 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.
- 4.3 For the period referred to in paragraph 4.2, the Lot can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the Lot may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the Lot by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "Storage Contract") with the Storage Contractor for the storage of the Lot on the then current standard terms and conditions agreed between Bonhams and the Storage Contractor (copies of which are available on request). If the Lot is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per Lot per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the Lot will either be held by us as agent on behalf of the Seller or held by the Storage Contractor as agent on behalf of the Seller and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the Lot into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the Lot from the Storage Contractor's premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any Lot not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the Lot by you or on your behalf.

5 STORING THE LOT

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

- will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.
- 6 RESPONSIBILITY FOR THE LOT**
- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the **risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if earlier, and you are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.**
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for *Sale*) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for *Sale*) and to apply any monies due to you as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or

- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, VAT and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an

- indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot* but not if: the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (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 *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to

be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

"Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any Lot will be paid.

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

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

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

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

"Bonhams" Bonhams 1793 Limited or its successors or assigns.

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

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

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

"Buyer" the person to whom a Lot is knocked down by the

Auctioneer. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the Lot. **"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

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

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

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

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

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

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

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

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

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

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

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

"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."

THE BONHAMS MOTORING NETWORK

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

Devon, Cornwall & Somerset
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire & Dorset
Michael Jackson
Tel: (01794) 518 433

Wiltshire, Hants, Glos, Berks & Somerset
Greg Pullen
Lower heath Ground
Easterton
Devizes
Wiltshire
SN10 4PX
Tel: (01380) 816 493
greg.pullen@
bonhams.com

Lincoln & East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel / Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

Midlands
Motor Cars
Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans@
bonhams.com

Home Counties
David Hancock
Tel: (01428) 604 383
Mob: (07774) 747 017
david.hancock@
bonhams.com

Herts, Beds, Bucks & Oxon
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
Mob: 07973 661 051
martin.heckscher@
bonhams.com

Lancs, Yorks, N. Counties & Scotland
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Lancs
Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 491 737

Shropshire, Glos & Wales
Jim Reynolds
Childe Road
Cleobury Mortimer
Kidderminster
Shropshire
DY14 8PA
Tel: (01299) 270 642
jim.reynolds@
bonhams.com

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Mob: +49 172 2088330
hans.schede@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

The Netherlands
Koen Samson
De Lairesestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

USA (Head offices)

San Francisco
Jakob Greisen
601 California Street
San Francisco,
CA 94108
Tel: +1 415 391 4000
motors.us@
bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
rupert.banner@
bonhams.com

Los Angeles
Mathieu Guyot-Sionnest
7601 Sunset Blvd
Los Angeles, CA 90046
Tel: +1 323 436 5450
mathieu.sionnest@
bonhams.com

Gordan Mandich
7601 Sunset Blvd
Los Angeles, CA 90046
Tel: +1 323 436 5412
gordan.mandich@
bonhams.com

USA Representatives

Midwest and East Coast
Evan Ide
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Pacific Northwest
Mark Osborne
Tel: +1 415 518 0094
mark.osborne@
bonhams.com

Tom Black
Portland, OR
Tel: +1 503 239 0227

South
Stephen Mancuso
Tel: +1 901 502 4265
stephen.mancuso@
bonhams.com

Southeast
Greg Porter
Tel: +1 336 406 6636
greg.porter@
bonhams.com

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
info.au@bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
kaka943@icloud.com

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
ryo.wakabayashi@
bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
hongkong@
bonhams.com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
singapore@
bonhams.com

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 maybe of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box ☐ Would you like to receive e-mailed information from us? if so please tick this box ☐

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g. - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title: Goodwood Festival of Speed Sale	Sale date: Friday 9 July 2021
Sale no. 26999	Sale venue: Goodwood, Chichester
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments: £10 - 200by 10s £200 - 500by 20 / 50 / 80s £500 - 1,000by 50s £1,000 - 2,000by 100s £2,000 - 5,000by 200 / 500 / 800s £5,000 - 10,000by 500s £10,000 - 20,000by 1,000s £20,000 - 50,000by 2,000 / 5,000 / 8,000s £50,000 - 100,000by 5,000s £100,000 - 200,000by 10,000s above £200,000at the auctioneer's discretion	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
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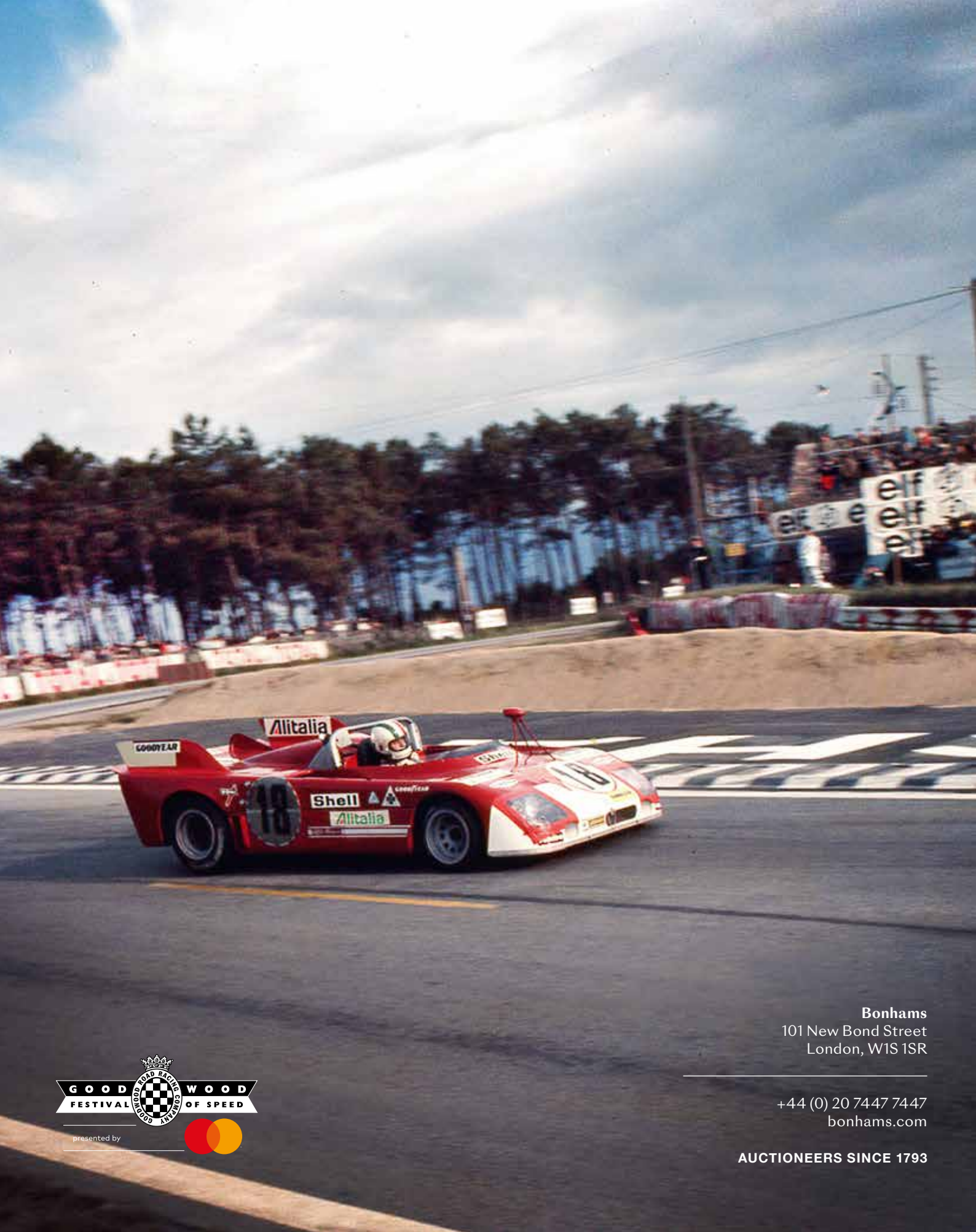
Lot No	Year	Model
226	1955	AC Ace Bristol Roadster
241	1972	Alfa Romeo Tipo 33 TT3 3-Litre Racing Sports-Prototype
249	1932	Alvis Speed Twenty 'SA' Tourer
225	1927	Amilcar CGS Voiturette
216	1935	Aston Martin 1½-Litre Mark II Short-Chassis Tourer
250	1958	Aston Martin DB Mark III Sports Saloon
233	1962	Aston Martin DB4 'Series IV' Vantage Sports Saloon
229	1964	Aston Martin DB5 Convertible
207	1966	Aston Martin DB5 Sports Saloon
244	1967	Aston Martin DB6 Sports Saloon
224	1967	Aston Martin DB6 Vantage Sports Saloon
212	1970	Aston Martin DB6 Mk2 Vantage Sports Saloon
236	1981	Aston Martin V8 'Oscar India' Sports Saloon
253	1989	Aston Martin V8 Vantage Volante 'X-Pack' 7.0-Litre
239	2007	Aston Martin V12 Vanquish S 2+2 Ultimate Coupé
222	1974	Bentley Corniche Two-door Saloon

Lot No	Year	Model
235	1985	Bentley Continental Convertible
232	2006	Bentley Continental GT
243	1938	BMW Sports Roadster
254	1983	BMW E24 635CSi Group A Competition Coupé
248	2000	BMW Z8 Roadster with Hardtop
238	1928	Bugatti Type 40 Torpedo Sports
208	1931	Bugatti Type 49 Open Tourer
206	1990	De Tomaso Pantera GT5-S Coupé
234		Ferrari Dino 246/60 Formula 1 racing single-seater
220	1958	Ferrari 250 GT Berlinetta
218	1987	Ferrari 412GT Coupé
263	1987	Ferrari Testarossa Coupé
246	1990	Ferrari F40 Berlinetta
217	1995	Ferrari 456 GT Coupé
219	2005	Ferrari 575M Superamerica Convertible
255	2010	Ferrari 612 Scaglietti 'One to One' Coupé



Lot No	Year	Model	Lot No	Year	Model
227	2016	Ferrari 458 Speciale Coupé	237	2017	Mercedes-Benz G63 AMG Brabus B63S-700 Widestar
210	2011	Force India-Mercedes VJM-04 Formula 1 Racing Single-Seater	242	1934	MG Magnette 'K3' Specification Supercharged Roadster
258	1959	Jaguar XK150 '3.8' Drophead Coupé	262	1939	MG VA Drophead Coupé
223	1959	Jaguar XK150 3.8-Litre Drophead Coupé	201	1962	Ogle SX1000 Competition Coupé
260	1963	Jaguar E-Type 'Lightweight' Replica	204	1986	Porsche 911 Carrera 3.2-Litre Targa SSE Coupé
256	1965	Jaguar E-Type 'Series 1' 4.2-Litre Roadster	257	1989	Porsche 911 Type 930 Turbo Coupé
251	1956	Lagonda 3-Litre Drophead Coupé	202	c.1950	RA4 Vanguard Formula Libre Grand Prix Monoposto
221	1963	Lagonda Rapide Sports Saloon	240	1936	Riley 1½-Litre TT Sprite Competition Sports
230	2017	Lamborghini Aventador S LP740-4 Coupé	215	1920	Rolls-Royce 40/50hp Silver Ghost Alpine Eagle Skiff Torpedo
205	1962	Lotus Elite Coupé	259	1929	Rolls-Royce 40/50hp Phantom I Limousine
211	1928	Maserati Tipo 26B 2.1-Litre Sports, Gran Premio and Formule Libre Racing Two-Seater	228	1935	Rolls-Royce Phantom II Continental Sports Saloon
231	1972	Maserati Ghibli SS 4.9-Litre Coupé	247	1978	Rolls-Royce Corniche Convertible
261	1971	Mercedes-Benz 280 SE 3.5 Convertible	214	1993	RUF RCT Coupé
209	2007	Mercedes-Benz SLR McLaren 722 Edition Coupé	203	2002	Subaru Impreza WRX STi Group A Rally Car
252	2011	Mercedes-Benz SLS AMG Roadster	245	1926	Vanguard Formula Libre Grand Prix Monoposto





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101 New Bond Street
London, W1S 1SR

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