

Bonhams



The Bond Street Sale

Important Collectors' Cars and Fine Automobilia

New Bond Street, London | 4 December 2021







The Bond Street Sale

Important Collectors' Cars and Fine Automobilia

101 New Bond Street, London | Saturday 4 December 2021 at 15:00

SALE NUMBER

26805

ILLUSTRATIONS

Front Cover: Lot 115
Inside Front Cover: Lot 125
Inside Back Cover: Lot 115
Back Cover: Lot 118

VIEWING

Friday 3 December 09:00 - 17:00
Saturday 4 December from 09:00

SALE

Saturday 4 December
Automobilia 14:00
Motor Cars 15:00

ENQUIRIES

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

Automobilia
+44 (0) 1483 445494
+44 (0) 1483 445496
automobilia@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

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

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

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

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

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

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

Louis Frankel
+44 (0) 20 7468 5801
louis.frankel@bonhams.com

BIDS

- Bid online/APP

Register to bid online by visiting
www.bonhams.com/26805



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

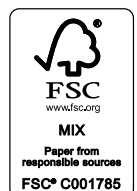
Please see back of catalogue for important notice to bidders

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.

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.

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. All cheques should be made payable to Bonhams 1793 Limited.

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 katie.barnet@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.

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 Katie Barnett.

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. All cheques should be made payable to Bonhams 1793 Limited.

Are there any other charges?

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

For Automobilia the Buyer's Premium is 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.

When can I clear my purchases?

Once full payment has been received, purchases may be cleared (where possible) immediately after the auction until 5pm on Saturday 4 December.

All unpaid and uncollected lots of Automobilia will be removed to Bonhams Guildford office for collection by appointment only. Collection appointments commence from Wednesday 8 December.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers 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

Louis Frankel

Malcolm Barber



Mark Gold

Katie Barnet

Katherine Broad

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

Gordian Mandich

Mathieu Guyot-Stonnest

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 Papiro

+44 (0) 1483 445494
adrian.papiro@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

Senior Administrator

Katie Barnet
+44 (0) 20 3988 6306
katie.barnet@bonhams.com

Administrator

Katherine Broad
+44 (0) 20 7468 5806
katherine.broad@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

Catalogue Subscriptions

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

Buyers/Sellers Accounts UK

Cheryl Uggles
+44 (0) 20 3988 6445

Buyers/Sellers Accounts US

+1 (415) 861 7500

Collections

Removal and Storage of Vehicles

Vehicles must be collected from the sale venue by 6pm on Saturday 4 December 2021, at which point all remaining unpaid lots will be uplifted by E.M.Rogers to their store at the client / buyers expense.

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

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

£30 + VAT per motor car per week

Transport and Shipping

A representative from E.M.Rogers 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).

E.M.Rogers

+44 (0) 1604 755 511
trafficdesk@emrogers.co.uk
www.emrogerstransport.com

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Neil Fraser
Tom Gidden
Jack Passey
Roger Dixon (Automobilia)
Daniel Brooke (Automobilia)

Directions to New Bond Street

By Underground

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

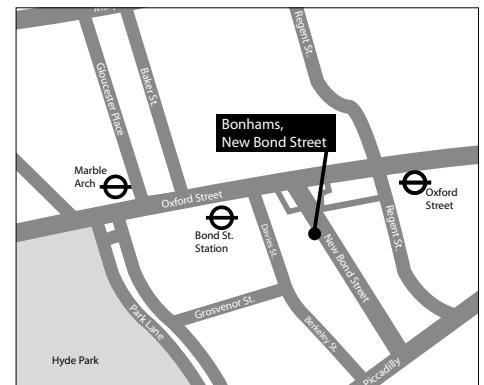
Parking

Q-Park
Cavendish Square
London, W1G 0PN

Address

101 New Bond Street
London, W1S 1SR

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



Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the sale day. 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 Wednesday 8 December 2021

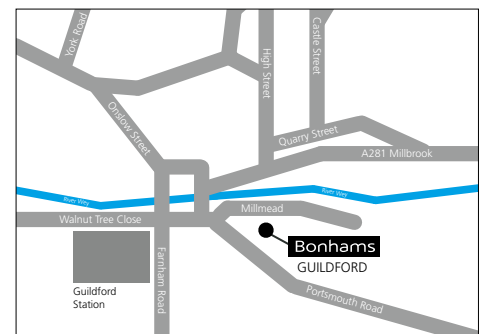
To arrange an appointment for collection please contact the Automobilia Department on 01483 445494 / 01483 445496 or automobilia@bonhams.com

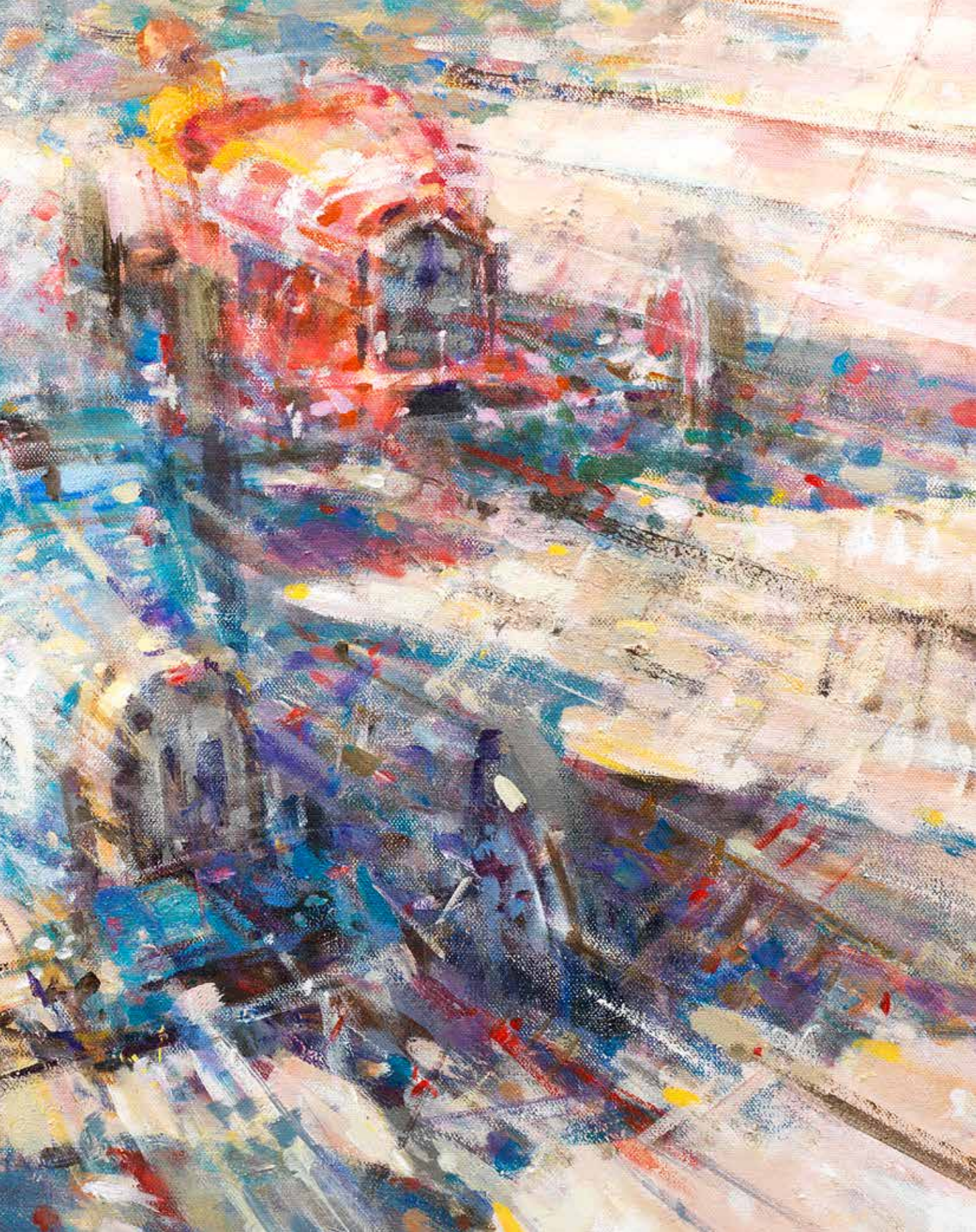
All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

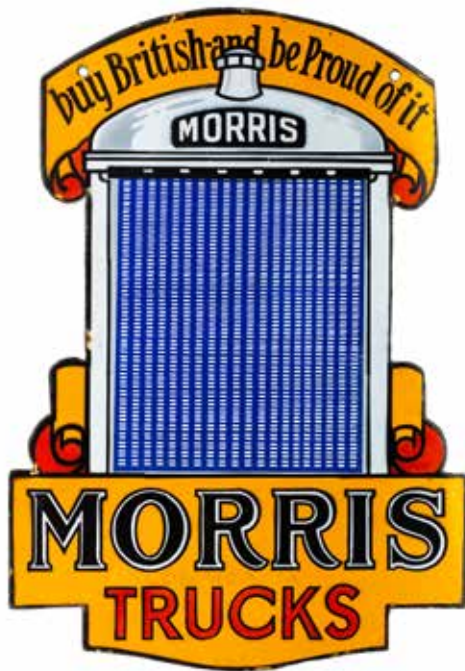
All lots marked with a \diamond will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

Storage will commence from Monday 13 December 2021.







1



2



3



4



5

1
A 'MORRIS TRUCKS' DOUBLE-SIDED SHAPED ENAMEL SIGN, 1930S,
 in five colours featuring the Morris radiator, with remains of 'Morris-Commercial' label and with some chips and scars to upper section on one side, with holes for hanging, minor chips and scratches elsewhere, 57 x 41cm.
£800 - 1,200
€940 - 1,400

2
DEXTER BROWN (BRITISH 1942-), 'BUGATTI VS ALFA ROMEO - MONACO GRAND PRIX 1933',
 signed, acrylic on canvas, race scene depicting eventual winner Achille Varzi in the Bugatti Type 51 battling for position with Tazio Nuvolari in the Alfa Romeo 8C Monza, 50 x 61cm, framed, 58 x 69cm overall.
£1,600 - 2,000
€1,900 - 2,300

3
A 1972 JOHN PLAYER GRAND PRIX OF EUROPE RACE PROGRAMME SIGNED BY MANY DRIVERS,
 4to, 64 numbered pages, in card cover with outer portfolio, the programme signed by Stirling Moss on the front cover, including the signatures of six drivers World Champions: Graham Hill, Jackie Stewart, Niki Lauda, Denny Hulme, John Surtees and Emerson Fittipaldi; other drivers comprising Mike Hailwood, Jacky Ickx, Ronnie Petersen, Chris Amon, Andrea de Adamich, Carlos Pace, Carlos Reutemann, Peter Revson, Tim Schenken, Jean-Pierre Beltoise, Henri Pescarolo. Rolf Stommelen, signed on their images on pages 26/27; Arturo Merzario and Nanni Galli also signed on page 26; together with four other items of printed ephemera from the race.
 (6)
£1,200 - 1,500
€1,400 - 1,800



6



7

4 †

A FINE 'LEAPING TIGER' MASCOT BY CASIMIR BRAU FOR HERMES, FRENCH, CIRCA 1925,

signed 'C Brau' and stamped 'Depose' to base, nickel-plated bronze mascot with Art Deco styling, stamped '215' to underside of body, 22.5cm long, mounted on a turned wooden display base, offered together with a photocopy of the Hermes catalogue advertisement reproduced in the reference title Michel Legrand: Mascottes Passion.

(2)

£2,000 - 3,000

€2,300 - 3,500

5 †

A 'FAUCON' (FALCON) GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 5TH AUGUST 1925,

moulded 'R.Lalique' with double-tailed 'Q' and wheel-cut 'France' to left side of base, in clear glass with light grey hue, 15.5cm high, internal bubble to base.

£3,000 - 4,000

€3,500 - 4,700

6 † ◊

A WICKER-CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1909,

the wicker case with handle, nickel-plated locks, with lid opening to wicker compartmentalised interior fitted with Thermos flask, one large and one smaller wicker-covered glass drinks bottles, two food tins, a set of four gilt-edged bone china tea-cups by Mintons, and two condiments jars, with side-plates and cutlery housed behind leather straps in the lid, the case measuring 59 x 32 x 16cm overall.

£1,500 - 2,000

€1,800 - 2,300

7 † ◊

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

black leather-clad case, with nickel-plated handles, lock and catches, the lid opening to wicker framework interior fitted with wicker-handled copper kettle with burner and stand, oil flask, wicker-covered glass drinks bottle, a smaller glass milk bottle, a 'Coracle' brand ceramic-based food container, two smaller food tins, a set of four Bisto bone china tea-cups with accompanying saucers, a set of four glass tumblers in wicker cases, ceramic butter jar and two condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, with key, the case measuring 59.5 x 34 x 18cm overall.

£4,000 - 5,000

€4,700 - 5,800

8 † ◊

A CASED PICNIC SET FOR FOUR PERSONS, RETAILED BY HARRODS, CIRCA 1905,

black leather-clad case with leather handles, brass catches and brown leather trim, the lid opening to wooden compartmentalised interior fitted with Thermos vacuum flask, wicker-covered glass drinks bottle, one large and two smaller enamel-based food containers, two small glass bottles, four ceramic tea-cups, three glass tumblers in wicker cases, two ceramic butter or preserves jars by LM of Paris, and other condiments jars, with rectangular enamel plates, saucers, and cutlery housed behind leather straps and clips in the lid also bearing ivory plaque to corner marked 'Harrods Ltd Basket, Brush, & Turnery Dept. London. S.W.1', the case measuring 70 x 44 x 19cm overall.

£5,000 - 6,000

€5,800 - 7,000

9 † ◊ ◊

A LARGE AND IMPRESSIVE RUNNING-BOARD MOUNTING PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,

black leather-clad case with nickel-plated handles, catches and lock, the lid opening to reveal wicker framework interior fitted with two large Thermos vacuum flasks, a large food tin, two 'Coracle' brand ceramic-based food boxes, two glass milk bottles, six ceramic tea-cups, accompanying saucers and side-plates, six stacked plated metal beakers, and butter jar, with six rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 92 x 31 x 20.5cm overall.

£8,000 - 9,000

€9,400 - 11,000



8



9

10 †

TWO RADIATOR DECANTERS FOR BUGATTI AND MERCEDES-BENZ,

comprising a Bugatti decanter by Ruddspeed, British 1960s, with chromed surround, enamel badge and black grille, 19.5cm high, and a Mercedes-Benz decanter by Classic Stable, with wire-mesh grille, badge and 'Three-Pointed Star' mascot, with label to underside numbered 'MGS B116', 23.5cm high.

(2)

£2,000 - 3,000

€2,300 - 3,500

11 † †

A BUGATTI DISPLAY RADIATOR, 1991,

showroom limited edition display piece produced by the Bugatti factory for the introduction of the EB110 model in 1991, plated metal surround with dummy honeycomb 'core', with Bugatti badge, and cap, standing 76cm high overall.

£2,000 - 3,000

€2,300 - 3,500



10



11

The following two lots 12 and 13 are being offered by descendants of the late Tom Cole.



12

Thomas Lionel Howard Cole, Jr. (1922-1953) - RACING DRIVER

Anglo-American owner-driver Tom Cole was regarded as a fast-developing potential star during the early 1950s. Born in Llandaff, South Glamorgan, Wales in June 1922, he contracted polio as a child, was immobilised for several years, but ultimately emerged with relatively minor disability.

His family - which had interests in shipping and in the Vidor battery business - settled in America in 1939 where 'Boy' - as they called Tom - attended Harvard University for a year, before joining the US Merchant Marine as the US entered World War 2. He later drove an ambulance for the American Field Service before post-War spending much of his time in the UK and Europe.

His competitive spirit found an outlet in motor sport where his physical disabilities proved no obstacle to performance. In 1947-48 he entered his first rallies, hill-climbs and sprints in first a Buick, then a Jaguar SS100 which he also circuit raced. Back in America in 1949 he drove an HRG at Bridgehampton and Watkins Glen. He was instrumental in triggering manufacture of the Allard-Cadillac V8 sports car series, racing his successfully in the US and sharing 3rd place at Le Mans with constructor Sydney Allard.

Further success in an Allard-Chrysler preceded drives in a Ferrari 225 S Berlinetta at Le Mans 1952, then a Ferrari 225 S Spider in the Sicilian Targa Florio, the cup is offered as lot 12, the Italian Coppa Dolomiti and Bari GP and British races at Boreham and Goodwood.

Slightly built, bespectacled, Tom Cole did not "look like" a racing driver, but on track he proved extremely capable. For 1953 he bought a Formula 2 Cooper-Bristol single-seater only to have it destroyed by fire in the Syracuse GP.



13

For sports car racing he acquired a powerful new Ferrari 340 MM V12, liveried in American racing colours of blue and white. He finished a fine fourth with it in the 1,000-mile Mille Miglia (see lot number 13), 2nd at Silverstone, then co-drove Peter Whitehead's Jaguar C-Type to win the Hyeres 12-Hour race in France. At Le Mans he shared his Ferrari 340MM with US Ferrari importer and three-time Le Mans winner Luigi Chinetti. They ran 3rd before - early on the Sunday morning - Tom Cole lost his life in a crash at the notorious White House bend. An extremely well-liked, popular sportsman, he was deeply mourned...

12

THE 1952 XXXVI TARGA FLORIO 'SOC. GEN. ELETTRICA SICILIA' TROPHY, PRESENTED TO TOM COLE, DRIVING FERRARI 225 S SPIDER,

silver-plated metal two handled cup (handles detached), currently 23cm high, (27cm with handles), mounted on a black painted turned wooden base with engraved presentation plaque. Tom Cole, race number 58, drove Ferrari 225 S Spider, chassis number 0194ET, to 11th place overall (4th in class).

£800 - 1,200
€940 - 1,400

13

THE 1953 XX MILE MIGLIA 'COPPA COMMISSARIATO PER IL TURISMO - ROMA' TROPHY, PRESENTED TO TOM COLE, DRIVING FERRARI 340 MM SPIDER,

embossed plated metal urn, 30cm high, mounted on a turned wooden base with engraved presentation plaque, 38cm high overall. Tom Cole, race number 608, drove Ferrari 340 MM Spider, Chassis number 0248MM in the 1953 Mille Miglia to 4th overall (4th in class)

£1,000 - 1,500
€1,200 - 1,800



14



14 (detail)



15



16

PROCEEDS FROM THE SALE OF LOT 14 ARE TO BE DONATED TO CHARITABLE CAUSES.

**14
A SIGNED MCLAREN SENNA PROTOYPE REAR WING,**

used during the development of the McLaren Senna in 2018 on vehicle VP736 at Silverstone and the McLaren Test Facility in Spain, carbon fibre composite construction with McLaren orange rear wing end plates, signed by Mike Flewitt (CEO of McLaren Automotive Limited); Andrew Palmer (Vehicle Line Director - Ultimate Series); Rob Melville (Design Director) and Amanda McLaren (McLaren Ambassador and daughter of Bruce McLaren)*, measuring 180 x 40 x 28cm overall, sold with McLaren certificate of authenticity dated 26 October 2021.

(2)
£10,000 - 14,000
€12,000 - 16,000

* Positions correct at time of signing.

15^o
A FINE 1:8 SCALE MODEL OF THE 1960 MONACO GRAND PRIX WINNING LOTUS-CLIMAX 18 BY R.A.E. MODELS, by Robert Alan Edney Models of Chertsey, detailed hand-built kerbside model of the single-seater (chassis No. 912), with detailed cockpit and open side panels, finished in dark blue race livery and wearing race number 20, as driven to victory by Stirling Moss at the Grand Prix event, measuring 42cm long, mounted on a tiled effect Perspex display plinth with facsimile Stirling Moss signature, measuring 60 x 27 x 14cm overall.

£1,300 - 1,500
€1,500 - 1,800

16[†]
A FINELY DETAILED 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5 CONSTRUCTED BY EAGLEMOSS LTD, kit-built from the Eaglemoss series, constructed from metal and plastic parts, originally licensed by both Eon Productions and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, in operational order with working lights, illuminating dashboard and accelerator operating engine sound, 57cm long, contained in original carton padded box with '007' sleeve, Certificate of Authenticity numbered 051/200, accompanying brochure and owner's manual pamphlet, and Simon Hugo & Will Lawrence: James Bond's DB5; published by Eaglemoss Ltd 2020, hard covers with dust jacket, 264 numbered pages, well illustrated title detailing the DB5's association with the 007 franchise. (Qty)

£4,000 - 5,000
€4,700 - 5,800

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.



17



17

17 †

**EIGHT FRICTION-POWERED TINPLATE
CLOCKWORK RACE-CAR TOYS BY
JOUSTRA OF FRANCE, 1960S,**

comprising five in silver-coloured livery, two in red, and one in pale yellow, some differing slightly in design and race numbers, each with miniature figure, two lacking windscreens, in various states of playwear, each 28cm long, together with an edition of the reference title Nicolas Leonard: Joustra - La Marque Francaise de Jouets Mechaniques; published by Du May, 2003, with dust-jacket depicting the model and referencing the model types (see pages 96-97), and offered with a Bugatti Coupe Riviera glass deskpiece by Cristal Daum of France, engraved 'Daum France' to and sticker to left side, 38cm long.

(10)

£1,000 - 1,500

€1,200 - 1,800

18 ◊◊◊

**A 'MINOR JUNIOR' CHILD'S PEDAL CAR,
BRITISH, 1990S,**

by The Morris Minor Centre, Bath, originally launched at the 1991 Earls Court Motor Show and modelled on the Morris Minor 1000, one of only 56 examples produced in the first production run in the 1990s, black composite moulded body, maroon upholstery, treadle pedals to cranked rear axle, with opening boot and bonnet with dummy engine, alloy bumpers and with Registration Number 'MPC 2' to boot, metal wheel discs and with pneumatic tyres, some light storage wear, approximately 160cm long.

£1,500 - 2,200

€1,800 - 2,600

19 ◊◊◊

**AN AUSTIN J40 CHILD'S PEDAL CAR,
BRITISH, 1960S,**

chassis number indistinct, finished in red with black upholstery, chromed brightwork, bonnet opening to reveal dummy engine with spark plugs, with chromed wheel discs and fitted with white pneumatic tyres (deflated), the bumpers fitted with 'S 1' number plates, approximately 152cm long, some playwear requiring some light restoration, lacking 'Flying A' mascot, offered together with spare headlamp and Perspex lens.

£1,800 - 2,400

€2,100 - 2,800



18



19



20 00

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

approximately 2/3 scale, a limited edition with plaque to cockpit numbered 034, of believed 250 eventually produced at the Morgan factory to commemorate the centenary of the HFS Morgan design, lightweight aluminium body finished in sports red livery with silver coloured cowling bearing Morgan badge with black grille, dummy V-Twin 'engine' and chromed dummy 'exhausts', rotary pedals driving rear wheel, working headlights powered by 12V battery, with spoked wheels and rubber tyres, front sprung suspension, black vinyl upholstered seat, three-spoke steering wheel and aero type windscreen, in seemingly good order and showing little signs of use, measuring approximately 200 x 100cm overall.

£2,000 - 3,000

€2,300 - 3,500



(detail)

END OF AUTOMOBILIA

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.

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 21 - 24

21

'KBM 75'

UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document,
expires 29 08 2025.

£1,200 - 1,800

€1,400 - 2,100



KBM 75

22

'BH 14'

UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document,
expires 21 11 2025.

£6,000 - 8,000

€7,000 - 9,400



BH 14

The BH number series were issued in
Buckinghamshire from 1 January 1904.

23

'CMJ 1'

UK VEHICLE REGISTRATION NUMBER,

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

£25,000 - 35,000

€29,000 - 41,000



CMJ 1

CMJ 1 was issued in April 1939.

24

'72 K'

UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document,
expires 31 08 2031.

£45,000 - 65,000

€53,000 - 76,000



72 K

The K Series of numbers were issued by Liverpool
Borough Licencing Authority, starting with K 1 on
1 January 1904, the reversal (showing numbers
then K) was first issued in April 1960.

25 - 100

NO LOTS

Motor Cars

15:00

Lots 101 - 133

Further images of each lot can be found at:

www.bonhams.com/26805





1964 RENÉ BONNET DJET II COUPÉ

Registration no. EBY 375B

Chassis no. CRB11108

- One of 181 produced
- Revolutionary French sports car, the worlds first mid-engine production car
- Property of motoring historian and author David Blumlein
- Featured in *Classic Car* magazine (November 2007)
- Single ownership since 1992



In partnership with Charles Deutsch, René Bonnet first tried his hand at motor manufacturing in 1939 with a Citroën-based special, though further serious progress was curtailed until 1945. The duo formed Automobiles DB in 1949, turning to Panhard for engines and suspension components that would form the basis of a highly successful series of Le Mans class-winning sports prototypes and index of performance from the mid-1950s onwards. In 1961 the partnership split, Deutsch continuing with Panhard-based cars while Bonnet turned to Renault. One of Bonnet's first offerings was the stylish Djet, one of the first ever mid-engined road cars, though most examples ended up on the racetrack. A French motoring milestone, the Djet was powered by a 1,100cc Renault engine producing 70bhp in standard trim or 95bhp with Gordini tune, while beneath the typically slippery glassfibre coachwork there was a tubular backbone chassis, all round independent suspension, and four-wheel disc brakes. The René Bonnet is certainly a car for the cognoscenti, not to be confused with the later and differing Matra, Just 181 René Bonnet's were produced.

This Djet II has belonged to motoring historian and author David Blumlein since he imported the car in the early 1990s. He purchased the car from Patrick Roux in Lyon who had used the car for regional rallying. Since its arrival in the UK, the Djet has been stored, run and used by Andrew Oowler of the Matra Enthusiasts' Club.

Dated July 2020, Classic Assessments' report on file states the vehicle appears to be in good condition externally, with paintwork re-sprayed at some time. The interior likewise was said to be in good order, including the seats, door trims and dashboard. The report continues: "Mechanically, the original engine type has been overhauled and bored out to 1149cc and two twin choke Weber carburetors have been fitted. The engine, transmission, brakes, steering and suspension are reported as being in very good working order and having undergone considerable reconditioning and overhaul. The vehicle is considered to be a well prepared and highly useable example...".

Other noteworthy features include a close-ratio gearbox and 'quick' steering rack. While it does not retain its original engine, the engine fitted is the correct type and benefits from a Gordini cross-flow cylinder head. Featured in *Classic Car* magazine's November 2007 edition (photocopy available), this delightful French rarity is offered with numerous bills for servicing work carried out over the years, a fresh MoT, a quantity of old MoTs and assorted correspondence.

£35,000 - 50,000**€41,000 - 59,000****No Reserve**

1959 ALFA ROMEO GIULIETTA SPRINT COUPÉ

Registration no. 330 XVN

Chassis no. 149309141

- *Original European left-hand drive example*
- *Finished in Bianco Nube with a blue vinyl/light grey cloth interior*
- *One owner from 1966 to 2012, an incredible time warp example*
- *Formed part of world-class collections*
- *Wonderful history file*



Following the ravages of war Alfa Romeo regrouped, equipping their rebuilt factories with the latest machinery to enable them once again to become a major manufacturer on the world stage. An all-new business plan was devised to gear up production and the 1,290cc Giulietta emerged to fulfil those ambitions. In best Alfa Romeo tradition, a twin-overhead camshaft engine was to power the new model, the smallest engine size ever offered by the company but yet, in standard form, developing a more than healthy 80bhp. The unit installed is a correct specification replacement and an early variant with gear driven fuel-pump. Although offered as a four-door saloon it was the sporting Bertone-styled Giulietta Sprint which captured the Italian sporting motorists' heart with its neat and functional styling turning heads from absolutely every angle.

A mildly developed Veloce engine was offered as an option giving 90bhp and providing a top speed in excess of 100mph. Handling was enhanced by independent front suspension with coil springs and wishbones with coil spring, radius arms, and A-bracket at the rear. The model ceased production in 1965 following an eleven-year run.

This delightful Giulietta Sprint 750B dates from 1959 and was built in left-hand drive for the German market. Later that year, it was sold by Auto Freidrich in Frankfurt to its first owner.

The early ownership details are unknown but on 1st July 1966, it was acquired by Douglas Foon Gee of Bellevue, Washington State, who evidently loved the little Alfa as he was to own it until August 22nd, 2012, a total of 46 years. It is believed the original engine suffered from frost damage whilst in his ownership. In 2017 it was sold to Axel Schuette and subsequently joined a significant private collection in Germany.

The condition genuinely needs to be seen to be fully appreciated. This beautiful Alfa has been cherished and has retained remarkable quality throughout. The odometer reading of circa 59,000 kms (circa 37,000 miles) is believed to be original.

In October this year it was sent to respected Alfa specialist Chris Robinson who carried out an extensive service, including work to brakes, steering, suspension, fuel pump etc. During this work the sump was removed to assess the internal condition of the engine. He found evidence of a recent rebuild. Invoices for the Robinson work are on file totalling £1,460.

It is supplied with its original Alfa pouch containing the Certificato di Origine, Owner's Manual (in German), a number of US Certificates of Title and the spare keys, as well as its original jack.

£30,000 - 40,000

€35,000 - 47,000

No Reserve

103 * N

**1970 ASTON MARTIN DB6 MARK 2
VANTAGE SPORTS SALOON**

Registration no. not UK registered
Chassis no. DB6 MK2/4241/R

- One of 71 DB6 Mark 2 Vantages
- Long-term AMOC member ownership (1974-2012)
- One of only three DB6 Mark 2s in Bahama Yellow
- Featured in the factory's Millennium Calendar, 'A Celebration of Craftsmanship'





Introduced in July 1969, the DB6 Mark 2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels, which necessitated flaring the front and rear wheelarches. All Mark 2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted until November 1970, during which time only 240 DB6 Mark 2s were manufactured, 71 of which were to Vantage specification.

Chassis number '4241/R' is one of only three DB6 Mark 2s originally finished in Bahama Yellow and the only example to have the high-performance Vantage engine. The Aston was first registered (as 'UKX 644J') on 1st December 1970 and retailed by Maurice Leo Ltd. In July 1974 the DB6 was acquired by AMOC members Mr & Mrs Ian Moore of Middlesex (also owners of a DB6 Mark 1), who would remain its custodians for the next 38 years. The Moores had purchased 'UKX 644J' from sometime Wiscombe Park competitor and commentator C A R Elwell, the first owner's son-in-law. Thereafter the Aston was used sparingly, seldom, if ever, venturing out in the rain.

The current owner purchased 'UKX 644J' via a UK auction in April 2012, by which time the car had covered only some 38,800 (warranted) miles from new. At that time the DB6 was described as "never allowed to deteriorate to the point of needing restoration", while its exceptionally original 'time warp' condition (paintwork, upholstery and major mechanical components) was also commented on favourably (2012 catalogue description on file). The engine was said to start readily and show over 100psi oil pressure when warm.

A measure of this DB6's then exceptional quality may be gained from the fact that Aston Martin archivist and historian, the late Roger Stowers, selected 'UKX 644J' for inclusion in the factory's Millennium Calendar, 'A Celebration of Craftsmanship'. This wonderful and extremely rare DB6 is offered with an old UK V5C Registration Certificate and a copy of the 2012 purchase invoice.

Please note the car will be subject to the reduced import tariff of 5% if it is to remain in the UK and, as it has been on static display for the past nine years, will require recommissioning prior to road use.

£160,000 - 200,000
€190,000 - 230,000
No Reserve

104 Ω N

One owner from new

**2010 PORSCHE 911 TYPE 997
SPORT CLASSIC COUPÉ**

Registration no. not registered

Chassis no. WP0ZZZ99ZAS794193

- *One of only 250 made*
- *Built to Swiss market specification*
- *402bhp engine*
- *Six-speed manual transmission*
- *Showing circa 182 km at time of cataloging*



Unlike in its earliest days, when only a tiny handful of models was on offer, the 911 in more recent decades has spawned a host of special, limited-edition variants catering for every taste, many of them offering increased performance over the base model. One such member of the Type 997 family is the Sport Classic, based on the Carrera S, which was introduced at the 2009 Frankfurt Auto Show. Production was limited to 250 units, all of which were sold in under 48 hours. Using the wider Carrera 4 body, but without four-wheel drive, the Sport Classic was inspired by the legendary Porsche 911 Carrera RS of 1973, adopting its illustrious ancestor's trademark fixed position ducktail spoiler. Normally aspirated, the Sport Classic's engine produced 402bhp courtesy of a newly developed variable resonance intake manifold with six switchable valves, while a six-speed manual gearbox was the only transmission on offer.

Other notable features included a 'double bubble' roof; 1970s-style chequered-finish door trim; Espresso (dark brown) braided leather upholstery; ceramic composite brakes; lowered suspension; Fuchs 19" alloy wheels; and special Sport Classic Grey exterior colour.

Built to Swiss specification, this rare and collectible Sport Classic was sold new to the current owner on 31st March 2010. To say that the standard specification was generous would be a gross understatement (it runs to almost 70 items) with only three optional 'extras': Sport shifter, preparation for mobile phone, and factory collection!

Representing a wonderful opportunity to acquire a little used example of the rare and exclusive, limited-edition Porsche 911 Sport Classic, the car is offered with copies of the aforementioned purchase invoice and specification sheets.

The Porsche has been on static display since acquisition and may require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£150,000 - 200,000

€180,000 - 230,000

No Reserve



Specification highlights include the following:

- Tyre pressure monitoring
- Side skirts
- Doors in aluminium
- Windscreen with grey top tint
- B-Xenon headlights
- Taillights with clear glass look
- Porsche Communication Management (PCM) including GPS navigation module
- Six-disc CD/DVD auto changer
- Automatically dimming mirrors
- Bose surround sound system
- Cruise control
- Heated front seats
- Adaptive sports seats with driver memory



105

2004 ASTON MARTIN VANQUISH S COUPÉ

Registration no. YJ54 TSM

Chassis no. SCFAC143J5B501642

- *Imported from Japan*
- *Right-hand drive*
- *Automatic transmission*
- *Only 29,000 kilometres recorded
(approximately 18,000 miles)*





An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001 with deliveries commencing a few months later. Styled by Ian Callum, the man responsible for the DB7, the Vanquish was developed with assistance from Aston Martin's parent company Ford using constructional techniques more advanced than those of any contemporary road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality. First seen in the DB7 V12, the 5.9-litre, 48-valve engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. The six-speed gearbox was controlled by F1-style paddles and could be operated in either of two modes: fully manual or computer-controlled automatic, with a 'sport' setting available on both. The inventory of standard equipment included almost everything the discerning connoisseur could wish for, while the performance - 190mph and 0-60mph in 4.5 seconds - placed the Vanquish firmly in the supercar class.

The Vanquish was built in two versions: two-seater and 2+2. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console while also featuring Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand.

Like many of its illustrious brethren, the Vanquish enjoys the distinction of being a 'James Bond' Aston Martin, featuring in the movie *Die Another Day* starring Pierce Brosnan as '007'.

Offered here is an example of the revamped Vanquish S that superseded the original version in 2004. Chief upgrade concerned the engine, which now produced 514bhp, an output good enough to make the Vanquish S a 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S.

The vendor saw this Vanquish S in Japan and loved its Old English White colour and contrasting black/red interior. The car was imported after the selling garage had completed some restoration work. Since then the vendor has completed trips to Lake Como and back and, somewhat less exotically, Leeds to Bury St Edmunds, and describes the Vanquish as a great classic drive. Currently showing only 29,000 kilometres (approximately 18,000 miles) on the odometer, the car is offered with a V5C document, and current MoT.

£60,000 - 90,000
€70,000 - 110,000
No Reserve

106 ^{Q N}

1995 ASTON MARTIN VANTAGE COUPÉ

Registration no. not UK registered

Chassis no. 070109

- *Built for the Belgian market*
- *Left-hand drive*
- *Desirable manual transmission*
- *Formerly UK registered*
- *Low mileage recorded*





'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1992, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appear superficially similar few panels are shared, and beneath the skin the Vantage chassis boasts the kind of extensive re-engineering required to cope with the massive increase in performance. The latter comes courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison and the ZF manual gearbox's six-speeds an unnecessary luxury.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. *Autocar* summed up the Vantage as, "a real Aston Martin; a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport".

A desirable manual transmission model, left-hand drive chassis number '070109' was built for the Belgian market and originally finished in Rolls-Royce Royal Blue with Parchment leather interior. The car was first registered in the UK on 1st August 2003, and MoT'd in 2005 showing 10,127 miles. The vendor acquired the Vantage from marque specialist Desmond Smail in May 2008, at which time it was stated that it had been owned by 'King Fahd Bin Abdula Aziz' (sic) presumed to be HRH King Fahd bin Abdulaziz Al Saud of Saudi Arabia. The recorded mileage was given as 10,500. The car is currently fitted with a mph speedometer showing 1,148 miles. A copy of the sales invoice is on file and the car also comes with copies of its specification sheet and last (expired) UK V5C Registration Certificate.

The Vantage has been on static display for a number of years and will require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£60,000 - 90,000
€70,000 - 110,000
No Reserve

107

1956 MERCEDES-BENZ 300SC COUPÉ

Coachwork by Sindelfingen

Registration no. 955 XVG

Chassis no. 188 014 6500134

- *One of only 200 built*
- *Coachbuilt in the traditional manner*
- *The most desirable of all Mercedes-Benz's post-war luxury models*
- *Formerly part of the Key Collection*
- *Present ownership since 2019*





Right from the marque's creation in 1926 by the merger of Daimler-Benz and Mercedes, Mercedes-Benz's top-of-the-range models have ranked in the forefront of the world's greatest automobiles. Throughout the 1950s the company's flagship model was the 300S, a luxurious Grand Tourer in the tradition of the pre-war 540 K that was both lighter and faster than its illustrious predecessor. Mercedes-Benz's first prestige car of the post-WW2 period, the 300 debuted at the Paris Salon in 1951.

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

Even more performance was available to those in a position to afford a 300S. At US\$12,500 the latter was more than double the price of the most expensive Cadillac and costlier than a 300 SL, so remained the province of a highly select clientele. Built in coupé, cabriolet and roadster versions, the 300S enjoyed an extra 35bhp courtesy of an increased compression ratio and three - as opposed to two - Solex downdraft carburettors. Its top speed was 176km/h (109mph), a figure improved upon by the subsequent 300Sc introduced towards the end of 1955 at the Frankfurt Motor Show. The 300Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both roadholding and handling.

The car's top speed was now 180km/h (112mph) with 100km/h (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardised.

Restored in Europe in the 1990s, this ultra-rare 300Sc coupé is finished in red with tan leather interior, the latter featuring a sunroof, fog lights, and Becker Mexico radio. A rare find indeed, this beautiful car was purchased by the Key Collection at a US auction and imported into the UK in November 2019.

The current vendor purchased the Mercedes at Bonhams' sale at the Goodwood Members Meeting in April 2019 (Lot 77). Post auction, the car was formally imported into the UK and after a thorough inspection by the DVLA was assigned a registration number and a V5C document.

Since acquisition the car has been thoroughly inspected and repaired by A&A Mercitech of Hoddesdon, Hertfordshire. Repairs included a new clutch, gear linkage, and cleansing the fuel tank and lines. Small dents in the wings were repaired and the bodywork re-sprayed.

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

£380,000 - 440,000
€450,000 - 520,000



Brian S. Wiggins 1926-1996

Brian Wiggins was born in London and was the son of a senior civil servant. Grammar school educated, he studied chemical engineering at Liverpool University following a period of National Service, and his first job saw him travelling the country on a motorcycle with the tools of his trade strapped to his back. Brian then went to work in India for a paper pulp factory, which he completely reorganised.

He then worked at The Distillers Company, the first UK company to manufacture antibiotics, where he met his wife, Margaret. She supported Brian in his enthusiasm for cars but was less than impressed when he gate-crashed her friends' engagement party and expected her to leave in the old Morris convertible he had bought her. Brian's immense energy and enthusiasm for a challenge led to his becoming a very successful entrepreneur in the chemicals business, earning the 'Queens Award for Small Business Exports' in the 1980s. He learned to sail, raced with Margaret as crew and took their four daughters along too. He also took up flying with a view to getting to business meetings more quickly, and discovered the joy of aerobatics.

Sometimes impulsive when it came to purchasing cars, Brian once surprised his family when he arrived home one evening in a bright red Lotus Elite having driven it straight from the stand at the Earls Court Motor Show.

When he retired, he purchased the Rolls-Royce Phantom II in this sale and had to extend a garage to house it. He joined the R-REC, becoming the club's National Chairman, and he and Margaret travelled many miles in the UK and abroad in the Phantom making a point of attending as many of the regional AGMs as possible. Brian also became an avid collector of Bentley motorcars and acquired an impressive collection of all but one of the Vintage-era models. They were housed in a design award-winning custom 'car barn', and kept in immaculate condition, winning many awards.

Another marque Brian favoured was Jaguar, and he restored that classic 'supercar' of its day, the SS 100, which he took great pride in. He and Margaret were keen members of their local Bentley Drivers' Club section, and covered many miles on regional rallies making firm friends up and down the country. Brian organised many rallies both here and abroad, and one of his proudest moments was helping organise the 'Round Britain Rally' to raise funds for the NSPCC, which involved meeting the patroness, HRH Princess Anne. Brian was a very generous man and lent his marvellous cars to many people so that they might share the joyous experience of driving them. With this in mind, his family hopes that these wonderful cars will bring great pleasure to others.

108

1935 ROLLS-ROYCE 40/50HP PHANTOM II TOURER

Registration no. BKR 55

Chassis no. 73TA

- Originally bodied as a sedanca de ville by Barker & Co
- First owned by Lord Astor
- Original registration
- Present ownership since 1987
- Carefully stored for the last 25 years



One of 1,768 Rolls-Royce Phantom IIs built, this example was originally bodied with sedanca de ville coachwork by Barker & Co to the order of Major the Hon J J Astor, later 1st Baron Aston of Hever. American-born, like other members of the famous Astor family, John Jacob Astor was an Olympian sportsman, Army officer, newspaper proprietor, and Conservative Member of Parliament. At the time he ordered the Phantom, John Astor was MP for Dover, a director of Hambros Bank, and proprietor of *The Times* newspaper, which he had purchased in 1922. He died in July 1971 aged 85.

Lord Astor is believed to have given the car to the British Government after the outbreak of World War 2; correspondence in the history file from a previous owner states that the original body was removed and an armoured car body fitted. The Phantom was then kept at the Bank of England in Threadneedle Street for use in an emergency. After the War, the armoured body was removed and a hearse body fitted in 1946/1947 by Dottridge Brothers of London. The Rolls was then used by funeral directors Watford & Taylor as a hearse (see letter on file). Subsequently re-bodied again with its present open tourer body, the car is believed to have been restored in the 1960s. After a spell with a hire company, it appears to have been owned by Rileys Potato Crisp Company of Scunthorpe.

'BKR 55' was purchased by the vendor's deceased husband in 1987 at auction (purchase receipt available) and it appears that further refurbishment was undertaken thereafter, including an engine rebuild and assorted other works, as detailed in accompanying invoices and correspondence. Its late owner used the Rolls to attend shows and rallies, and also used the car for numerous local weddings in order to run it as frequently as possible. He attempted to use all his cars at least once a month.

This car, together with others from the same vendor, has been standing for up to 25 years and like the others, was running and usable when laid-up. The vendor's husband died in 1996, and his collection of cars remained mostly unused thereafter. They were all stored in a purpose-built, heated and dehumidified building, which the deceased gentleman had commissioned solely for the purpose of housing his cars. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner.

Notable features of this Phantom II include a full hood, hood cover, front and rear tonneau covers, rear passenger screen, and running board-mounted auxiliary lights. Presently on SORN, the car comes with documentation including current a V5C; an old V5; a quantity of expired MoT certificates; some photographs; a continuation RF60 buff logbook dating from 7th January 1957; miscellaneous papers; and the aforementioned assorted invoices and correspondence.

£60,000 - 80,000

€70,000 - 94,000

109

1930 BENTLEY 4½-LITRE VANDEN PLAS-STYLE TOURER

Registration no. GC 7379
Chassis no. PB 3544

- Originally a saloon by Harrison
- Present ownership since 1987
- Carefully stored for the last 25 years
- Requires re-commissioning



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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-Litre 'Silent Six', led to the introduction of the '4½'.

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

The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.



The 4½-Litre was produced for four years, all but ten of the 667 cars being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

This 4½-Litre Bentley is one of the 657 built on the long (10' 10") chassis and originally carried saloon coachwork by R Harrison & Son of Stanhope Street, London NW1, a relative stone's throw from Bentley's factory in Cricklewood. Its first owner was one E B Graham and the Bentley retains its original registration, 'GC 7379'. At an unknown date, the original body was removed and a Vanden Plas-style tourer body fitted.

'GC 7379' was purchased by the vendor's deceased husband in 1987 (carbon-copy purchase invoice on file). The history file's contents show that various works were undertaken thereafter, including replacing the wheel hubs, rebuilding the wheels, and other mechanical refurbishment as detailed in sundry invoices.

Its late owner used the Bentley to attend shows and rallies, and drove the car as often as he could; indeed, he attempted to use all his cars at least once a month. The vendor's husband died in 1996, and his collection of cars remained mostly unused thereafter. This car, together with others from the same vendor, has been standing for up to 25 years and like the others, was running and usable when laid-up. They were all stored in a purpose-built, heated and dehumidified building, which the deceased gentleman had commissioned solely for the purpose of housing his cars. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner.

Presently on SORN, the Bentley is equipped with a full hood, hood cover, and tonneau cover. Accompanying documentation includes a current V5C; a copy old V5; a quantity of expired MoT certificates; some photographs; an original Bentley 4½-Litre sales brochure; miscellaneous papers; and the aforementioned assorted invoices, etc.

£250,000 - 350,000
£290,000 - 410,000

1928 BENTLEY 6½-LITRE TOURER

Registration no. PF 6205

Chassis no. TW2702

- Competed in the first BDC race at Brooklands in 1936
- Modified and tuned by L C 'Mac' McKenzie
- Present ownership since 1990
- Carefully stored for the last 25 years



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

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis, led to the introduction in 1926 of a larger car: the 6½-Litre. Known as the 'Silent Six', the latter perpetuated the 3-Litre's mechanical theme but with greatly increased refinement.

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

This particular 6½-Litre, registration number 'PF 6205', is one of only 21 erected on the short standard ST1 (11') chassis. First owned by H B Pope of Woking, the car is illustrated in Dr Clare Hay's *Bentley The Vintage Years (illustration 122 in the 1997 edition)*. The notes to the illustration state: "A drop-head coupé by Freestone & Webb, here fitted to a 11' 0" chassis photographed February 1927. By elimination this would appear to be Chassis no. TW2702, originally registered PF 6205. The body is described as a Weymann pattern leather covered sports, the very compact appearance disguising the size well. PF 6205 was rebuilt by McKenzie for Noel Sissons, with raised compression and triple carbs, and took part in the first all-Bentley race at Brooklands in 1936. The chassis was later reregistered as PPH 222 with a two-seater body, which has since been restored as a four-seater and re-reregistered PF 6205." An earlier (1985) edition of Hay notes the owner at that time as one R T E Creswell Esq.



Another document on file states that the original Freestone & Webb body was replaced in the mid-1930s with a lighter sports body for competition work. The engine was said to have been modified and tuned by the ace Bentley tuner L C 'Mac' McKenzie to produce more power than the 'Works' Speed Six cars. 'PF 6205' was not only said to have competed in the first BDC race at Brooklands in 1936 and but also at the Lewes Speed Trials.

The aforementioned Richard Timothy E Cresswell is recorded as previous keeper on an old V5 in the history file, which also contains two old log books, an RF60 dating from 17th February 1954, and a VE60 dating from 6th April 1976, both relating to the registration 'PPH 222', chassis number 'BR1234', and engine number 'WK2675'. An auction listing included in the history file suggests that the car was "re-registered as PPH 222, presumably (as was done in many cases) to take advantage of the £10.00 tax concession, but the present owner restored the registration in 1984". Given the different chassis number recorded in these logbooks, it would seem that the car was not reregistered, but simply run carrying the plates belonging to 'PPH 222'!

The history file contains a photocopy of a Bentley ledger recording the car's history up to 1937 and includes a reference to an accident in 1932, which may be when it was first re-bodied. Another type of body appears to have been fitted when it was masquerading as 'PPH 222', while another photocopied photograph in the history file has been inscribed 'Lewes Speed Trials 1937 Autocar' and shows the 'PF 6205' registration.

In the 23rd November 1988 issue of *Autocar & Motor*, 'PF 6205' was road-tested alongside the then current Bentley Turbo R (copy on file).

'PF 6205' was purchased by the vendor's deceased husband in February 1990 (purchase invoice on file). Its late owner used the Bentley to attend shows and rallies, and drove the car as often as he could; indeed, he attempted to use all his cars at least once a month.

This car, together with others from the same vendor, has been standing for up to 25 years and like the others, was running and usable when laid-up. The vendor's husband died in 1996, and his collection of cars remained mostly unused thereafter. They were all stored in a purpose-built, heated and dehumidified building, which the deceased gentleman had commissioned solely for the purpose of housing his cars. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner.

Presently on SORN, the Bentley is equipped with a full hood, hood cover, and tonneau cover, and is fitted with triple SU carburetors. Accompanying documentation includes a current V5C; an old V5; a quantity of expired MoT certificates; some photographs; miscellaneous papers; and the aforementioned invoice and copy items.

£300,000 - 400,000
£350,000 - 470,000

111

1937 JAGUAR SS 100 3½-LITRE SPORTS TOURER

Registration no. CKF 888
Chassis no. 18066

- One of only 314 SS 100 models made
- Originally a 2½-Litre car
- Present ownership since 1990
- Carefully stored for the last 25 years



Launched for 1936, the SS 100 was the first real high-performance model produced by SS Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. The introduction of the OHV unit was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling "I immediately pounced on Jaguar as it had an exciting sound to me." ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation).

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder sidevalve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½-Litre saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp.

Although a fine touring car, the SS 100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public.



This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Litre and 116 of the later 3½-Litre cars had been made by the time SS 100 production was prematurely ended by the outbreak of war.

Originally a 2½-Litre model, chassis number '18066' is one of only 314 SS 100s built. The car was supplied new in 1937 to Henlys, Jaguar's main distributor in London, for use as a demonstrator and show car (see Jaguar Heritage Trust Certificate and letter on file from the Jaguar Enthusiasts Club, dated 27th March 1990).

'CKF 888' was purchased by the vendor's deceased husband at auction in February 1990 (bill of sale on file). It appears to have been imported into the UK earlier in 1990 (there is a photocopy C&E 386 form in the document file) while a plaque on the dashboard appears to relate to a previous owner: Dwight F Brooks of Pasadena, California.

After acquisition, the late owner retrieved the original registration and appears to have had significant work carried out on both the bodywork and mechanicals, as evidenced by various invoices in the history file. Some of these invoices refer to parts for a 1947 3½-litre engine (the 'S' number prefix of the car's engine identifies it as such). Photographs in the history file show the car with the body removed, and also parts of the running gear. Following the work's completion, the car was used on an occasional basis for shows and rallies

This car, along with others from the same vendor, has been standing for up to 25 years and like the others, was running and usable when laid-up. The vendor's husband died in 1996, and his collection of cars remained mostly unused from that time. They were all stored in a purpose-built, heated and dehumidified building, which the deceased gentleman had commissioned solely for the purpose of storing his cars. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner.

Accompanying documentation includes a current V5C; two expired MoT certificates; miscellaneous papers; and the aforementioned copy C&E 386, invoices, and JEC letter. There is also a copy spare parts list and copy instruction book with the car, which is presently on SORN. It should be noted that the V5C erroneously records the engine number as '5529'.

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire an example of the model that can be said to have started the Jaguar legend, '18066' is eligible for a wide variety of the most prestigious historic motor sports events.

£200,000 - 300,000
£230,000 - 350,000

END OF COLLECTION

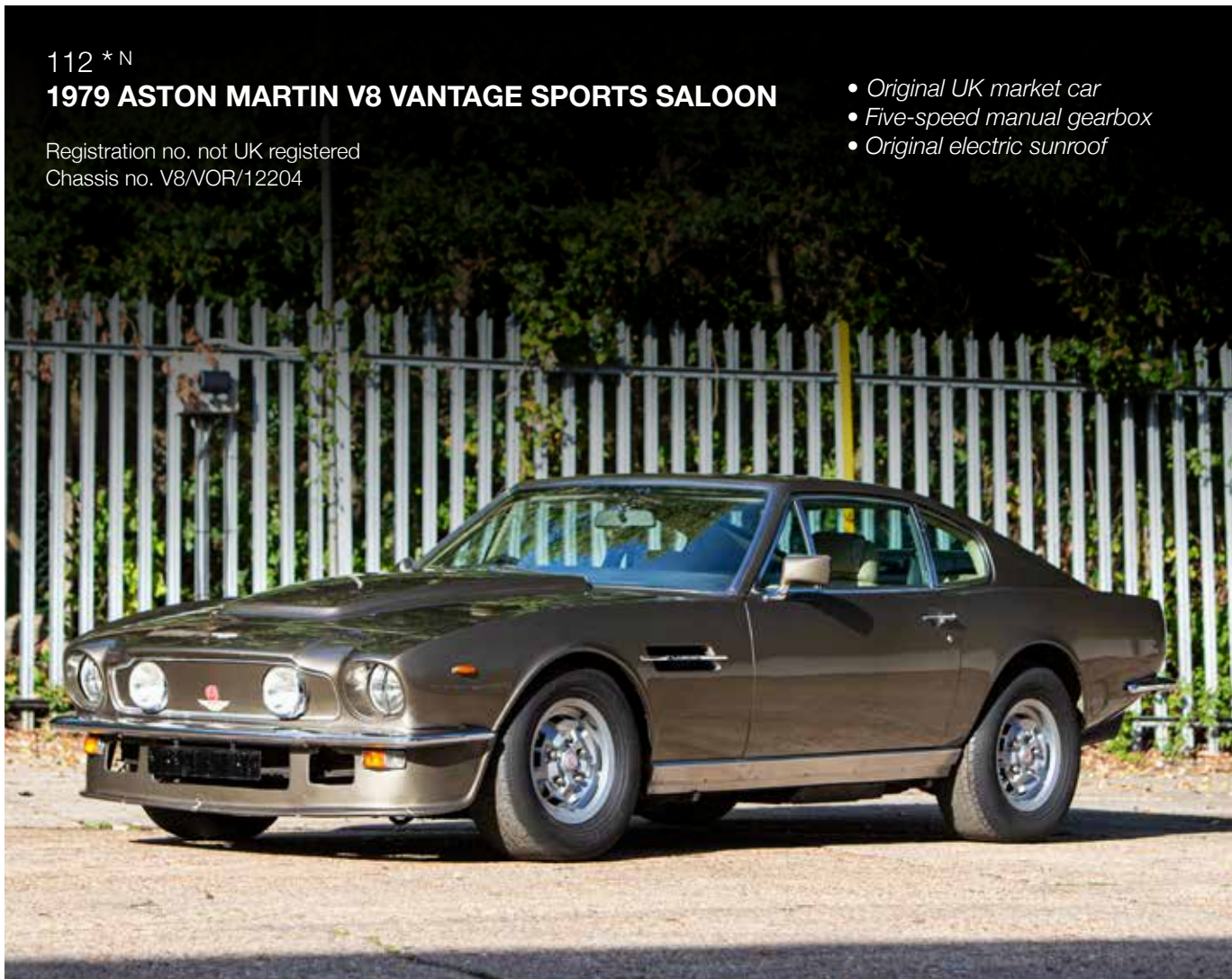
112 * N

1979 ASTON MARTIN V8 VANTAGE SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/VOR/12204

- *Original UK market car*
- *Five-speed manual gearbox*
- *Original electric sunroof*





With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375-380bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.

In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for; thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes and tyres. Unlike the V8 saloon, which reverted to fuel injection in 1986, the V8 Vantage kept its 481DF Weber carburettors to the end of production in December 1989, by which time 361 cars had been built.

Originally finished in Old English Pewter with Fawn trim, chassis number '12204' was delivered equipped with the following options: two detachable headrests; electric sliding roof; headlamp wash/wipe; lambs' wool front seat covers; and lockable filler caps. The car's first owner was P Crane Esq of GTV Caravans, Bristol.

The current owner purchased the Vantage from respected Aston Martin specialist Keith Riddington's Classicmobilia in October 2010, by which time it had been refinished in California Sage and re-trimmed in Magnolia. Accompanying purchase paperwork records the displayed mileage as 61,000 and states that the Aston had recently been subject to an engine rebuild and replacement clutch. The car is offered with an old-style V5C Registration Certificate and copies of factory build documents. As the Vantage was exported, an application will need to be made to retain the registration number.

The V8 Vantage has been on static display for a number of years and will require recommissioning prior to road use. Please also note the Lot will attract the reduced 5% import tariff if it is to remain in the UK.

£80,000 - 120,000
€94,000 - 140,000
No Reserve

113
NO LOT

114 Ω N

One owner from new

2014 FERRARI F12 BERLINETTA

Registration no. not registered

Chassis no. ZFF74UHT0F204879

- Built in 2014 and purchased in 2017
- Left-hand drive
- Well optioned



Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. "... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds" declared *Evo* magazine, continuing: "It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new Berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards. Styled by the Ferrari Styling Centre and *Carrozzeria Pininfarina*, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello.

Finished in Bianco Avus with Rosso Ferrari leather interior, this superb example was built in 2014 and sold via the local Ferrari agent to the current vendor on 20th June 2017.

Representing a wonderful opportunity to own one of Ferrari's all-time great, front-engined supercars, this stunning F12 comes with copies of the sales invoice and specification sheets.

Specification highlights include:

- Alcantara headlining
- Red brake callipers
- Cruise control
- Leather parcel shelf
- Coloured upper dashboard
- Heat insulating windscreen
- White rev counter
- Fire extinguisher
- 'Scuderia Ferrari' shields
- Interior/exterior electro-chromic mirrors
- Parking camera
- Full electric seats
- Coloured steering wheel in Rosso Ferrari
- 20" dark painted forged wheels
- Tyre pressure measurement
- Spare wheel kit 20"

The F12 has been on static display since acquisition and will require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£100,000 - 140,000

€120,000 - 160,000

No Reserve



115

The ex-David Shale, Tony Lanfranchi, Arthur Carter

**1955 AUSTIN-HEALEY 100S
SPORTS-RACING TWO-SEATER**

Registration no. EVV 106

Chassis no. AHS 3509

- One of only four UK-supplied examples
- Extensive in-period competition history
- Part of the Arthur Carter Collection for 42 years
- Extensively documented from new
- Present ownership since 2014



"The prime motive of all our competition motoring was to generate publicity that would increase sales of the production model, the '100'... We were under pressure from distributors, particularly in America, to build specially prepared cars to meet demands from customers." – Geoffrey Healey, *The Healey Story*.

Thus was born the fabled 100S, one of the rarest and most highly sought after of all Austin-Healey sports cars. Donald Healey's stylish Austin-Healey 100 had caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance, limited production sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. In fact, the car first appeared at Earls Court badged as a 'Healey Hundred' and was re-badged 'Austin-Healey' while still on its stand after Austin boss Leonard Lord bought the rights to the design. It was just as well that he did, for Healey would take over 3,000 orders during the Show yet his company had never made more than 200 cars in a single year!

Lord had been happy to agree to supply Austin Atlantic components as the model had not been selling well in its intended market - the USA - and was scheduled for deletion. Low-revving and torquey, the Atlantic's 2,660cc four-cylinder engine produced an unremarkable 90bhp but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

David Shale racing 'EVV 106' at Oulton Park, April 1955



David Shale racing 'EVV 106', Brands Hatch, August 1956

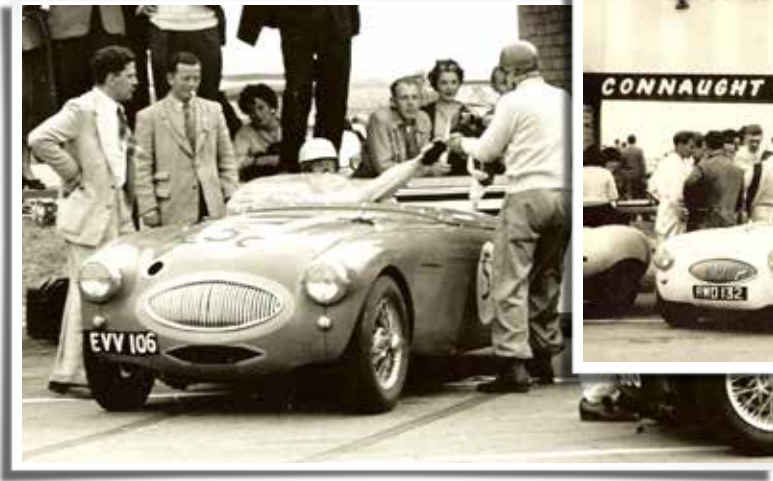


David Shale raced 'EVV 106' extensively, here he is at Mallory Park, July 1956

The project that would culminate in the 100S model began in 1953 when the factory began preparing the Austin-Healey 100 for competition. Dunlop disc brakes were one of the first important upgrades, followed in 1954 by the adoption of a Weslake-designed, 'single-port', aluminium cylinder head. Instead of the three-speed overdrive gearbox of the standard production model, the 100S was fitted with the new C-series four-speed unit. Healey's body suppliers, Jensen, built the 100S bodies in aluminium, the slightly different frontal treatment with its smaller oval radiator intake having been arrived at during development. There was no weather equipment, merely a low Perspex windscreen, while another of the model's distinctive features was its seats with their vertically slotted backs. A 20-gallon fuel tank filled the boot. Weighing 2,960lb (891kg) and with a claimed 132bhp on tap from its tuned engine, the 100S was good for a top speed of around 130mph (210km/h).

When a prototype driven by Lance Macklin and George Huntoon finished an excellent 3rd overall at the Sebring 12-Hour Race in March 1954, it seemed only logical that the competition version should be called the 100S. The new car was premiered at the London Motor Show in October 1954 with deliveries commencing in February '55. Austin-Healey's contemporary advertising made much of the recent successful speed record attempt at Bonneville, Utah where a prototype had run for 24 hours, averaging 132.2mph.





'EVV 106' in the pits at Silverstone, July 1956, and a wet Silverstone the year before.

12





Excluding prototypes and 'Special Test Cars' to 100S specification, only 55 production versions were made, all being completed during 1955 and all with right-hand drive, most of which were despatched new to the USA. At most only 38 are believed to survive today.

During the 1950s the Austin-Healey 100S was most accessible, most appealing and in many cases the most successful club-racing car available to any aspiring racing driver. This particularly appealing, and highly successful in period, Austin-Healey 100S is a shining example of the type. It has an outstanding record as a club-racing contender over a seven-year period from 1955 to 1962. 'EVV 106' was distinguished almost from new by two distinctive features. Firstly – as required by first owner David Shale – the car was equipped with an Aston Martin gearbox during production. And within days of its delivery to David Shale in February 1955 he had its paintwork changed from the standard Old English White over Lobelia Blue to British Racing Green, a colour that it wears to this day. The car was first UK road registered on 2nd March 1955, and evidence of its early paint change survives in a photograph of the car taken at one of its maiden outings in Mr Shale's hands, at the British Empire Trophy meeting at Oulton Park in April 1955.

From 1955 to the present day, 'EVV 106' has had only seven owners: David Shale (1955-57), Mike Kellett (1957-58), the future multiple British club-racing champion Tony Lanfranchi (1958-1960), and the last of its great club-racing owners Derek Buller-Sinfield (1961-62). The retired warhorse was then acquired by Norfolk farmer-cum-noted Austin-Healey collector Arthur Carter, in whose hands it was preserved and maintained for the following 42 years, before being acquired by the immediately preceding owner in 2004. Furthermore, 'EVV 106' is one of only four 100S models originally sold and raced in the UK home market, and has the distinction of being domiciled in the UK since new.

David Shale drove the car in its club racing debut outing at Goodwood Motor Circuit on 26th March 1955, finishing 2nd, and on 30th May 1956 took a 3rd place at the short-lived Davidstow aerodrome circuit in Cornwall. After failing to finish in the higher-level British Empire Trophy race meeting in April, he recorded four fine race wins, the first at Aintree and subsequently three at Silverstone. Never averse to compiling many road miles on the way to (and from) club race meetings around the British mainland he also achieved 2nd-place finishes at Brands Hatch in Kent, Mallory Park in Leicestershire, Snetterton in Norfolk and Davidstow. He also added a 3rd place at Brands Hatch and two more at Silverstone to the car's growing list of club race laurels. David Shale finished the season as runner-up in the 1956 *Autosport* Championship.



The car was then acquired by second owner Mike Kellett, in whose hands a 2nd place was achieved at Croft in September 1957 and a 3rd at Marston Moor, followed in 1958 by 2nd and 4th-place results at Full Sutton, the very fast Yorkshire aerodrome circuit. Overall, it was raced at least 18 times in his ownership and remained a competitive contender against newer opposition.

Tony Lanfranchi, from Huddersfield, then acquired the car and learned much about his chosen sport in it before going on to become one of the most colourful characters of the British and international motor racing scene. In 'EVV 106' he won the 1959 Catterick hill-climb, and 3rd places in the Burton Sprint and at the Mallory Park circuit. Derek Buller-Sinfield continued the Healey's regular competition career into 1962, at which time it was acquired as one of the founding feature cars of the illustrious Arthur Carter Collection, within which it was subsequently preserved and maintained for so many years.

Upon acquisition by the preceding owner, 'EVV 106' was extensively restored over an 18-month period, the work being undertaken by respected specialist, the late Jonathan Everard of JME Limited, who was until 1969, a Donald Healey Motor Company and Austin-Healey employee at The Cape factory in Warwick. Ongoing maintenance, servicing and race preparation was undertaken by noted Austin-Healey specialist Paul Woolmer of Woolmer Classic Engineering Limited.

The previous owner enjoyed many rallies, tours, and races with the 100S, including the Goodwood Revival, Donington and Silverstone Festivals and, on multiple occasions, the Mille Miglia retrospective. The car is also eligible for the Monaco Historic and Le Mans Classic.

The current vendor, a prominent historic racer, purchased 'EVV 106' at Bonhams' Goodwood Festival of Speed sale in June 2014 (Lot 331). Since then, the 100S has been predominantly maintained by JME Healeys, with in excess of £16,000 spent over the last seven years (bills on file). Notable works carried out include fitting a new heavy duty clutch kit and changing the SU carburetors from 2" to 1¾" in addition to routine servicing and maintenance, the last such visit to JME Healeys being in July 2021. 'EVV 106' has FIVA, MSA and FIA HTP registration papers (valid up until 2027) and also comes with period photos available of it racing at the likes of Goodwood, Brands Hatch, etc.

The Austin-Healey 100S is a perfect – and versatile – entry for all the great historic motor events, being equally at home on road or track, and this well documented and carefully maintained example is worthy of the closest inspection.

£550,000 - 650,000
£640,000 - 760,000



116 *N

1971 ASTON MARTIN DB6 MARK 2 SPORTS SALOON

Registration no. not UK registered
Chassis no. DB6MK2/4320/R

- One of only 240 DB6 Mark 2s built
- Original colour combination
- Present ownership since 2009





In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed from its predecessors in having a longer wheelbase, which, at 8' 5¾", was ¾" longer than that of the DB5. This meant more room for rear passengers, making the DB6 more of a family man's car, and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient, abbreviated 'Kamm' tail.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,567 saloons had been made, only 240 of which were to Mark 2 specification.

First registered on 16th March 1971, this late DB6 Mark 2 was first registered (as 'EPY 501J') to S F Craggs Esq of East Yorkshire, while the AMOC Register records a subsequent registration as 'GPE 650J'. The car was built with the optional Borg Warner automatic transmission, and left the factory finished in the classic combination of Silver Birch with black Connolly leather interior. Purchased from marque specialist Desmond Smail in September 2009, the Aston is offered with copies of the sales invoice, factory guarantee form, and its last - and expired as it has been exported - V5C Registration Certificate.

This rare MK2 has been on static display for a number of years and will require recommissioning prior to road use. Please also note the Lot will attract the reduced 5% import tariff if it is to remain in the UK.

£140,000 - 180,000

€160,000 - 210,000

No Reserve

117 Ω N

One owner from new

2014 MERCEDES-BENZ SLS AMG GT FINAL EDITION COUPÉ

Registration no. not registered

Chassis no. WMXRJ7JA1EA011040

- Built to Swiss specification
- 591bhp V8 engine
- Seven-speed dual-clutch automatic transmission
- Well specified
- Euro 5 certified
- Showing circa 50 km on the odometer



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 V8 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. A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its low weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor.

Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. 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.

Finished in Designo Magno Graphite with Exclusive black leather interior, offered here is an example of the enhanced (591bhp) SLS AMG GT Final Edition, introduced in 2014, only 350 of which were made. Sold new to the current owner on 16th June 2014, this collectible modern Mercedes has seen relatively little use and is presented in commensurately good condition. The car comes with copies of the purchase invoice, specification sheets, and Euro 5 certification.

This exquisite Final Edition has been on static display since acquisition and will require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£140,000 - 180,000

£160,000 - 210,000

No Reserve



Specification highlights include the following:

- Red brake callipers
- Reversing camera
- Garage door opener
- Blind spot assist
- Daytime driving lights
- Automatically dimming interior and exterior mirrors
- Memory package for front seats
- Tyre pressure monitoring
- AMG Ride Control sports suspension with adjustable damper system
- Electrically folding exterior mirrors
- COMAND APS with DVD changer
- Anti-theft warning system
- Automatic climate control
- Headlamp cleaning system
- Bi-Xenon headlamps
- Fire extinguisher
- Bang & Olufsen BeoSound system
- Interior motion sensor



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.

118

1933 BUGATTI TYPE 46S COUPÉ

Coachwork by James Young

Registration no. AGO 37

Chassis no. 46587

- *The first Bugatti Type 46S imported into the UK*
- *One of only 18 supercharged models made*
- *Known ownership history from new*
- *Spare engine included in sale*
- *Exceptional history file*



© Mark Morris



© Mark Morris





"(The Bugatti Type 46) ...combines the luxury of a large limousine, the perfect flexibility and top gear performance of a thoroughbred low carriage with the perfect roadholding, the speed and acceleration of the best type of sports model." – *The Motor*, 1930.

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.

Produced from 1929 to 1932, the Type 46 exemplified Bugatti's policy of building fast and exciting touring cars possessing excellent handling and brakes. The Type 46 was powered by a 5.4-litre, single-overhead-camshaft, straight-eight engine - effectively a short-stroke version of that found in the stately Type 41 Royale - while the axles, brakes, cast-alloy wheels and rear-mounted transmission were other Royale carry-overs. Because of its lengthy run of success, Ettore Bugatti had remained stubbornly committed to his single-cam engine as found in the Type 46, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930.

But of all the many and varied car designs that he produced, it is the elegant and handsomely proportioned Type 46 that the legendary artist/engineer is said to have favoured most. Unlike the Royale, only six of which found customers, the Type 46 proved far more saleable, a total of 444 (plus 18 of the supercharged Type 46S) leaving the Molsheim factory by the time production ceased. The Roots-type blower provided the Type 46S with markedly superior acceleration and increased the car's top speed by around 5-10mph depending on the type of coachwork fitted, with some closed cars capable of reaching 100mph.

The first Bugatti Type 46S imported into the UK, '46587' had been ordered in December 1932 by the British Bugatti agent, Colonel Sorel, and was delivered as a rolling chassis fitted with engine number '16S' on 20th January 1933. The Bugatti was bodied by coachbuilders James Young of Bromley, registered as 'AGO 37', and first owned by Percy Fawcett. Following Fawcett's death, in 1942 his daughter Enid sold the Type 46S to Colonel G M Giles, founder of the Bugatti Owners' Club in Britain (it was his last Bugatti). Colonel Giles sold the car to Bugatti collector Peter Hampton in February 1946, by which time it had covered some 38,000 miles. First stamped 'Ettore Bugatti Automobiles' on 31st March 1933, and recording the aforementioned changes of ownership, the original old-style buff logbook is in the history file, the latter being one of the biggest and most comprehensive Bonhams has ever seen.



A typewritten sheet on file states that that 'AGO 37' passed to Robert Pattenden on 9th January 1953. It then became the property of The Half Way Garage in December 1953 before passing to dealers Metcalfe & Mundy Ltd in August 1956. According to this typewritten sheet, and contrary to the book *Bugatti Type 46, La Petit Royale* by Klein, Saunier et al, the car became the property of Miriam Louise Burnett on 23rd October 1956, with a change of address noted in August 1957.

In actual fact, the car had been purchased by Miriam's husband, Charles Burnett II, lately domiciled in London, whose recollections of how he came to acquire the Bugatti were reproduced as part of an article by Allan McNab published in *Bugattics* (spring 2020 edition, copy on file). Burnett's Canadian wife, Miriam, was the daughter of W Garfield Weston, boss of the Weston group of companies, whose British business interests included Allied British Foods, Selfridges, Fortnum & Mason, and Heal's.

Having just missed the opportunity to buy the Type 46S from Metcalfe & Mundy, Charles had the good fortune to spot the car six months later driving down London's Oxford Street. Flaggering it down, he spoke to the owner, Trevor Thornlow, a musical director at the BBC, who was willing to sell it. "The car lived up to every expectation and upon further reading Bugatti literature, I find that the Type 46 is indeed the choice family car that Bugatti manufactured," declared its delighted new owner.

The car was next registered to one of the family firms - Weston Biscuit Co Ltd of Slough - in 1958 before being registered to Charles Burnett II on 3rd January 1963. '46587' took part in the International Bugatti Touring Rallye in May 1963 (event programme and correspondence on file). A letter on file from the American Bugatti Owners' Club, dated December 1963, confirms that Burnett moved to Ontario, Canada and left the 46S in England. There is correspondence on file relating to servicing work carried out in the UK. The file also contains correspondence between Charles Burnett II and the VSCC during the 1960s, plus various bills and import paperwork for parts sourced from Garage Della Torre, Zurich.

Burnett was temporarily living in Bermuda when he received a letter from the famous American Bugatti aficionado Gene Cesari, offering him a brand new Type 46S engine. Knowing it was probably the only specimen like it in the world, Burnett purchased it. Hidden in the Bugatti factory during the war, the engine arrived packed in thick grease and was later restored. This engine is included in the sale.

Also contrary to the aforementioned Bugatti Type 46 book, correspondence on file from Burton's Gold Metal Biscuits Ltd, Weston, Slough dated March 1972 shows that the car was shipped on the Helene Roth of Gulf Containers Lines from Felixstowe to Miami, Florida to join Mr Burnett in Fort Lauderdale.



A copy collection note is on file together with a State of Florida title in the name of Charles Burnett dated 27th April 1972. Also dating from the Bugatti's time in the USA is an invoice dated October 1989 from Abacus of Tidewater, Virginia for service work.

The Bugatti next passed to Charles Burnett II's son, Charles Burnett III. British-born but mainly resident in Houston, Texas, Charles Burnett III was an avid collector of all kinds of transport: aircraft, tanks, speedboats and, of course, fast cars. In 2009 he set a new world speed record of 139.8mph for a steam-powered car (the British built and designed 'Inspiration'), breaking the existing record set by a Stanley Steamer in 1906! Tragically, he died in a helicopter crash in January 2018 aged 61.

It is not known exactly when Charles Burnett III became owner, though there is a letter on file to DVLA, Swansea dated December 30th 1991 from A B Price Ltd asking the DVLA to reassign the registration 'AGO 37', so presumably the car was back in the UK by this time. There is further paperwork on file dating from the early 1990s, including correspondence with the Bugatti Owners' Club. Another document offers a breakdown of restoration and improvements made over the course of the next 20-or-so years: some £72,000 was spent with marque specialist Ivan Dutton over the period 2005-2008, while Don Law Racing carried out various works in 2013 and 2014 at a cost of £68,000 prior to the Bugatti being shipped to New Zealand (correspondence and reports available).

While in Australia in 2017, '46578' had one of the 'suicide' doors fly open while travelling, causing some damage to the body. The Bugatti was repaired in New Zealand by David Nordell of Vintage & Veteran Restoration. Repairing the damage and removing elements weakened by dry rot saw much of the body frame renewed, while in addition the doors were re-skinned and the roof, headlining and carpets replaced. Following Charles Burnett III's untimely death, the Type 46 passed to the family trust, the current vendors, who oversaw the work's completion. There are related bills on file for the period 2017-2019 totalling some NZ\$202,310 (approximately £105,000).

The supercharged Type 46S is one of the rarest of Bugatti production cars with only 18 built. With most, if not all, in private collections or museums, seldom are they offered for public sale. All of which makes '46578', with its perfect provenance, a possibly once-in-a-lifetime opportunity to own and enjoy one of these fabulous motorcars.

£350,000 - 500,000
€410,000 - 580,000

119

One owner from new

2000 BMW Z8 ROADSTER

Registration no. W607 OSS

Chassis no. WBAEJ11020AF77419

- Rare and exclusive limited edition model
- One of 5,703 built
- Supplied new in Germany
- Circa 41,500 miles from new
- BMW service 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 4,941 cc 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 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.

This Z8 was purchased new by the vendor from Frankfurt BMW and used by him in Germany and Switzerland before being brought to their UK country house. An exceptionally well maintained example, the car comes with BMW service history and a good supporting file, including bills from BMW Norwich. Since 2018 the Z8 has been maintained by BMW specialists BMP Conversions in Norfolk. Bills total some £21,000 for works/parts including new VANOS units, lambda sensors, engine servicing, etc, etc. The body has recently been repainted professionally by Pronto Prestige in Norwich (bill for £7,600). Showing a little over 41,000 miles on the odometer, and recently MoT'd, we are advised this Z8 has never wanted for anything, presents beautifully and drives very well. A true collectors' BMW.

£100,000 - 150,000
£120,000 - 180,000

120

1998 ASTON MARTIN VANTAGE COUPÉ

Registration no. to be advised

Chassis no. SCFDAM2S9XBL70223

- *One of an estimated 97 left-hand drive Vantages*
- *More than 20 years of single ownership*
- *Circa 16,000 kilometres recorded*
- *Six-speed manual transmission*
- *Documented service history*





'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1992, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment. Although consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appear superficially similar few panels are shared, and beneath the skin the Vantage chassis boasts the kind of extensive re-engineering required to cope with the massive increase in performance. The latter comes courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison and the ZF manual gearbox's six-speeds an unnecessary luxury. One of the last models to be built at the iconic Newport Pagnell works, the Vantage is undoubtedly one of the most iconic supercars of its era.

Built to German specification, this late, manual transmission Vantage was dispatched to Jaguar Autohaus Kronberg near Frankfurt, Germany in July 1998. In May 2000, the Aston was sold through Auto Performance Paris and relocated to the UK where it was registered, remaining in single ownership in London until July 2021. The Vantage has had only one registered keeper in the UK and comes with a V5C Registration Certificate.

Chassis number '70223' dates from the Vantage's final year of production. It is the 225th of approximately 240 built, of which it is estimated that only some 97 were left-hand drive like this example. Being a later car, it benefits from the many improvements made to the Vantage over its years in production.

'70223' is finished in Antrim Blue with blue-piped Magnolia leather interior, the latter featuring matching Alcantara headlining, contrasting wood veneers, blue carpets and a blue leather dashboard. Further enhancing the on-board experience is a factory-fitted Alpine stereo system with cassette player and boot-mounted, six-disc CD changer.

Accompanying service invoices testify to regular maintenance throughout the car's life. Recent major works include replacing the clutch and alternator (April 2016); fluids and filter changes (July 2019); and fitting a new battery (July 2021). The current odometer reading is a little under 16,000 kilometres (approximately 9,900 miles). Driven recently, this UK registered left-hand drive Vantage is a rare find, made all the more appealing by virtue of its long-term single ownership, well documented history, and sparing use.

£125,000 - 175,000
£150,000 - 200,000

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.

121 * N

1979 ASTON MARTIN V8 VANTAGE SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/VOR/12194

- *Factory-fitted automatic transmission*
- *Used by AML Ltd director Peter Cadbury*
- *Correct Tourmaline Blue paintwork*



With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburetors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375-380bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.

In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for.



Thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes and tyres.

Its accompanying copy Car Record Card confirms that this home-market V8 Vantage was despatched from Aston Martin's Newport Pagnell works on 12th November 1979 finished in Tourmaline Blue with Fawn leather interior trim. Notable factory features included a wood interior to V8 saloon specification; two detachable headrests; two Rearguard fog lamps; a Blaupunkt Bamberg stereo radio/cassette; and no front grille blanking plate.

The current owner purchased the Vantage at Bonhams' Beaulieu sale in September 2011 (Lot 518). At that time we made the following statements: "Copies of subsequent correspondence with the vehicle also confirm that V8/VOR/12194 was then converted by the Works Service Department from manual to automatic transmission for Aston Martin Lagonda Ltd director Peter Cadbury – one of only three such conversions believed to have been undertaken by Works Service at the time and a full 6 years before automatic transmission was officially offered on this model. Later enhancements include a deep front spoiler, Ronal alloys, a new steering wheel and a Vanquish-style starter button."

"Stamped vouchers in the Service Booklet record services carried out at regular intervals by AML and AVJ from July 1980 at 1695m to October 1990 at 52,695m. More recent services have been undertaken by marque specialists Runnymede in September 2005 at 64,445m and by Nicholas Mee in November 2006 at 70,140m. While receipts on file detail further work carried out by the workshops of Lincoln Scott, HWM, Waterside Classics and Nicholas Mee including replacement sills 2003, re-trim in cream hide piped in blue 2005, replacement air-conditioning 2006 and new brake discs 2007. The total mileage of 73,044 displayed when entered is also confirmed by readings from 19 MoTs dating back to 1987/8, the latest being valid until December, while 20 previous tax discs are also present as are a 1978/9 sales leaflet and price list."

Unfortunately, all of the aforementioned documentation is no longer with the car, apart from an old-style UK V5C Registration Certificate. As the car was subsequently exported, an application to retain the registration mark will be required.

The V8 Vantage has been on static display for a number of years and will require recommissioning prior to road use. Please also note the Lot will attract the reduced 5% import tariff if it is to remain in the UK.
£70,000 - 100,000
€82,000 - 120,000
No Reserve

122

Property of a deceased estate

1933 TALBOT AV95/AV105 ALPINE TEAM CAR REPLICA

Registration no. EP 5451

Chassis no. 35071

- *Effective pre-war rally car*
- *Converted to AV105 Alpine Team Car specification by Ian Polson*
- *Used on numerous Continental rallies*
- *Requires re-commissioning*



Talbot's reputation for producing highly effective competition cars owed a lot to the efforts of the Tolworth based motor dealership and racing preparation specialists, Fox & Nicholl, which looked after the works team from the beginning of 1930 to the end of 1932. The Fox & Nicholl Talbot 90s had dominated the 3-Litre class in prestigious international events such as the Le Mans 24-Hour race, despite displacing only 2.3 litres. For 1931, designer Georges Roesch produced a new car with a full 3-litre engine, which was lighter than its 2.3-litre predecessor and featured much larger valves in a staggered layout, giving improved breathing, the new model being named the AV105.

Famously registered 'GO 51' to 'GO 54' consecutively, the four Fox & Nicholl Talbot 105s enjoyed an outstanding run of successes during the 1931 and 1932 seasons. Highlights of the latter included 1st, 2nd and 3rd in class at the Brooklands 'Double Twelve' in 1931; 3rd overall at Le Mans and 1st un-supercharged car in 1931 and 1932; 1st, 2nd and 3rd in class in the Brooklands 500 in 1931 and 1st and 2nd in 1932; and 1st and 2nd in class at the TT in 1931 and 1932. There was also a glorious failure in the Mille Miglia in 1932 when a lone entry crashed after 900 miles when in 4th place overall.

In addition to its racetrack successes, the AV105 proved to be a formidable rally car. Roesch had always tested his cars in the Alps so it was no surprise when journalist Humfrey Symons borrowed an example to compete in the 1931 Coupe des Alpes (Alpine Rally). He lost no marks and won a Coupe des Glaciers, the highest possible award for a single entry. The following year a more serious bid was mounted and a team of three tourer-bodied AV105s were prepared for the 1932 event by Fox and Nicholl. These cars were extremely successful, finishing without any penalties, and winning the Coupe des Alpes outright.

Another AV105 team, this time with paired down cycle winged four-seater bodies (the famous 'BGH'-registered cars) repeated the feat in 1934. The 'BGH' cars were the ultimate development of the competition Talbot and as such arguably represent the ultimate pre-war British racing sports car.

Originally an AV95 saloon, this car was bought in the 1990s by renowned marque specialist Ian Polson from Talbot historian James Fack, who had found it on the Welsh coast. By then the car had already lost its body but was fundamentally a good, very complete, low-mileage example.



Since a 95 is very close to an AV105 - it only has a taller radiator and slightly longer wheelbase - the decision was made to restore the car and convert it into a replica of the very successful 'BGH' team cars from the 1934 Alpine Trial. This was done as accurately as possible: lower radiator and bulkhead, and chassis shortened to 9' 6", these works being done in 1998 when the car was sold to the late owner. The Polsons finished the project for the owner in 2001 (see invoices and correspondence on file). Subsequent work and maintenance was carried out on the car by various specialists local to the deceased.

Since its completion, the Talbot has been used on numerous Continental rallies including the Coppa Milano, Route of St James, etc. Unused for the last couple of years due to ill health, 'EP' will require re-commissioning before serious use. When inspected recently, the car started readily and ran cleanly on all six cylinders, displaying good oil pressure. The car was driven for a short distance in first and reverse and appeared to perform nicely.

Now as then, a 'BGH' Alpine Team Car replica is an excellent pre-war-era rally car, ideally suited to popular events such as the Flying Scotsman, Shamrock, and 1000 Mile Trial rallies.

£100,000 - 140,000
€120,000 - 160,000



123

1968 AC 428 CONVERTIBLE

Coachwork by *Carrozzeria Frua*

Registration no. YPF 409G

Chassis no. CF25

- *One of only 29 AC 428 Convertibles made*
- *Formerly part of Peter Black's Yorkshire Car Collection*
- *Engine and gearbox rebuilt*
- *Extensive recent refurbishment*





The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s, and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grande Routière. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and despatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral. The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of a fastback-styled coupé. Although the 428ci (7.0-litre) Ford Galaxie engine that gave the model its name produced less power than the Cobra 427's, the 345bhp on tap was capable of delivering all the performance that customers desired.

Shrugging off the car's 1,416kgs weight and seemingly unhampered by the automatic transmission, as fitted to the majority of cars, this stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph. Hampered by an inflated price - the 428 cost considerably more than the contemporary Aston Martin DB6 - production never attained Cobra levels, a mere 70 being made between 1966 and 1973, the split being 51 coupés and only 29 convertibles.

Finished in Guardsman Blue with black interior and dark blue mohair hood, this is one of the 29 AC 428 convertibles. For many years the car formed part of Peter Black's collection in Yorkshire and remained on display in his museum prior to being sold to the previous owner at Bonhams' RAF Museum, Hendon Sale in April 2007 (Lot 736). During his ownership the AC was used sparingly but was rigorously maintained, including rebuilds of the engine and gearbox. Recently the car's underside has been comprehensively detailed; and the front and rear suspension stripped with all new parts fitted where required; the entire braking system refurbished; and a new set of chrome wire wheels fitted. Improvements include an aluminium radiator and adjustable 'Cobra' coil springs, shock absorbers and trailing links.

This AC presents very well, has a lovely original interior, shows some 58,000 miles, and comes with a current V5C Registration Certificate for its original registration. Accompanied by a comprehensive history file together with a nice selection of original AC publications, this 'Gentleman's Cobra' is one of the rarest of AC cars

£225,000 - 250,000
€265,000 - 290,000

124 * N

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6/3225/R

- Automatic Transmission
- Original colour combination
- Long-term AMOC member ownership (1985-2011)
- Present ownership since 2011



"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price." – *Autocar*, 1966.

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 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 tubular body supporting structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied by the bodyshop until stocks ran out!

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 3¾" 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 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, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

The accompanying (copy) guarantee form shows that '3225/R' was delivered new via Broadway Autos to Grants Plastics Ltd of London W2 and was first registered as 'PMT 321F'. The DB6 was finished in Dubonnet Rosso with black leather interior, and left the Newport Pagnell factory equipped with automatic transmission; power steering; heated rear screen; chrome road wheels; 3-ear hubcaps; and front safety belts. The only other ownership record on file is a copy of the car's most recent V5C showing Mr Michael John Collins (an AMOC member) as registered keeper (from 12th March 1985) and before him a Mr Brian Cook of Glasgow.



The current owner purchased the Aston at a UK auction in October 2011, at which time it was stated that it had covered a believed-genuine (but not warranted) 51,997 miles. Furthermore, the car was said to have had various works carried out shortly after its acquisition by Mr Collins (re-spray; new fuel pumps; front shock absorbers replaced; brake discs skimmed; brake callipers overhauled; new jacking points; new non-ferrous brake pipes). The DB6 was also understood to have been kept garaged and to have covered a mere 9,000 miles over the course of the preceding 26 years and, earlier in 2011, had completed a 250-mile round trip.

Accompanying documentation consists of copies of the 2011 purchase invoice, aforementioned build details, and now expired V5C.

Please note this Lot will attract the reduced import tax of 5% if it is to remain in the UK and, as it has been on static display, will require recommissioning prior to road use.

£120,000 - 160,000

€140,000 - 190,000

No Reserve



125

1965 ASTON MARTIN DB5 4.2-LITRE SPORTS SALOON

Registration no. GPA 655C
Chassis no. DB5/1845/R

- *Matching numbers*
- *Only four owners from new*
- *Professionally restored from 'barn find' condition 2014-2018*
- *Concours condition*
- *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. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine co-designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a supporting framework of light-gauge steel tubes.

Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as "unmistakably Italian and yet... equally unmistakably Aston Martin".

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.

Touring's Superleggera body construction had been deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis for the DB4. 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.

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. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland. He had designed tanks during WW2 and had arrived at Newport Pagnell from Austin. An all-alloy, twin-overhead-camshaft six like its predecessor, 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 mated to a four-speed/overdrive gearbox, a 'proper' 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 size as the lengthened, '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; Sundyn glass; electric windows; and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. 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 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 has had only four owners from new. The Aston spent 32 years off the road before being rescued as a 'barn find' some seven years ago. It was then treated to a body-off, chassis-upwards, full restoration by renowned marque specialist Rikki Cann, which took four years to complete and included rebuilding the engine to 4.2 litres capacity. The restoration cost almost £400,000 and is fully documented by invoices and photographs.

Finished in its original exterior colour of Dubonnet Rosso, with Magnolia hide trim, and described by the private vendor as in concours condition throughout, 'GPA 655C' represents a wonderful opportunity to own what for many enthusiasts is the ultimate Aston Martin.

£500,000 - 600,000
€590,000 - 710,000

126

1968 LAMBORGHINI ISLERO COUPÉ

Coachwork by Marazzi

Registration no. NTL 211F

Chassis no. 6243

- One of only 125 Isleros produced
- Well documented example with copies of factory records on file
- Striking and original livery
- Rare evolution of Lamborghini's classic 1960s Gran Turismo



"This may well become the nicest to drive and the most consistent in behaviour of all Lambos. - *Car* magazine on the Islero.

Launched at the Geneva Salon in 1968, the Islero was a development of the 400GT 2+2, which was itself derived from Ferruccio Lamborghini's first production car, the Touring-styled 350GT of 1964. Launched at the 1964 Geneva Motor Show, the 350GT was the work of two of Italy's most illustrious automobile designers, featuring a glorious 3.5-litre, four-cam V12 designed by Giotto Bizzarrini, which was housed in a tubular chassis penned by Gianpaolo Dallara. The 350GT's four camshafts and all-independent suspension meant that it up-staged the best that Ferrari offered at the time. After a slow start production soon picked up, 131 350GTs being completed before the arrival of the 400GT and 247 of the latter before it was superseded by the Islero.

The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber. Lamborghini's favoured coachbuilder Touring having gone out of business, the Islero's elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'. It is widely believed that Ferruccio Lamborghini himself greatly influenced the car's styling, and it was generally considered one of his favourite creations. The Islero was Ferruccio's choice of daily driver and his company car.

Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-litre, four-cam V12 engine was carried over from the 400GT and produced 320bhp initially, 350bhp in later Islero S form. A five-speed manual gearbox was standard. The suspension was fully independent, with unequal-length A-arms and coil springs at all four corners, while there were Girling disc brakes on all four wheels. Contemporary reviews reported excellent handling and grip, the Islero being found to offer virtually all the performance of a Miura in a far more civilised package.

Car magazine's test Islero achieved a true 157mph back in 1969, proving to be as quiet and stable at its maximum as at 130. It was also startlingly quick off the mark, hitting 60mph in 5.9 seconds and hurtling to 100mph in 13.7, outstanding figures even today. Around the Neapolitan back-roads the Islero demonstrated an agility and sureness of foot which belied its role as Gran Turismo. Despite an impeccable pedigree, the Islero, 225 of which were manufactured between 1968 and 1969, is today the most overlooked of Lamborghini's early front-engined cars.



According to factory records on file, this stunning Lamborghini Islero was delivered new on 2nd October 1968 to the famous Garage Foitek dealership in Switzerland. The new Lamborghini was finished much as it appears today, in the striking Bronzo (bronze) exterior colour with Senape (mustard) leather interior, and is believed to be one of only a tiny handful finished in this era-evoking livery. As the car was fitted with air condition and a 'mph' speedometer, it is quite possible that it was ultimately sold to Bob Estes, although other records mention it was purchased new by a gentleman named Mr Bader.

By the 1980s, the Islero was owned by a Mr Gunther Kraxner of Kirchberg, Switzerland, although the car ceased to be registered after 1991, presumably following his passing. When the car was acquired by Carlo Pina of Solothurn, Switzerland, Mr Kraxner's son reported that the engine had been rebuilt in 1985. The engine could possibly have been swapped early on with another Islero unit, or the numbering could have been carried out incorrectly at the factory, as it is very close to the number listed on the factory ledger. Mr Pina put the Islero up for sale in 2000 and it was bought by Beverly Hills-based enthusiast Randy Simon, who soon sold it to Mike Finegan of Cincinnati, Ohio. Mr Finegan treated the Islero to some much-needed attention, commissioning rebuilds of the brakes, fuel lines, leather seats and radiator.

In September 2003 the Islero was acquired by Joe Corbacio, the Hershey, Pennsylvania-based Italian car collector renowned for his annual Le Belle Macchine events. Mr Corbacio treated the car to further refurbishment, as evidenced by a thick file of receipts in the history file. This work included rebuilding the suspension and brakes, and installing a correct wood-rimmed steering wheel, headliner, shelf upholstery, carpets, and new custom exhaust, plus numerous seals, gaskets, and hoses. A repaint was commissioned and every effort was devoted to properly matching the subtle bronze paint colour (including consultation with the factory), which takes on shimmering hues in direct sunlight, giving this elegant Gran Turismo a sublime glow.

Offered for sale by a Chicago-based collector of exceptional European sports cars, the Islero was purchased by the current vendor at Bonhams' Quail Lodge auction in August 2019 (Lot 133). Since then the Lamborghini has been imported into the UK; import duty has been paid; and the car given the registration number 'NTL 211F'. On arrival in the UK, the car was serviced by AMS Porsche Ltd

This is a sensational and rare example of one of the final evolutions of the early Lamborghini V12 Gran Turismo and is sure to delight the fortunate new owner both on the road and on the concours lawn.

£160,000 - 190,000
€190,000 - 230,000

127 Ω N

One owner from new

2011 MERCEDES-BENZ SLS AMG COUPÉ

Registration no. not registered

Chassis no. WMX1973771A002681

- Built to Swiss market specification
- Automatic transmission
- Well specified
- Showing circa 50 km on the odometer



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 V8 engine producing 563bhp initially (572bhp in the car offered here) - 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. A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its low weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor.

Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. 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.

A 2011 model built to Swiss market specification, this left-hand drive example was ordered new by the current vendor in 2010 and has covered only a relative handful of kilometres since delivery. Finished in Alubeam Silver (Metallic) with Designo Exclusive natural leather/light brown woven leather interior, this collectible modern Mercedes is offered with a copy of the sales receipt listing its specification in full.

The SLS AMG has been on static display since acquisition and will require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£100,000 - 150,000

£120,000 - 180,000

No Reserve



Highlights of its mouth-watering specification include the following:

- Seven-speed dual-clutch automatic transmission
- Reversing camera
- Garage door opener
- LED daytime driving lights
- Auto dimming interior and driver's side mirrors
- Memory kit (seats, steering column, mirrors)
- AMG performance steering wheel
- Tyre pressure control
- Electrical folding exterior mirrors
- Anti-theft warning device
- Automatic climate control
- COMAND APS with DVD changer
- Media interface (UCI)
- Headlamp cleaning system
- Bang & Olufsen Beo Sound
- Interior monitoring system
- Bi-xenon headlamps
- Emission control system with EU5 technology



128

1953 LANCIA AURELIA B20 GT SERIES III COUPÉ

Registration no. 991 HYP
Chassis no. B20-2730

- *Iconic Italian Gran Turismo*
- *First owned by Adnan Khashoggi*
- *Present ownership since the 1990s*
- *Extensively restored*
- *Up-rated (140bhp) engine*
- *Recently re-commissioned*



Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WW2 with the Aprilia and its smaller cousin the Ardea, but waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminium construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary construction design, the Aurelia retained Lancia's 'sliding pillar' independent front suspension, first seen on the Lambda, but used a novel semi-trailing arm layout at the rear, another world first. The transmission too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 saloon was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20. Lighter and higher geared than the saloon, the B20 was good for a top speed of over 100mph.

Stunning the motor racing world, a mildly race-developed B20 driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villoresi's 4.1-litre works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence.

Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, while 4th-series onwards cars had De Dion rear suspension instead of the original semi-trailing-arm arrangement. The Lancia factory publication, 'The History of Lancia 1906-1989', states that 1,231 2.0-litre B20 GTs were produced (Series I and II) plus a further 1,880 2½-litre cars (Series III to VI). An engineering tour de force clothed in sublime coachwork by Italy's foremost carrozzeria, the Aurelia B20 represents for many the zenith of Lancia's post-war production.

This B20 GT's original owner was Adnan Khashoggi, the Saudi Arabian businessman known for his controversial business deals and lavish lifestyle. The original registration was '7 AMK', which presumably was retained when the car was sold. The original logbook shows the date of first registration as 4th January 1954 and Khashoggi as first owner. The registration later changed to the current '991 HYP'. The vendor purchased the Aurelia in the 1990s from Tim Burrett, who had had it stored in a barn for many years.



The vendor stripped the car and the body was restored by marque specialists Tanc Barrett and painted twice, latterly and to a very high standard by Autocraft in Telford. The exterior colour was originally two-tone grey (as it was when the car was acquired by the vendor) and is now Lancia dark blue. The B20's standard front seat is a split bench type. These original seats are freshly trimmed in grey leather with all original runners, etc and come with the car, but there are currently two period style bucket seats fitted, improving the driving position. These bucket seats were available at the time, and it is understood that both the Hawthorn and the Fangio cars had them, as did some of the works competition cars.

This car's cylinder block has been changed to later Series IV block, which uses Vandervell bearings rather than the Series I/II/III white metal bearings which are more difficult to renew. The engine's external appearance is the same. The engine has been dynamometer tested to produce over 140bhp and excellent torque at 5,000rpm. This is considerably more than the standard unit's claimed 118bhp, which in most cases was nearer 100 in reality. The engine has been rebuilt with a Nardi-style up-rated camshaft, modified flywheel, and twin-choke Weber carburettors as per the works cars, and has been balanced.

The engine spent around 8-10 hours on the test bed at Tim Adams Racing and since then has probably done no more than five hours in the car. The test sheets are available, and with its more powerful engine we are advised that this Aurelia goes very well.

The transmission was rebuilt by Tim Burrett with new first/reverse gears and bearings, etc. The transmission likewise has done only five hours since the rebuild and is said to have an excellent gear change and synchromesh. A floor change has been fitted rather than the standard column change. Brakes are Series VI twin-leading-shoe at the front, which was a common modification in the day and a big improvement. The wheels fitted are similar to the original style but the rims are to suit 15" tyres, which gives a much greater tyre choice than standard (the original wheels and aluminium hubcaps are included in the sale).

The Aurelia has been standing for a little over two years, but in the last few weeks has been re-commissioned by CMC and we are advised is once again running and stopping well. Overall a sensibly upgraded and smartly presented example worthy of the closest inspection.

£80,000 - 120,000
€94,000 - 140,000

129 Ω N

2015 FERRARI FF COUPÉ

Registration no. not registered
Chassis no. ZFF73SKT2F0207525

- Built in 2015 and purchased in 2017
- Left-hand drive
- Well specified



Traditionally, Ferrari's four-seater models had offered little more than '2+2' accommodation, but in 2011 the Prancing Horse finally grasped that particular nettle and introduced its first car capable of carrying four adults in reasonable comfort: the FF. And as if that wasn't enough, the FF was also the first Ferrari production car to incorporate four-wheel drive. Introduced at the Geneva Salon in March 2011, the FF effectively replaced the 612 Scaglietti in Ferrari's range, though featuring a three-door shooting brake-style body rather than its predecessor's traditional two-door fastback. The FF was designed at Ferrari Styling Centre under the direction of Flavio Manzoni, who remarked that, apropos of its development: "the challenge resides in coming up with a completely new shape while staying true to the values Ferrari stands for". Few would deny that Manzoni and his colleagues had succeeded brilliantly.

At the time of its introduction, the FF's 6.3-litre normally aspirated V12 was the largest engine ever to feature in a production Ferrari, its 651 horsepower being sufficient for a top speed of 208mph, making the FF the world's fastest four-seater at the time of its introduction, according to Maranello.

"The FF doesn't feel as insanely ballistic as a 599 GTB in the lower gears" observed *Autocar*, "but in third and above it's mighty, and since 80 percent of the engine's 504lb/ft of torque is available from 1,750rpm, it feels every bit as effortless as a serious GT should".

"Consequently the 0-62mph sprint is dispatched in just 3.7sec, and the FF can power on to a top speed of 208mph. More impressively, against the clock the FF accelerates from 0-124mph in 11.0sec, exactly matching Ferrari's claims for the 599 GTB – despite that car's superior power-to-weight ratio".

Clearly, Ferrari had not traded away any measure of performance in developing its first practical four-seater. And that shooting brake body with its rear hatch did make the FF an impressive load carrier, affording a capacity of 800 litres with the rear seats folded down. Needless to say, the sumptuous leather-trimmed interior stood comparison with world's very best luxury saloons; premium air conditioning and a navigation/audio system were standard, with five suspension/chassis modes selectable via the steering wheel-mounted manettino knob.

But the main talking point of the FF was its novel four-wheel drive transmission which, unlike conventional systems, did away with a central differential, an approach that afforded a significant reduction in weight. Known as '4RM' by the factory, this system employed a second gearbox with only two forward speeds plus reverse, located at the front of the engine. For most of the time the FF employs rear-wheel drive only, and when power does need to be fed to the front wheels it is transmitted to the forward gearbox via a pair of clutches. The forward gearbox's ratios do not correspond with those of the main seven-speed semi-automatic 'box, so the clutches are slipped, effectively acting as a front differential while at the same time providing torque vectoring for better handling.



According to *Car & Driver*: "... the first roadgoing Ferrari to put power to all four wheels doesn't understeer like so many other four-wheel-drive sports cars. It's actually mostly neutral through corners. Ferrari engineers repeatedly explained to us that the front wheels are used mostly for traction in bad weather and that power is otherwise shunted to the rear wheels as much as possible". Priced at £226,000 in the UK at time of launch, the FF remained in production until 2016.

Finished in Grigio Alloy with Iroko leather interior, this superb example was built in 2015 and sold via the local Ferrari agent to the current vendor on 20th June 2017.

Representing a wonderful opportunity to own one of Ferrari's landmark, four-seater, four-wheel-drive supercars, this stunning FF comes with copies of the sales invoice and specification sheets.

The FF has been on static display since acquisition and will require recommissioning prior to road use. Please also note the Lot will attract 20% import VAT if it is to remain in the UK.

£70,000 - 100,000

€82,000 - 120,000

No Reserve

Specification highlights include the following:

- Yellow brake callipers
- Coloured upper dashboard
- 20" forged diamond wheel rims
- Leather headliner
- Coloured steering wheel
- 'Scuderia Ferrari' shields
- Coloured safety belts
- Front grille with chromed edges
- Sport exhaust pipes
- Fire extinguisher
- Yellow instruments
- Ventilated full electric seats
- Leather parcel shelf
- High power hi-fi system

130

c.2001 DUCATI 748 R SERIES 2

Registration no. not UK registered
Frame no. ZDMH300AA1B008413

- Sold new in Italy
- Only 200 kilometres recorded
- Offered from a respected UK Ducati collection
- Requires re-commissioning



Introduced in 2000, replacing the 748 SPS, the 748 R was built in order to homologate parts which Ducati required for their World Supersport Championship contender. The frame was borrowed from Ducati's 996 World Superbike racer, permitting the use of a much larger (14-litre) airbox and throttle body with a single shower-type fuel injector. Cams, valves, con-rods, etc were all up-rated and the 996-based engine produced a remarkable 106bhp at 11,000rpm from its 748cc.

Other notable features included a slipper clutch, different chassis settings and lightweight Marchesini wheels. For 2001, a second series was introduced, with Öhlins forks and rear shock absorber replacing the previous Showa items. The frame was lightened and at the same time stiffened by using a carbon fibre airbox. There were also detailed improvements to the engine.

This machine is one of the desirable 2nd Series, which we understand was limited to circa 1,500 units, this one being number '475'. Released from a respected UK Ducati collection, it is effectively new, having covered only 200 kilometres since it left the Bologna factory. As the machine is virtually unused, it should require light re-commissioning before use.

This rare and desirable modern Ducati is offered with its original Italian registration papers; original owner's manual and service book; UK Nova declaration; and two keys.

£12,500 - 16,000
€15,000 - 19,000

131

1998 DUCATI 916 SPS 'FOGARTY REPLICA'

Registration no. S88 FOG

Frame no. ZDMH100AAW001681

- Number '88' of only 202 produced
- Rare example with the 'Kyalami' frame for homologation purposes
- Only circa 7,920 miles recorded
- Offered from a respected UK Ducati collection



Although Ducati's water-cooled 8-valve v-twin had been around in its original 851 and 888 incarnations for six years and had already won four World Superbike Championships, it was the arrival of the iconic 916 for 1994 that really captured the public's imagination. Styled by Massimo Tamburini, the 916 and its subsequent evolutions established Ducati as one of the world's foremost brand names. Universally recognised as icons of automotive art, Ducati motorcycles have been exhibited in some of the world's foremost museums, including the Guggenheim in New York and the Museum of Modern Art in San Francisco.

Capitalising on Carl Fogarty's World Superbike Championship successes, Ducati introduced the limited edition 916 SPS 'Fogarty Replica' in 1998 at the behest of UK importer Moto Cinelli. Only 202 were made, number '002' being reserved for the great man himself while '001' was retained for Ducati's museum in Bologna, with the rest going to wealthy (the list price was £20,000-plus) British enthusiasts. Like the standard 916 SPS on which it was based, the 'Foggy Rep' used the 996cc motor but in a slightly higher (134bhp) state of tune courtesy of a full titanium exhaust system, larger airbox, and altered fuel injection mapping.

Other 'goodies' included lightweight Marchesini wheels, carbon-fibre seat unit, carbon swinging arm protector, and colour-matched mirrors. A full racing decal set and white competition number panels completed the mouth-watering picture. The 916 SPS should not be confused with the later 996 Fogarty Replica, introduced 1999, which was produced in greater numbers and was less powerful.

The Ducati on offer comes from a respected UK Ducati collection and is number '88' of the 202 produced. Currently showing circa 7,920 miles on the odometer, it was supplied by Ducati Edinburgh and is being sold with the registration number 'S88 FOG'. Service records show that the machine was last serviced by Ducati specialist Ian Rhodes at RPM on 23rd November 2018 at a cost of £4,595, which involved re-commissioning after a period of static display (invoice on file). Since then the machine has covered only some 10 miles.

£21,000 - 25,000

€25,000 - 29,000

132

1992 BENTLEY CONTINENTAL R COUPÉ

Registration no. K623 JHJ

Chassis no. NCH42107

- *Meticulously maintained example*
- *£60,000 spent with marque specialists during its current ownership*
- *New transmission*
- *Full service history*





Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in 1985 was 'Project 90': a mocked-up coupé styled by Messrs John Heffernan and Ken Greenley, which was intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Again the work of Heffernan and Greenley, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph. Costing nearly £200,000 when new, the Bentley Continental R was the world's most expensive production car at that time.

One of only 1,335 built, this Continental R has belonged to the current vendor for the last 10 years and 50,000 glorious miles of UK and Continental motoring. Finished in British Racing Green with Magnolia leather upholstery and beautiful wood veneers, the Bentley has covered 105,000 miles from new (averaging 3,600 annually) and is presented in stunning condition.

During the vendor's ownership some £60,000 has been spent on refurbishment and restoration by well-known marque specialists including P&A Wood and Phantom Motors. This year's works included a complete suspension rebuild, a new transmission, and new 17" wheels and tyres at a cost of £25,000. Highlights include: Rebuilt engine management ECU, new air conditioning compressor, new alternator, new power steering pump, new radiator, replacement of flexible hoses where necessary, brakes, pumps, new active-ride ECU and rewiring where necessary, new valve stem oil seals, new air/fuel metering head and a new Alpine stereo head unit with Bluetooth connectivity

Provenance is everything with these cars, and this example comes with extensive and very detailed full service history (29 service stamps). This very attractive Grande Routière represents exceptional value for money, as well having the magical 'Bentley Continental' name.

£40,000 - 50,000
€47,000 - 58,000

133 *N

The ex-London Motor Show

1961 ASTON MARTIN LAGONDA RAPIDE SALOON

Registration no. not UK registered

Chassis no. LR/105/R

- Retained by the factory as a demonstrator and development car
- Known ownership history
- Factory-fitted DB6 engine
- Automatic transmission



"It has long been my ambition to produce a car which would be equally suitable to drive or to be driven in, great comfort, large luggage carrying capacity yet still be exhilarating to the owner driver and capable of effortless sustained high performance. There is such similarity between modern cars that one is fearful of the day when all will look, and be, alike." - David Brown on the Lagonda Rapide.

Aston Martin revived the famous Lagonda name in 1961 with a luxurious four-door sports saloon – the Rapide – that took its appellation from one of the marque's most exalted models of the late 1930s. It had been David Brown's intention that the Rapide should be the "most mechanically advanced car available", offering effortless acceleration to 130mph. Beneath the Rapide's Superleggera aluminium coachwork (by Touring of Milan, the *carrozzeria* responsible for the Aston Martin DB4 sports car) was a lengthened (by 16") DB4 platform-type chassis reconfigured to accept De Dion rear suspension, the adoption of which allowed rear compartment space to be maximised. Powered by a 4.0-litre (236bhp) version of the Aston Martin DB4's twin-cam 'six' that would later power the DB5 and DB6, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed.



Dual circuit, servo assisted disc brakes restrained this excellent performance, while fittings to the traditional interior included electric windows, picnic tables to the rear, filler cap remote opener, and a radio as standard. The Rapide's price when new was £5,000, some 25% higher than that of the Aston Martin DB4, which itself was not exactly a cheap automobile. A mere 55 units, almost all of which were equipped with Borg Warner three-speed automatic transmission, were built before production ceased in 1964.

Today, 47 of the original 55 Rapides are known, 'LR/105/R' being the fifth built. Displayed at the 1961 London Motor Show and kept by the factory as a demonstrator and development car, '105/R' was first registered to Aston Martin Lagonda Ltd (as '92 MY') on 11th October 1961. Its original colour scheme was Dubonnet with fawn leather interior trim. On 10th December 1962 the car was registered to David Brown Tractors Ltd followed by AML Ltd (for the second time) on 7th February 1967. Later that same year the Lagonda was registered to its first private owner, Thomas Crumbie of Leicester. Mr Crumbie was followed by Cavendish Press Ltd of Leicester and then Peter Biggs of Cambridgeshire, who is the previous keeper listed on the accompanying V5C document (please note that, as the car was subsequently exported, an application will need to be made to retain the registration number). Registered to Desmond J Smail Ltd, '105/R' was sold by them to the current vendor in November 2010.

Copies of factory paperwork on file record the fact that the engine (originally '400/105') has been changed twice by the factory, the unit currently fitted ('400/1655') being that of a DB6, as is the Borg Warner Type 8 automatic gearbox. Interestingly, the AMOC Register states that '105/R' was treated to a modified front end and changed from a De Dion to a 'beam' rear axle by the factory, and that it is the only example of the proposed Mark 2 series. Its provenance and unusual specification make 'LR/105/R' an extremely interesting and significant example of this rare and wonderful car, which was the personal project of David Brown himself.

The Rapide has been on static display for a number of years and will require recommissioning prior to road use. Please also note the Lot will attract the reduced 5% import tariff if it is to remain in the UK.

£50,000 - 80,000
€58,000 - 94,000
No Reserve

Bonhams

AUCTIONEERS SINCE 1793



The Winter Automobilia Online Auction

Online | 1 - 14 December 2021

ENQUIRIES

+44 (0) 1483 445 494

+44 (0) 1483 445 496

automobilia@bonhams.com

For lot descriptions and
further images please visit
[bonhams.com/26954](https://www.bonhams.com/26954)

A SELECTION OF LOTS FROM
THE WINTER THE AUTOMOBILIA
ONLINE AUCTION

Bonhams | mph

Trust in us, you're in safe hands



Bonhams MPH December Motoring Auction

Bicester Heritage | 11 December 2021
Catalogue now online

Bonhams MPH
The Guard House
Bicester Heritage
OX26 5HA
+44 (0) 1869 229477
mph@bonhams.com
bonhams.com/26810

Located at

BICESTER
HERITAGE

Bonhams

AUCTIONEERS SINCE 1793



Entries now invited

Important Collectors' Cars
and Fine Automobilia

Paris, France | 3 February 2022

ENQUIRIES

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



Download Bonhams app
for iOS & Android

*Property from a single family
ownership collection from new*

**1901 RENAULT TYPE D 4.5CV
MONOCYLINDRE VOITURETTE**
€35,000 - 45,000 *
No Reserve

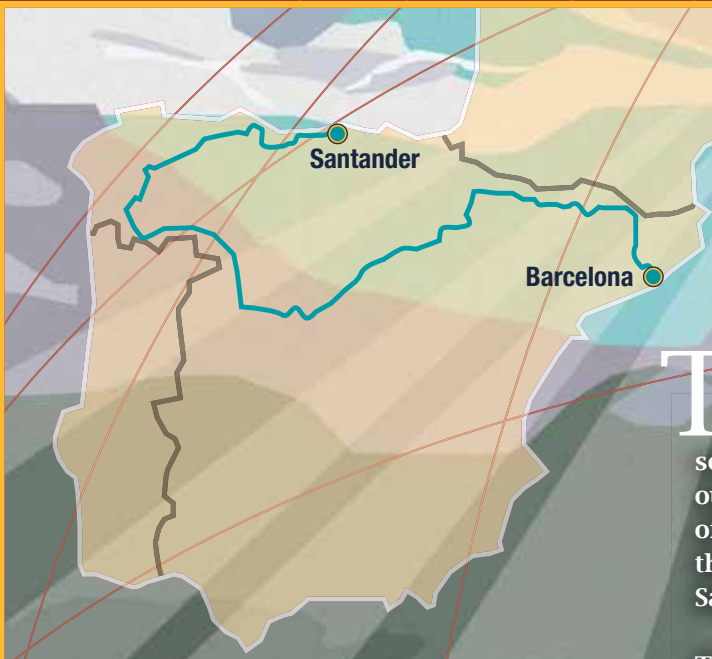
**1904 PIPE SERIE E 15CV QUATRE
CYLINDERS TONNEAU AVEC
ENTRÉE PAR L'ARRIERE**
Carrosserie Par Lucien Shutsel, Bruxelles
€200,000 - 300,000 *
No Reserve

**1903 DE DION BOUTON
TYPE N 6CV MONOCYLINDRE
VOITURETTE**
€45,000 - 55,000 *
No Reserve



2022 **1** 2022
CARRERA
ESPAÑA

24 April to 5 May 2022



The third of our popular 'Carrera' series, sees *Rally the Globe* back in Spain. Starting outside of Barcelona crews will enjoy the best of the ancient kingdoms and principalities of the north of the country before finishing in Santander on the Cantabrian coast.

This convivial rally features carefully designed mountain-road regularities, adrenaline-fueled tests at renowned race circuits and luxury hotels including a mediaeval fortress, mountain lodge and Benedictine monasteries.

11 days, 3,500 km of
open roads and classic
driving in beautiful
surroundings



Rally ^{the} Globe
VINTAGE AND CLASSIC CAR CLUB



For more information and to register your interest visit www.rallytheglobe.com
   +44 113 360 8961 info@rallytheglobe.com

The *Carrera España* is open to cars of pre-1977 specification, with a separate classification for pre-1946 specification cars.

Sponsored by:

Bonhams



“Probably one of the smallest yet most distinguished car clubs in the world!”



Our members are supporting and championing the work of the National Motor Museum Trust in preserving motoring heritage

Are you interested?

Please contact Membership Development Manager heather.jackson@beaulieu.co.uk 01590 614634

For an insight into our activities visit beaulieuonehundred.co.uk



National Motor Museum Trust
Beaulieu Hampshire SO42 7ZN

Registered charity no. 1107656



THE MARKET
by Bonhams



Sold £30,350



Sold £38,500

ADVENTURE



Sold £78,000



Sold £85,000

ICONS



Sold £51,000



Sold £39,750

RACE AND TRACK



Sold £34,000



Sold £31,000

MODERN CLASSICS



Sold £39,750



Sold £17,850

CULT HEROES

No buyer fees, just 5% + VAT seller fees (£6,000 maximum), 88% sale rate in 2020

themarket.co.uk

+44 (0)1865 521 088

Unit 38A Innovation Drive, Milton Park,
Abingdon, Oxfordshire, UK, OX14 4RT





Credit: Mick Herring

The Vintage Sports-Car Club



EIGHT DECADES OF
LIVING MOTORING HISTORY



Membership benefits include:

- Full calendar of events covering race, sprint, hillclimb, trials, rallies, driving tests and social events
- Club publications including the award winning quarterly, The Bulletin
- Free access to the Club Library, a leading resource on all things automotive
- Access to the Club's members only forum and classified adverts
- Regular social events including local 'natter and noggin' pub meets

JOIN US

The VSCC is committed to encouraging future generations to enjoy vintage motoring and offers 'Young' (under-30) members:-

Discounted subscription rate ♦ Car loan scheme ♦ Discounted entry fees
Mentoring scheme

Visit www.vsccl.co.uk for more information

Try something new. Motor sport the way it used to be.



Screen time

Sometimes the best way to connect is to disconnect. And what better way to disconnect than getting behind the wheel? At Hagerty, everything we do - insurance, car values, entertainment - is focused on making it easier for you to enjoy buying, owning, driving and dreaming about the cars you love. Call our team of knowledgeable enthusiasts for exceptional service, fully comprehensive insurance options and more.

INSURANCE CAR VALUES ENTERTAINMENT

HAGERTY Let's Drive Together

+44 333 323 1383 | [Hagerty.co.uk](https://www.hagerty.co.uk)

Rated **Excellent** on  Trustpilot

Hagerty International Limited is authorised and regulated by the Financial Conduct Authority (FCA Firm Reference Number 441417)



E.M.ROGERS ARE PROUD TO BE THE TRANSPORT AND STORAGE PARTNER FOR BONHAMS.

WE ARE PLEASED TO OFFER THE VERY BEST IN VEHICLE CARE AND CUSTOMER SERVICE.

UK AND EUROPEAN ENCLOSED CAR TRANSPORT

SECURE INDOOR VEHICLE STORAGE

WORLDWIDE SHIPPING AND AIR FREIGHT

CUSTOMS CLEARANCE, REGISTRATION, VALETING AND ALL OTHER ASSOCIATED SERVICES

Bonhams



PLEASE CONTACT US ON TRAFFICDESK@EMROGERS.CO.UK

OR CALL THE OFFICE ON 01604 755511

ON SALE WEEKEND PLEASE CALL JOHN 07885 877324



WWW.EMROGERSTRANSPORT.COM

NOTICE TO BIDDERS

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

1. OUR ROLE

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

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

2. LOTS

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Prices below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

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

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

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

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Registration and Bidding Form* on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price*, 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 date of 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) Automobiles
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*).

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

8. VAT

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

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

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

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

9. PAYMENT

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

Bonhams' preferred payment method is by bank transfer.

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

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

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

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

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

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

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

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

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

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

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

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the

Sale of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

10. COLLECTION AND STORAGE

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

11. SHIPPING

For information and estimates on domestic and international shipping as well as export 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 UK. These regulations may be found at: <https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species/how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk

Applications: CITESapplication@apha.gov.uk

Address: UK CITES Management Authority
Centre for International Trade
Horizon House, Deane Road, Bristol BS1 5AH

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 'S5B' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years

to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*.

Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details. It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine.

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

Under 15 years old – into neck or less than 4cm

15 to 30 years old – top shoulder (ts) or up to 5cm

Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fall 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. 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 Buyer's Agreement set out in Appendix 2 have been completed to Bonhams' satisfaction.
 - 7.4 You will collect and remove the Lot at your own expense from Bonhams' custody and/or control or from the Storage Contractor's custody in accordance with Bonhams' instructions or requirements.
 - 7.5 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
 - 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the Seller if you do not remove the Lot in accordance with this paragraph 7 and will indemnify the Seller against all charges, costs, including any legal costs and fees, expenses and losses suffered by the Seller by reason of your failure to remove the Lot including any charges due under any Storage Contract. All such sums due to the Seller will be payable on demand.
- #### 8 FAILURE TO PAY FOR THE LOT
- 8.1 If the Purchase Price for a Lot is not paid to Bonhams in full in accordance with the Contract for Sale, the Seller will be entitled, with the prior written agreement of Bonhams but without further notice to you, to exercise one or more of the following rights (whether through Bonhams or otherwise):
 - 8.1.1 to terminate immediately the Contract for Sale of the Lot for your breach of contract;
 - 8.1.2 to resell the Lot by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;

- 8.1.3 to retain possession of the Lot;
- 8.1.4 to remove and store the Lot at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the Contract for Sale and/or damages for breach of contract;
- 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 8.1.7 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless the Buyer buys the Lot as a Consumer from the Seller selling in the course of a Business) you hereby grant an irrevocable licence to the Seller by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal Business hours to take possession of the Lot or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the Seller at the Sale or any other auction or by private treaty until all sums due under the Contract for Sale shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, Without Reserve, any of your other property in the possession of the Seller and/or of Bonhams (as bailee for the Seller) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such Sale in satisfaction or part satisfaction of any amounts owed to the Seller or to Bonhams; and
- 8.1.10 so long as such goods remain in the possession of the Seller or Bonhams as its bailee, to rescind the contract for the Sale of any other goods sold to you by the Seller at the Sale or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the Seller or to Bonhams by you.
- 8.2 You agree to indemnify the Seller against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to Bonhams in order to obtain the release of the Lot) incurred by the Seller (whether or not court proceedings will have been issued) as a result of Bonhams taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the Seller becomes liable to pay the same until payment by you.
- 8.3 On any resale of the Lot under paragraph 8.1.2, the Seller will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the Lot, after the payment of all sums due to the Seller and to Bonhams, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The Seller will not be liable for any injury, loss or damage caused by the Lot after the fall of the Auctioneer's hammer in respect of the Lot.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the Seller will not be liable for any breach of any term that the Lot will correspond with any Description applied to it by or on behalf of the Seller, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the Seller sells the Lot in the course of a Business and the Buyer buys it as a Consumer,
- 9.3.1 the Seller will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in relation to the Lot made by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale;
- 9.3.2 the Seller will not be liable for any loss of Business, Business profits or revenue or income or for loss of reputation or for disruption to Business or wasted time on the part of the Buyer or of the Buyer's management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the Seller is liable to you in respect of the Lot, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the Seller's liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the Seller's negligence (or any person under the Seller's control or for whom the Seller is legally

responsible), or (iii) acts or omissions for which the Seller is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The Seller's failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the Seller's ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the Seller, addressed c/o Bonhams at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the Buyer given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the Seller, it will also operate in favour and for the benefit of Bonhams, Bonhams' holding company and the subsidiaries of such holding company and the successors and assigns of Bonhams and of such companies and of any officer, employee and agent of Bonhams and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

- 1.1 These terms govern the contract between Bonhams personally and the Buyer, being the person to whom a Lot has been knocked down by the Auctioneer.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the Sale are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the Sale, and where such

- information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the Lot between you and the Seller is made on the fall of the Auctioneer's hammer in respect of the Lot, when it is knocked down to you. At that moment a separate contract is also made between you and Bonhams on the terms in this Buyer's Agreement.
- 1.4 We act as agents for the Seller and are not answerable or personally responsible to you for any breach of contract or other default by the Seller, unless Bonhams sells the Lot as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the Lot in accordance with paragraph 5;
- 1.5.2 subject to any power of the Seller or us to refuse to release the Lot to you, we will release the Lot to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the Seller and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, Guarantee, warranty, representation of fact in relation to any Description of the Lot or any Estimate in relation to it, nor of the accuracy or completeness of any Description or Estimate which may have been made by us or on our behalf or by or on behalf of the Seller (whether made orally or in writing, including in the *Catalogue* or on Bonhams' Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the Sale. No such Description or Estimate is incorporated into this agreement between you and us. Any such Description or Estimate, if made by us or on our behalf, was (unless Bonhams itself sells the Lot as principal) made as agent on behalf of the Seller.

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT AND BUYER WARRANTIES

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the Sale:
- 3.1.1 the Purchase Price for the Lot;
- 3.1.2 a Buyer's Premium in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the Lot is marked [AR], an Additional Premium which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the Sale.
- 3.2 You must also pay us on demand any Expenses payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the Sale was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered Bidder unless the Bidder is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the Buyer's Premium, the Commission payable by the Seller in respect of the Lot, any Expenses and VAT and any interest earned and/or incurred until payment to the Seller.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the Purchase Price, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of Lots have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the Purchase Price of each Lot and secondly pro-rata to pay all amounts due to Bonhams.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your

Principal"), you undertake and warrant that:

- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;
- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to Bonhams relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.
- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the Seller, to our satisfaction at our discretion, we shall be entitled to retain Lots and/or proceeds of Sale, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the Seller or us to refuse to release the Lot to you, once you have paid to us; in cleared funds, everything due to the Seller and to us, and once we have completed our investigations under paragraph 3.11, we will release the Lot to you or as you may direct us in writing. The Lot will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the Lot at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the Sale.
- 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 for Sale* the *Lot* corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies for 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

- 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.
- In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - 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
 - 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.
- 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.
- 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.
- 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:
 - the seller;
 - 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;
 - 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.
- 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

Lincs & 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 Lairessestraat 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"/>
--------------------------	--------------------------	--------------------------	--------------------------

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: The Bond Street Sale	Sale date: Saturday 4 December 2021
Sale no. 26805	Sale venue: New Bond Street, London

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	

Please answer all questions below

1. ID supplied: Government issued ID and (if the ID does not confirm your address) current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.

2. Are you representing the Bidder? If yes, please complete question 3.

3. Bidder's name, address and contact details (phone and email):
Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement

Are you acting in a business capacity? Yes No If registered for VAT in the EU please enter your registration here: / - -

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Bidder/Agent's (please delete one) signature: _____ Date: _____

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.



EVV 106

34

Index

Lot No	Year	Model	Lot No	Year	Model
123	1968	AC 428 Convertible	119	2000	BMW Z8 Roadster
102	1959	Alfa Romeo Giulietta Sprint Coupé	118	1933	Bugatti Type 46S Two-Door Coupé
133	1961	Aston Martin Lagonda Rapide Saloon	130	c.2001	Ducati 748 R Series 2
125	1965	Aston Martin DB5 Sports Saloon	131	1998	Ducati 916 SPS 'Fogarty Replica'
124	1967	Aston Martin DB6 Sports Saloon	114	2014	Ferrari F12 Berlinetta
103	1970	Aston Martin DB6 Mark 2 Vantage Sports Saloon	129	2015	Ferrari FF Coupé
116	1971	Aston Martin DB6 Mark 2 Sports Saloon	111	1937	Jaguar SS 100 3½-Litre Sports Tourer
121	1979	Aston Martin V8 Vantage Sports Saloon	126	1968	Lamborghini Islero 400 GT Coupé
112	1979	Aston Martin V8 Vantage Sports Saloon	128	1953	Lancia Aurelia B20 GT Series III Coupé
106	1995	Aston Martin Vantage Coupé	107	1956	Mercedes-Benz 300SC Coupé
120	1998	Aston Martin Vantage Coupé	127	2011	Mercedes-Benz SLS AMG Coupé
105	2004	Aston Martin Vanquish S Coupé	117	2014	Mercedes-Benz SLS AMG GT Final Edition Coupé
115	1955	Austin-Healey 100S Sports-Racing Two-Seater	104	2010	Porsche 911 Type 997 Sport Classic Coupé
110	1928	Bentley 6½-Litre Tourer	101	1964	René Bonnet Djet II Coupé
109	1930	Bentley 4½-Litre Tourer	108	1935	Rolls-Royce 40/50hp Phantom II Tourer
132	1992	Bentley Continental R Coupé	122	1933	Talbot AV95/AV105 Alpine Team Car Replica





Bonhams
101 New Bond Street
London, W1S 1SR

+44 (0) 20 7447 7447
bonhams.com

AUCTIONEERS SINCE 1793