

A stylized, colorful illustration of a race track. In the foreground, a road with multiple colored lanes (blue, yellow, red) curves away. To the left, a white tower with a Rolex logo and a clock face stands on a hill, with the word 'MINTEX' written below it. A biplane flies in the sky above. The background features rolling hills and a large yellow sun. The overall style is modern and graphic.

Bonhams

GOODWOOD REVIVAL SALE

Important Sports, Competition and
Collectors' Motor Cars and Automobilia

Chichester, Sussex | 17 September 2022





FERODO

ENSIGN QUALITY
LUBRICANTS

SEMPER SERVICE

SOUTHERN RAILWAY



As a Founding Partner, Bonhams are privileged to present another exceptional sale of Sports, Competition and Touring Motor Cars at the 2022 Goodwood Revival.



GOODWOOD

REVIVAL SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | Saturday 17 September 2022 at 10:30 and 13:00

SALE NUMBER

27523

ILLUSTRATIONS

Inside Front Cover: Lot 390
Inside Back Cover: Lot 375

VIEWING

Friday 16 September 09:00 to 17:00
Saturday 17 September from 09:00
Sunday 18 September cars remain
on display from 10:00 to 16:00

SALE

Saturday 17 September:
Automobilia 10:30
Vehicle Registration Numbers
immediately following automobilia
Motor Cars 13:00

ENQUIRIES

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

Automobilia
+44 (0) 1483 445496
+44 (0) 1483 445494
+44 (0) 1483 445495
automobilia@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

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

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

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

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

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

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

Louis Frankel
+44 (0) 20 3988 6308
louis.frankel@bonhams.com

Malcolm Barber
+44 (0) 20 7468 8238
malcolm.barber@bonhams.com

SALE ADMINISTRATOR

Katherine Broad
+44 (0) 20 3988 6454
katherine.broad@bonhams.com

BIDS

- Bid online/APP

Register to bid online by visiting
www.bonhams.com/27523



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

- Bid by telephone/absentee

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

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

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

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

- Bid in person

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

- New Bidders

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

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

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

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

Please see back of catalogue
for important notice to bidders

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

PLEASE NOTE

The Bonhams marquee is located
outside of the ticketed event area.
To access the 'Over the Road'
attractions and the Motor Circuit
you will require an event ticket.

Admission to the sale by catalogue
only (admits two).

This catalogue does not admit
the holder to the Goodwood
Motor Circuit.

Bonhams 1793 Limited

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

+44 (0) 20 7393 3900



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 no 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 a Buyer's Premium on the Hammer Price of each Lot purchased and this 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 £20,000 of the hammer price; 26% of the hammer price of amounts in excess of £20,001 up to and including £700,000; 20% of the hammer price of amounts in excess of £700,001 up to and including £4,000,000 and 13.9% of the hammer price of any amounts in excess of £4,000,001. (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 Buyers Premium by all Buyers, unless otherwise stated.

Damage

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

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

Bonhams preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows. Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

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

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

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

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £350 + VAT to do so will be added to the Buyer's invoice. If you are planning to export your purchased vehicle, please let the department know as early as possible.

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 katherine.broad@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, every available motor car file will be at the sale for inspection during the view. Each motor car's registration document (V5C or equivalent) where applicable, 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 to 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 Katherine Broad.

When can I clear my purchases?

Automobilia must be collected from the sale venue by 6pm on the day of the sale. for details of uncollected Automobilia see collections page 8 for more information.

Vehicles must be collected from the sale venue by 12 noon on Monday 19 September 2022 (subject to all costs being paid), at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their store at buyer / vendor expense.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their contact details are listed in the sale catalogue.

Where can I read your conditions of Sale?

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

Bonhams International Motoring Team

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



Guy Newton



Richard Stafford



Louis Frankel



James Knight



Malcolm Barber



Maarten ten Holder
International
Managing Director



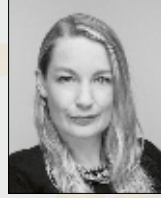
Katie Barnet



Katherine Broad



Mark Gold



Lauren Wear



Poppy Squire



Lynnie Farrant



Roger Bell-Ogilby
Global Business Director

EUROPE



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loïc Maschi



Daniele Turrisi



Philip Kantor
International
Chairman Motoring



Valerie Simonet



Tara Lawrence

WEST COAST



Jakob Greisen



Gordan Mandich



Mathieu Guyot-Stonnest



Adrien Durban



Mark Osborne



Aleksandra Krypciak



Catherine Tejada

EAST COAST



Rupert Banner



Eric Minoff



Evan Ide



Tim Parker



Jennifer Burns



Whitney Maxwell

THE MARKET UK



David Hayhow



Fraser Smith



Paul Hegarty



Ainsley Pierce



John Hunt



Mark Livesey



Oliver Hughes



Jo Tomlin



Kayleigh Ramsay



Sam Shupac

THE MARKET EUROPE



David Toledano



Pierre Tirone



Carlotta Manchini



Caroline Cassini



Stephen Mancuso



Brett Halverson



Matthew Groner



Steve Gregg

THE MARKET USA

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



Caz Sullivan



Ben Walker

AUTOMOBILIA



Toby Wilson



Adrian Pipiros



James Garguilo



Estelle Perry

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

UK Motorcycles
The Guard House
Bicester Heritage
Bicester, OX26 5HA
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

UK Automobilia
4 Millmead, Guildford
GU2 4BE
+44 (0) 1483 445 494
automobilia@bonhams.com

**European Motor Cars
and Automobilia**
4 rue de la Paix, 75002 Paris
+33 (1) 42 61 10 11
+33 (6) 63 20 76 74 (Automobilia)
eurocars@bonhams.com

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

**East Coast Motorcars
and Automobilia**
580 Madison Avenue
New York, NY 10022
+1 (212) 461 6514
usacars@bonhams.com

THE MARKET by Bonhams
38A Innovation Drive
Milton Park, Abingdon
Oxfordshire, OX14 4RT

www.themarket.bonhams.com

Collections

Automobilia

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

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

Uncollected lots will be available for collection **by appointment only** from Wednesday 21 September.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 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 ♦ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, they will be removed by Autofreight Ltd, who provide independent uplift and storage services for larger lots. There are charges for this service and for storage in their warehouse in Guildford, Surrey, at the buyers expense. Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email sales@autofreight.co.uk for further information, details of costs and charges or to arrange collection from GU3 3HD.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at Buyers risk from the fall of the hammer.

Motor Cars

Removal and Storage of Vehicles

Vehicles must be collected from the sale venue by 12 noon on Monday 19 September 2022 (subject to all costs being paid), at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their store at the buyer / vendor 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.

Otherwise Lots shall be removed to storage at the Buyer's expense (see below). Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Vehicle Removal charges

£325 + 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 of Straight Eight Logistics, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Straight Eight Logistics

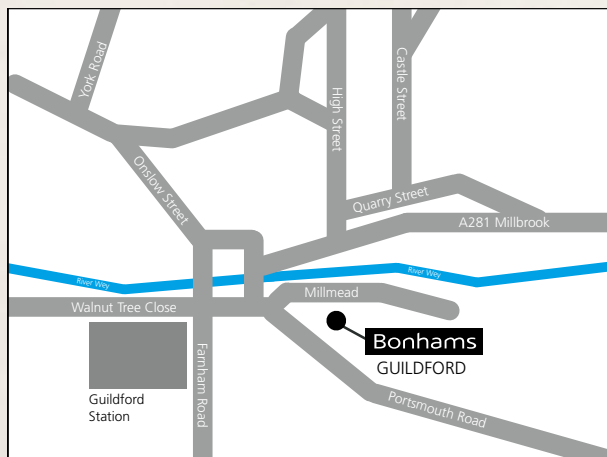
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Motor Car Presentation

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

Photography

Simon Clay
Jayson Fong
Tom Wood
Tom Gidden
Jonathan Jakobs
Jack Passey
Regijus Simkevicius
Tim Scott
Richard Pearce
Simon Raeburn-Ward
Roger Dixon (Automobilia)



Directions to Goodwood Revival

The Bonhams marquee is located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

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

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

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

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

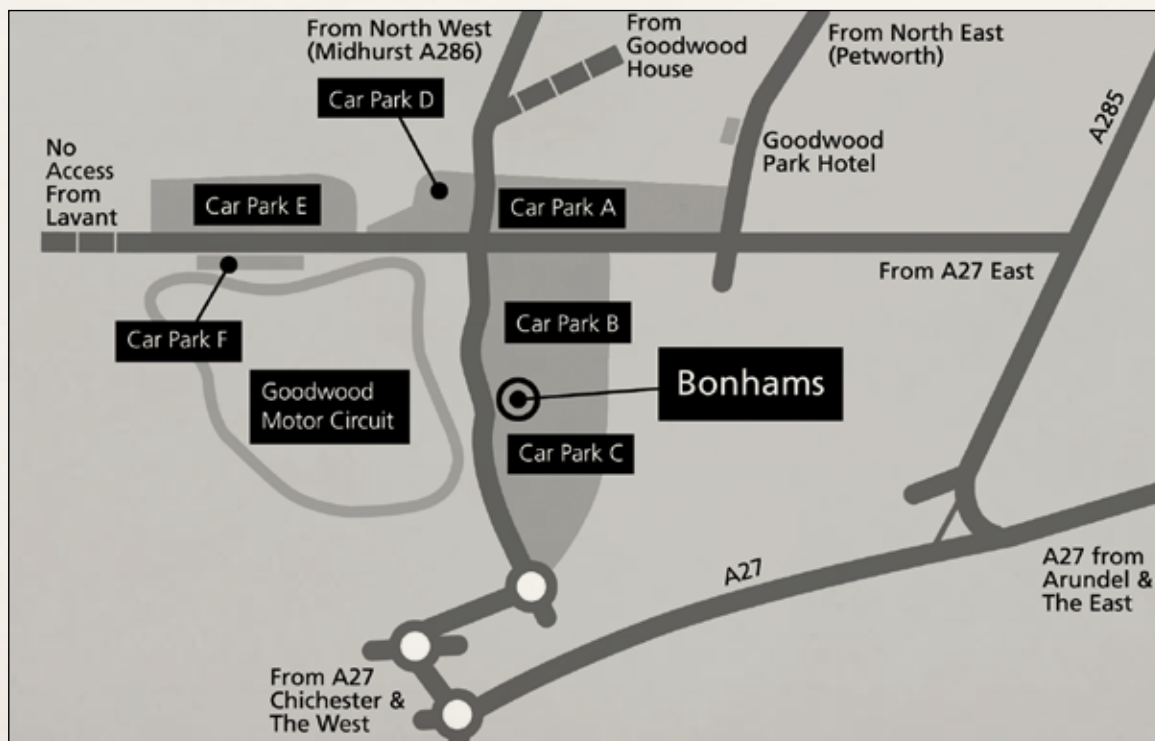
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the AA signs and you will be directed to the most appropriate car park.

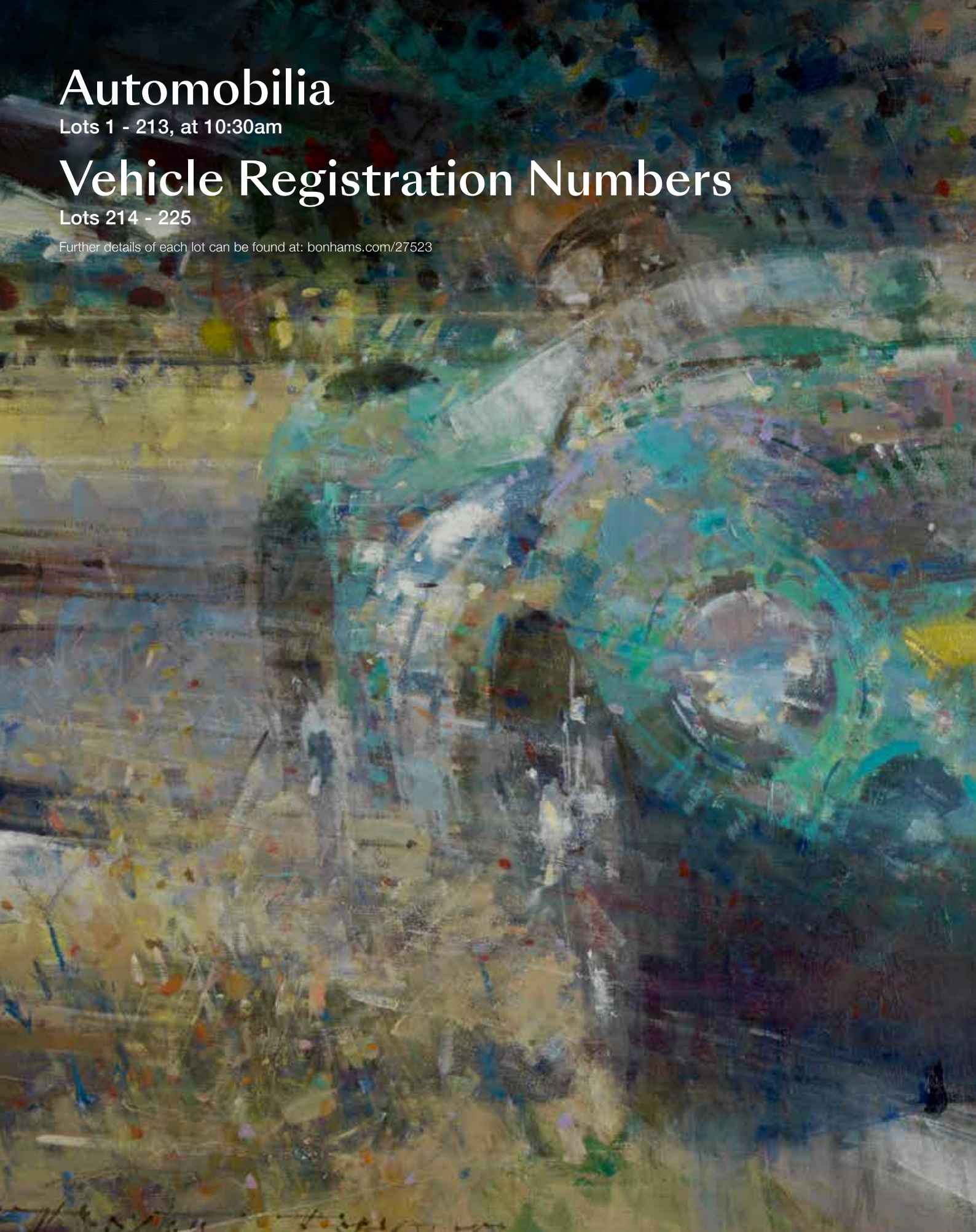
From Petersfield, Haslemere follow the A272 to Midhurst. From Midhurst follow the A286 towards Chichester. Just south of the village of Singleton take the left hand fork towards Goodwood Racecourse. At the T junction by Goodwood Racecourse turn left as directed by the AA road signs towards the A285.

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

The nearest car park to Bonhams is Car Park B.

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



An abstract painting with a complex, layered composition. The background is a mix of dark, muted colors like deep blues, greys, and blacks. Overlaid on this are various textures and colors, including bright yellows, oranges, and reds, as well as cooler tones of teal, light blue, and pale green. The brushwork is visible, with some areas appearing more saturated and others more washed out, creating a sense of depth and movement. The overall effect is that of a rich, multi-colored tapestry of paint.

Automobilia

Lots 1 - 213, at 10:30am

Vehicle Registration Numbers

Lots 214 - 225

Further details of each lot can be found at: bonhams.com/27523

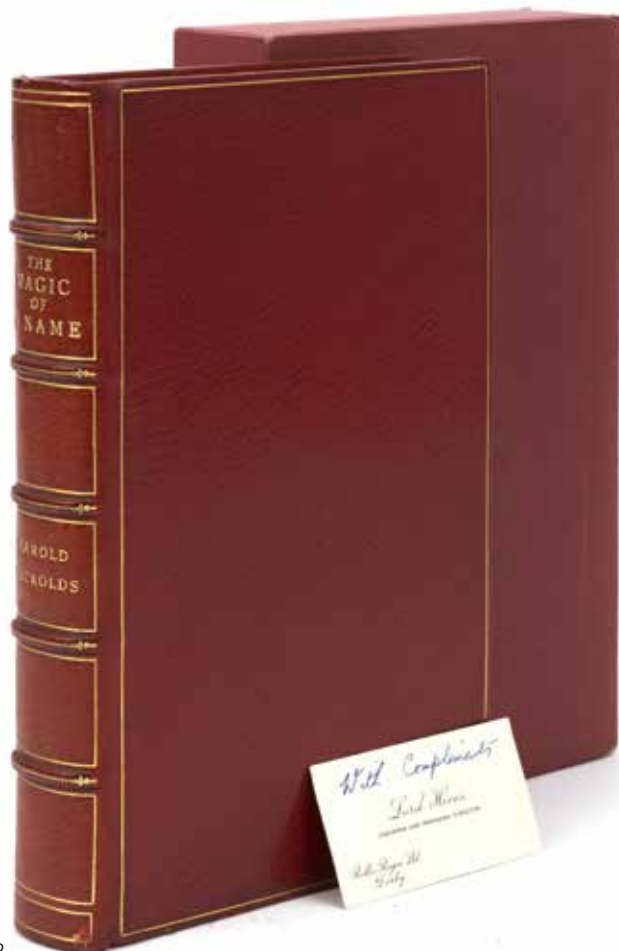




1



3



2

1
JOHN WYER: THE CERTAIN SOUND - THIRTY YEARS OF MOTOR RACING; AN AUTHOR SIGNED EDITION,

1981 edition published by Edita, red cloth-bound hard covers, with dust jacket, signed by John Wyer to Richard Cutler, former Editor of AMOC Newsletter and the first four issues of AM Review, with dedication "I hope that this book may give you some amusement. With my best wishes"; offered together with various letters, correspondence and other ephemera from Wyer to Cutler, several signed by Wyer; and five other books relating mainly to Aston Martin comprising a maroon leather and suede bound 1957 edition of Dudley Coram: The Story of a Sports Car; Inman Hunter: Aston Martin 1913-1947, and Aston Martin 1914-1940 - A Pictorial Review; A.B.Demaus: Lionel Martin - A Biography; and David Wilson: The Racing Zborowskis.

(Qty)
£800 - 1,000
€940 - 1,200

2•
HAROLD NOCKOLDS: MAGIC OF A NAME; A LORD HIVES PRESENTATION COPY,

bound in red Morocco leather with matching red cloth covered slip case, gilt lining, edges and tiles, with presentation card from Lord Hives who became Chairman and Managing Director of Rolls-Royce in 1950s.

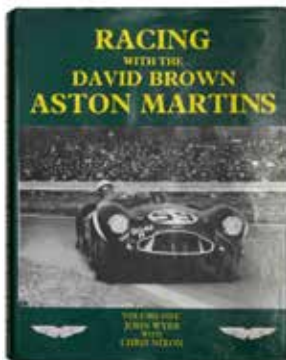
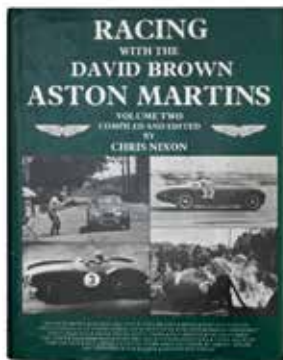
(2)
£800 - 1,200
€940 - 1,400

Lord Hives began his working life in a local garage. However, in 1903 he got a job working at C.S. Rolls' car company, after repairing Rolls' car. He rose up through the ranks of Rolls-Royce and was responsible for the Merlin engine and became Chairman of the Company in 1950. He commissioned a very small run of this edition for his friends.

3
FERRARI SALES BROCHURES, BOOKLETS AND OTHER PRINTED EPHEMERA,

comprising 250 Granturismo Berlinetta sales leaflet (Italian text); combined owner's manual for 212 Inter, 250 Mille Miglia, 340 Mexico and 342 America, grey card front cover missing, (some foxing to spine and front page with some loss and tears); 1985 GTO Instruction book; and spare parts catalogues for 1969 Dino 246gt, 1969 365gt 2+2, and two for 1963 275 GTS/GTB, one original and one modern copy.

(7)
£800 - 1,200
€940 - 1,400



4

5



6

6 (detail)

4
JOHN WYER & CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTIN, VOLUMES 1 & 2; SIGNED BY THE AUTHORS AND ASTON MARTIN DRIVERS AND STAFF FOR ERIC THOMPSON, AND OTHER ASTON MARTIN DRIVER SIGNED EPHEMERA,

dark green cloth-bound hard covers, standard 1st editions with dust jackets, published 1980, comprising Volume 1 signed to title page by Chris Nixon with dedication 'To Eric.', further signed by Chief Engineer Harold Beach to frontispiece, and elsewhere to relevant pages by John Wyer, Eric Thompson, Angela Abecassis, Noel Cunningham-Reid and Innes Ireland; Volume 2 signed for 'Eric' by Chris Nixon to title page, and signed elsewhere to relevant pages by Roy Salvadori, Jack Fairman, Brian Shawe-Taylor, David Brown, Eric Thompson, Tony Brooks, Ted Cutting, Peter Clark, Noel Pasteau (Hotelier of the Hotel de France, La Chartre-sur-le-Loire), Carroll Shelby, Stirling Moss, and Gillian Harris/Stillwell; offered together with a folder of signed loose ephemera, including a race programme, autograph pages and letters, bearing signatures of Jim Clark, Reg Parnell, Lance Macklin, Lance Macklin, Tommy Wisdom, Pat Griffith, Les Leston, Jack Brabham, Geoff Duke, and Maurice Trintignant.

(Qty)
 £900 - 1,200
 €1,100 - 1,400

5*
AN ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL,
 embossed green Rexine binder with inset pages in sections A to W, 4to, (used, some pages smudged).

£1,100 - 1,400
 €1,300 - 1,600

6*
ERIC THOMPSON'S PERSONAL COPY OF GEORGES FRAICHAUD: THE LE MANS STORY; EXTENSIVELY SIGNED AND CONTAINING APPROXIMATELY 200 AUTOGRAPHS,

1954 English text 1st edition of the book translated by Louis Klemantaski from the original 1953 French edition, black cloth-bound hard covers, profusely signed to title page, end-pages and to various pages throughout by many race drivers including Le Mans Winners, World Champions, constructors, officials, journalists, and other personalities and dignitaries associated with Le Mans and motorsport including:

W.O.Bentley, David Brown, Mike Hawthorn, Manfred von Brauchitsch, Denis Jenkinson, Louis Klemantaski, Innes Ireland, Carroll Shelby, Rob Walker, Phil Hill, David Piper, Roy Salvadori, Tony Brooks, John Surtees, Luigi Chinetti, Fangio, Jose Froilan Gonzalez, Stirling Moss, Peter Collins, Duncan Hamilton, Jackie Stewart, Denny Hulme, Nigel Mansell, Alain Prost, Keke Rosberg, Niki Lauda, Clay Regazzoni, Jack Sears, Jacky Ickx, Dan Gurney, Henri Pescarolo, Bruce Halford, Ivor Bueb, Les Leston, Jack Brabham, Jo Bonnier, and many others;

each signature identified with pencil annotation, offered together with two letters of provenance from Eric Thompson relating to the obtaining of the signatures, other items of ephemera, and a hand-written list of signatories.

(Qty)
 £2,500 - 3,500
 €2,900 - 4,100

Provenance: A majority of the signatures contained in this book were obtained at Le Mans 24-Hour race events by former Aston Martin Works driver Eric Thompson, during his time as a member of the Aston Martin pit crew from 1956 to 1959, with further signatures collected during subsequent years while spectating at later Le Mans and other race events.



7



8



7



9

7•♦♦

GIUSEPPE (PINO) ALLIEVI: IL FASCINO FERRARI; A LEATHER-BOUND COLLECTOR'S LIMITED EDITION TITLE PUBLISHED 2018 BY TASCHEN, CONTAINED IN 'ENGINE' DISPLAY CASE DESIGNED BY MARC NEWSON,

produced in collaboration with Ferrari, the large format tome in English text, measuring 44.5 x 34 x 6cm, in hand-stitched red leather hard covers bearing the 'Cavallino Rampante' chromed emblem, numbered 0441 of 1,947 editions and signed by Ferrari Chairman and son of Enzo, Piero Ferrari, 514 pages profusely illustrated with many photographic images sourced from the Ferrari archives and private collections detailing the marque's cars, protagonists and racing victories from 1947-2017, contained in cast aluminium 'engine' padded display case with hinged lids, also numbered 0441, with Rosso Corsa varnished detailing, designed by award winning Australian industrial designer Marc Newson, and inspired by the Ferrari V12 engine, the case measuring 57 x 46 x 17cm and weighing approximately 24Kg overall, and offered with original Taschen plywood crate with packing.

£3,000 - 4,000
€3,500 - 4,700

CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A STANDARD LIMITED EDITION WITH ACCOMPANYING BENTLEY REGISTER, PUBLISHED BY PALAWAN PRESS, 2003,

standard edition numbered 39 of 150 copies published, bound in black buckram hard covers with gilt tooling and with slip-case, large 4to, 400 numbered pages, well illustrated reference title relating to the R-Type Continental, and with accompanying Bentley Register for the Continental Sports Saloon, black card covers, 231 numbered pages, with build and ownership details of the cars.

(2)
£4,500 - 5,000
€5,300 - 5,900

Of the 358 copies of this book published, 150 were produced as Standard Editions, with the remaining 208 published as Owners' Editions which were issued as part of a presentation boxed set for owners of the R-Type Continental, with 'owners' manual' style covers and each numbered with the corresponding chassis number.

9•♦

SIMON KIDSTON: THE LAMBORGHINI MIURA; A LEATHER-BOUND LIMITED 'JOTA' SPECIAL EDITION, PUBLISHED BY KIDSTON SA, 2021,

large format title in maroon and black leather bespoke binding with silver gilt tooling, with paper label to title page with facsimile author's signature and numbered 27 of 75 'Jota' Special Editions, 454 numbered pages, lavishly illustrated throughout, a comprehensive history of the model, with ribbon-tied 'Miura' profile bookmark, together with a black leather-bound folio containing two Miura related cartoon prints after Russell Brockbank, two styling illustrative prints on draughting film, a Bertone publicity image, and a window decal, all contained in silver-coloured cloth-bound presentation library box with maroon velvet lining, with original carton box with packing and with later bespoke padded flight case with handle, measuring 64 x 65 x 25cm overall.

(2)
£8,000 - 10,000
€9,400 - 12,000



10

10• 00

AUTOCOURSE ANNUALS; A NEAR COMPLETE RUN FROM 1951-1956 AND 1959-2010/11,

comprising a run of bound issues for Volumes I to V (Vol I issue 1, 1951 to Vol V, issue 6, March 1956), bound as five volumes in publisher's dark blue cloth bindings; then a complete run of annuals for 1959, 1960 (in two issues) with soft covers, and hard-cover annuals for 1961/62 to 2010/11, each with dust-jackets and some with outer protective plastic sleeves.

(58)

£2,000 - 3,000

£2,400 - 3,500

11•

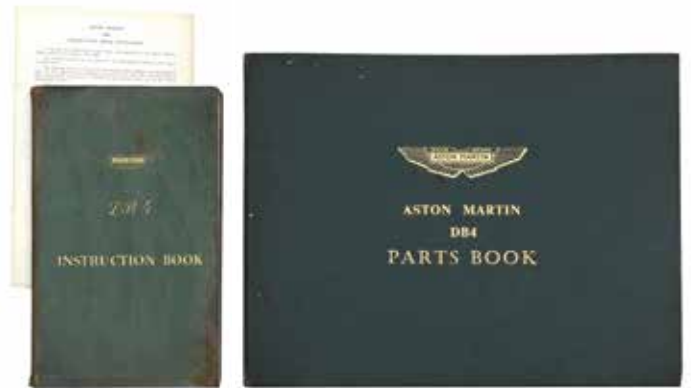
AN ASTON MARTIN DB4 PARTS BOOK AND A DB4 INSTRUCTION BOOK;

the parts book, embossed green Rexine binder with inset pages and dividers, 169 numbered pages, 4to, (used, some pages smudged or with hand-written notes and amendments, title page creased), good usable condition up to chassis CH600; the instruction book with embossed green leather covers, 82 numbered pages with index, 8vo, (used with wear to cover and some smudging to pages) together with a printed DB4 Instruction Book supplement from chassis 1001 onwards.

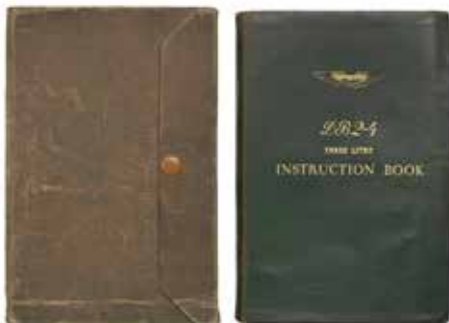
(3)

£900 - 1,200

£1,100 - 1,400



11



12

12•

TWO INSTRUCTION BOOKS FOR ASTON MARTIN 1 1/2 LITRE AND DB2-4 3-LITRE MODELS,

the 1 1/2 Litre Instruction Book with cloth-bound pop-stud wrap-around covers, 34 numbered pages, covers workshop worn with staining; the DB2-4 Instruction Book with green leather covers with gilt tooling, 105 numbered pages, with tabbed dividers and fold-out diagrams to rear, some scuffs to covers, annotations to first page, some workshop stains to pages; both 8vo.

(2)

£1,000 - 1,200

£1,200 - 1,400



13

13

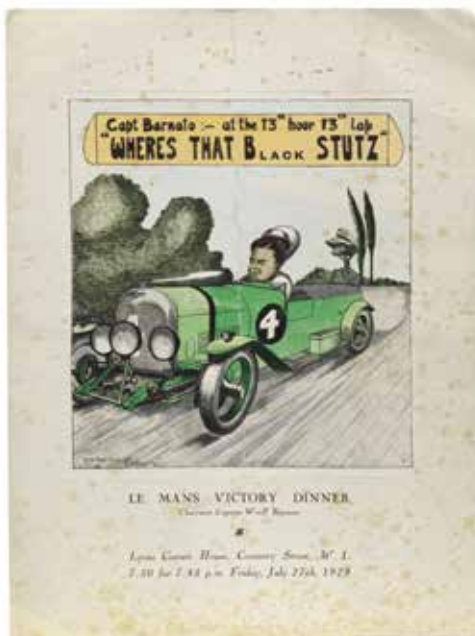
FERRARI PRINTED MATERIAL AND EPHEMERA,

including assorted Ferrari Agents bodywork repair workshop sheets for 365 GT4 2+2, Testarossa, Dino 308 GT4, 308 GTB/GTS, Mondial 8, 412, 3.2 Mondial and 328/Turbo; Senalazione in Garanzia (report of works under warranty) sheets; 1975 Importers cards; two issued guarantee cards for 2491/916 330 GTC 1967 and 17661 365 GT4 2+2 1974; two lists of Ferrari dealer network lists with service outlets for 1966 and 1972; various photocopied documents; a set of Ferrari stamps and a menu with bill from the Cavallino Restaurant in Maranello.

(Qty)

£800 - 1,200

€940 - 1,400



14 (detail)



14



15

14
TWO W O BENTLEY SIGNED BENTLEY DINNER MENUS,

comprising 1928 Le Mans Victory Diner "Wheres That Black Stutz", printed card menu, signed inside by W O Bentley, Wolf Barnato, Tim Birkin, F C Clement, Dudley Benjafield, Bernard Rubin, Pike, Burgess and four others, some foxing to card, folded small 4to, with central vertical crease; and 1969 Bentley Drivers Club Re-Union Lunch, signed on the cover by W O Bentley, Wally Hassan and eight others, large 8vo.

(2)
£800 - 1,200
€940 - 1,400

15•
TWENTY-ONE BROOKLANDS RACE PROGRAMMES FOR 1934-1939,

for various race events at the Weybridge circuit and comprising: 11 Official Race Cards for Whit-Monday May 21st 1934, August 5th 1935, March 14th 1936, Easter Monday April 13th 1936, October 17th 1936, Whit-Monday May 17th 1937, October 16th 1937 (lacking covers), Whit-Monday June 16th 1937, October 15th 1938, March 11th 1939, and Easter Monday April 10th 1939; six JCC International Trophy programmes for April 28th 1934, May 6th 1935, May 2nd 1936, August 2nd 1937 (with Supplementary Regulations and Instructions booklet), May 7th 1938, and May 6th 1939; and five others for 9th International '500' race 18th September 1937, 11th International 200 Miles Race August 27th 1938, BRDC Brooklands Meeting September 17th 1938, and Dunlop Jubilee International Car Races September 24th 1938.

(22)
£800 - 1,200
€940 - 1,400

16
PLANS AND PROPOSALS FOR THE ROLLS-ROYCE FACTORY AT CREWE, 1938,

brown card folder marked Rolls-Royce Ltd Crew Factory on the front cover, titled 'Details of proposed engine Factory at Crewe and Development at Derby under the Air Ministry Expansion Scheme', originally from the R-R Technical Library, containing plans for the construction, details the "street" layout, required machinery etc...some original pencil annotations regarding the quantities of machinery and prices, 4to, together with a separate large plan of the site and proposed buildings with costings, folded and creased, 66 x 51cm. Sold with photocopied articles from The Flying Lady and Praeclarum.

(Qty)
£1,500 - 2,000
€1,800 - 2,400



18

17•
A GOOD COLLECTION OF LE MANS 24-HOURS OFFICIAL RACE PROGRAMMES, FROM 1938 TO 2004, INCLUDING SIGNED EXAMPLES,
 French editions, a near complete run, comprising slim format programmes for 1938, 1939, 1949 and 1950; larger format programmes with cover artwork after Geo Ham for 1951 (signed Eric Thompson) to 1956; and full format programmes for 1958 (signed Phil Hill), 1959; 1960 (signed Paul Frere 'To Eric'), 1962 (signed Phil Hill), and 1963 to 1968; and then a complete run from 1970 to 2004 (including 1970 signed Dickie Attwood, 1975 signed Derek Bell, 1983 signed Vernon Schuppan, 1986 signed Derek Bell, 2003 signed Guy Smith Team Bentley); together with Automobile Club de L'Ouest Regulations booklets for 1948, 1949, 1951, 1953-1956, 1959, 1962-1965, 1967, 1968, 1970 and 1971, and related ephemera.
 (Qty)
£1,800 - 2,400
€2,100 - 2,800



16



19

18♦♦
A LARGE FORMAT JAMES BOND 007 'BILLBOARD' MARKETING POSTER, FRENCH, 2007,
 depicting Sean Connery standing alongside the 'Goldfinger' Aston Martin DB5 'BMT 216A', the poster titled "2007 Une Annee Tres Speciale....", larger version of the poster measuring 174 x 118cm, framed and glazed.
£800 - 1,000
€940 - 1,200

Issued to celebrate the anniversary of the region in the South of France to coincide with the release of Casino Royale in 2007 and believed to be from a run of less than 100 posters.



17



19

19
TWO MONACO GRAND PRIX POSTERS 1956-57,
 each printed with artwork after J Ramel, pasted to board with some old postal creases, comprising 1956, (sun-faded), 97 x 67cm, framed and glazed, and 1957, un-mounted, (smudged with wear to margins and sun-faded).
 (2)
£800 - 1,200
€940 - 1,400



20



21



22



23



24



24

20
A CIRCUITO DI PALERMO 1950 RACE POSTER, ITALIAN,
 printed in patriotic colours for races on 30 September and 1 October 1950 at the Parco della Favorita, 96 x 66cm, mounted, framed and glazed.
£800 - 1,000
€940 - 1,200

21
AN AUTOMOVEL CLUB DO BRASIL INTERNATIONAL RACING SEASON POSTER FOR AN EVENT AT INTERLAGOS ON 20 MARCH 1949,
 listing drivers including Viloresi (sic), Farina, Ascari, Landi, Prince Bira and Parnell, published by Nano of San Paulo, 96 x 66cm, framed.
£1,000 - 1,500
€1,200 - 1,800

22
AN AUTOMOVEL CLUB DO BRASIL INTERNATIONAL RACING SEASON POSTER FOR AN EVENT AT CIRCUITO DA GAVEA ON 27 MARCH 1949,
 listing drivers including Viloresi (sic), Farina, Ascari, Landi, Prince Bira and Parnell, published by Nano of San Paulo, 97 x 65cm, laid on paper, framed and glazed.
£1,000 - 1,500
€1,200 - 1,800



25



26



27

23

A GROTE PRIJS VAN ZANDVOORT RACE POSTER, AFTER WIM VAN NIEUWENHOVEN, 1949,

lithograph on paper, old folds and repairs along creases, some overpainting, 77 x 53cm, mounted, framed and glazed.

£800 - 1,000

€940 - 1,200

24

TWO ASTON MARTIN DBR1 'SUCCESSES' POSTERS, LATE 1950S

both printed in black and yellow on paper, comprising 1958 RAC Tourist Trophy at Goodwood 'David Brown Team Triumph' a clean sweep of the podium by three DBR1 teams; and 1957 DBR1 RAC Belgian Grand Prix 'Outright Winner', each 75 x 50cm, framed and glazed.

(2)

£800 - 1,200

€940 - 1,400

25

A PENA RHIN 'CARRERA INTERNACIONAL IX GRAN PREMIO' RACE MEETING POSTER AFTER A DESIGN BY A. GARCIA, 1948,

for the event held on 31 October 1948 at the Circuito Pedralbes, 97 x 67cm, printed by Seix Barrall Barcelona on paper, laid on linen, framed and glazed, together with a re-print of a 1953 Gran Premio de Europa poster after the same artist, a full colour copy taken from an original poster with printed creases, laid on linen, with later pasted side margins, 54 x 74cm, framed and glazed.

(2)

£800 - 1,200

€940 - 1,400



27

26

A MILLE MIGLIA 1929 ALFA ROMEO SUCCESSES NEWS-PRINT ADVERTISING POSTER,

printed by Le Figaro as a supplement, for the Belgian Alfa Romeo Agent, Marcel Rouleau, listing Alfa Romeo successes in the 'Coupe de 1000 Milles' and 3 races in 1928, 50 x 60cm, contact mounted, framed and glazed.

£900 - 1,200

€1,100 - 1,400

In the 3rd Mille Miglia held on 13-14 April 1929. Campari and Ramponi finished the course in 18 Hours 4 minutes and 25 seconds, at an average speed of 56.05 mph. Varzi and Colombo were just under 12 minutes behind them finishing in third, just two minutes behind the OM of Morandi and Rosa.

27

TWENTY-TWO POST-WAR LE MANS 24 HOUR POSTERS,

comprising two different versions of the 1968 poster (the cancelled event from June owing to Student unrest and the re-scheduled event in September) common mounted in a shared frame, glazed; the others unmounted and loose in portfolio, comprising 1965, 1966, 1970, 1971, 1974 (two versions, one in full colour, the other in blue and white), 1975 (undated Gitanes helmet design), 1976, 1990, 1996, 1997, 1998 (two versions, one portrait the other landscape), 1999 and 2000, together with two posters for the Criterium International de Vitesse Motorcyclist 1969 and 70 which also advertise the Essais des Voitures 24 Heures du Mans (Car trials), various sizes and conditions, the frame 74 x 95cm.

(Qty)

£3,400 - 4,000

€4,000 - 4,700



28



29

28
A GRAN PREMIO SANREMO 1948 RACE POSTER AFTER PUPPO, ITALIAN,
 full colour lithograph for the event at the Autodromo di Ospedaletti, printed by Saiga of Genova, 98 x 68cm, laid on paper, some minor tears and repairs to paper, framed and glazed.
£800 - 1,200
€940 - 1,400

29^{AR}
PATRICK BRUNET 'THREE FACES OF STEVE MCQUEEN',
 signed and dated 2003, drawing in graphite and coloured pencil on paper, 61 x 79cm, mounted, framed and glazed. Sold with full reproduction rights to the buyer.
£800 - 1,000
€940 - 1,200



30

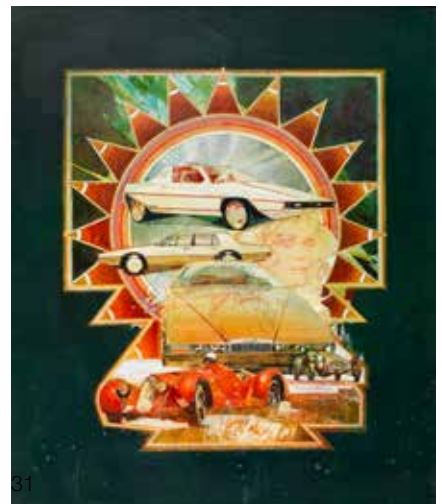


31

30^{AR}
BARRON STOREY (1940-), TWO MOTORING ARTWORKS,
 comprising '1968 Los Angeles Auto Expo', original design artwork, signed, acrylic, watercolour and gouache with collage on artist's board, depicting the Ferrari P5, Ferrari Dino and other cars, 64 x 54cm, framed and glazed together with '1972 Los Angeles International Auto Expo' original advertising design artwork, signed and dated 1972, mixed media collage on artist's board, depicting the Ferrari Modulo and the Maserati Boomerang, 68 x 43cm, framed and glazed.
 (2)
£800 - 1,200
€940 - 1,400



30



31

31^{AR}
BARRON STOREY (1940-), TWO MOTORING ARTWORKS,
 comprising '1973 Los Angeles International Auto Expo' original advertising design artwork, signed and dated 1973, mixed media collage on artist's board, depicting Maserati, BMW, Ferrari and Alfa Romeo cars, 63 x 40cm, framed and glazed together with '1977 Los Angeles International Auto Expo' original advertising design artwork, signed and dated 1977, mixed media on artist's board, depicting a special Bertone Prototype, Aston Martin Lagonda and other cars, 66 x 56cm, framed and glazed. This design was used on the front cover of the 1977 show programme.
 (2)
£800 - 1,200
€940 - 1,400



32



32



35

32^{AR}

TONY SMITH (BRITISH 1932-), TWO ORIGINAL MOTORSPORT PAINTINGS,

both signed, gouache on artist board, the first depicting the start of the 1954 Spanish GP, showing Mike Hawthorn in his Ferrari 553 leading the pack down the main straight against Ascari, Trintignant, Fangio and Moss, 18 x 27cm, the second depicting Le Mans 1957, opening lap at Tertre Rouge, depicting Bueb in the No3 Jaguar D-Type leading Hawthorn, Hamilton and Moss, 14cm x 20cm, both mounted and framed.

(2)

£1,000 - 1,500
€1,200 - 1,800

33^{AR}

TONY SMITH (BRITISH, 1932-); TWO FORMULA 1 PAINTINGS,

each a study of a car at speed, acrylic on board, comprising 1972 Jacky Ickx Ferrari 312B2, signed and dated '72, 34 x 75cm, framed; and Graham Hill Gold Leaf Team Lotus 49B high-wing, signed 29 x 70cm, framed.

£800 - 1,200
€940 - 1,400



33



33



36

34^{AR}

TONY SMITH (BRITISH 1932-), 'BRITISH GRAND PRIX 1989'

signed, oil on artist's board, depicting Nigel Mansell in his Ferrari chasing Alain Prost in his McLaren as they take the final corner in front of the Grandstand, 51cm x 75cm, mounted and framed.

£1,000 - 1,500
€1,200 - 1,800

35^{AR}

TONY SMITH (BRITISH, 1932-), '1957 PESCARA GRAND PRIX',

signed, oil on board, depicting Moss/Vanwall being chased by Musso/Ferrari and Fangio/Maserati as seen from the cockpit of rival racer, 29 x 53cm, framed.

£800 - 1,000
€940 - 1,200



34



37



38

36^{AR}

ROB ROY (FRANCE 1909-1992), 'GRAND PRIX DE PAU'

signed, water colour and gouache, heightened with white, on paper, 40 x 30cm, mounted, framed and glazed.

£1,000 - 1,500
€1,200 - 1,800

37^{AR}

ROY NOCKOLDS (BRITISH, 1911-1979) 'FANGIO/FERRARI-LANCIA D50, 1956',

initialled, oil on board, 40 x 50cm, framed.

£800 - 1,000
€940 - 1,200

38^{AR}

ROY NOCKOLDS (BRITISH, 1911-1980), 'VANWALL VICTORY IN ITALY 1957',

signed, 1958, oil on board, depicting Stirling Moss on his way to victory for Vanwall in the Italian Grand Prix leading the Maserati 250F of second place finisher Fangio, 48 x 68cm, framed and glazed.

£800 - 1,200
€940 - 1,400

See Bonhams Goodwood Festival of Speed auction 7 July 2006, lot 392.



39



40



41



42

39^{AR}
MICHAEL TURNER (1935-); 'KENELM LEE GUINNESS IN THE SUNBEAM AT BROOKLANDS',
 sign, mixed media on artist's board, titled "Brooklands - L.K. Guinness" (sic), 26 x 37cm, framed and glazed.
£800 - 1,200
€940 - 1,400

40^{AR}
MICHAEL WRIGHT (BRITISH, 1935-), '1935 CIRCUIT OF BIELLA',
 signed, watercolour on paper depicting Gino Rovere in his Maserati 4CM in heat 2 of the II Circuito de Biella on 9 June 1935, 53 x 46cm, mounted, framed and glazed.
£1,000 - 1,500
€1,200 - 1,800

Gino Rovere (1901-1964), Scuderia Subalpina Grand Prix and Voiturette racing team owner in 1935 with Farina as the main driver, a team in which Rovere also drove. In 1936 he invested a considerable amount of his own fortune into the Maserati racing team and became the President of Officine Alfieri Maserati and assigned his protégé Giuseppe Farina as chairman.

41^{AR}
DEXTER BROWN (BRITISH, 1942-), 'GULF FORD GT40 P1084',
 signed and dated '00, acrylic on canvas, 71 x 102cm, unframed.
£2,000 - 3,000
€2,400 - 3,500

This painting was commissioned in 1999 by Martin Colvill (1940-2022) when he was the proud owner of this Gulf Ford GT40. The painting was completed in 2000 and hung on the wall of his office at Lotus specialists Bell & Colvill, where it remained, until he sold the business in 2012. The GT40 was bought from John Wyer in 1970 by Rodney Clarke, the owner of the Connaught Formula 1 Team. Martin Colvill purchased the car from Clarke's estate, and then successfully campaigned the car in over 100 historic races over 20 years. Martin Colvill retired from Motor racing in 2005 when he turned 65 and the car was sold. The car now resides in the Rotgo collection.

42
DEXTER BROWN (BRITISH, 1942-), 'JAGUAR D-TYPES, LE MANS 1957',
 signed, acrylic on canvas depicting the Flockhart/Bueb Ecurie Ecosse car on its way to victory, being closely harried by the Frere/Rouselle Equipe Nationale Belge fourth place finisher, 60 x 90cm, framed.
£2,500 - 3,500
€2,900 - 4,100

The 1957 Le Mans 24 Hour race ended with a 1-2 for Ecurie Ecosse and a clean sweep of the top four places for Jaguar D Types.



43



44



45



46

43^{AR}

DEXTER BROWN (BRITISH, 1942-) 'TONY BROOKS, NÜRBURGRING 1000KMS 57', signed, gouache on board depicting the driver at the wheel of his Aston Martin DBR1, 22 x 30cm, in acid-free mount, framed and glazed, 53 x 59cm overall, with photocopy of hand-written title applied to the back of the frame.
£2,000 - 3,000
€2,400 - 3,500

44^{AR}

DEXTER BROWN (BRITISH, 1942-) 'STIRLING MOSS, BRITISH EMPIRE TROPHY, OULTON PARK, 57', signed, gouache on board depicting the driver at the wheel of his Aston Martin DBR1, 22 x 30cm, in acid-free mount, framed and glazed, 53 x 59cm overall, with photocopy of hand-written title applied to the back of the frame.
£2,000 - 3,000
€2,400 - 3,500

45^{AR}

DEXTER BROWN (BRITISH, 1942-) 'STIRLING MOSS, NÜRBURGRING 1000KMS, 58', signed, gouache on board depicting the driver at the wheel of his Aston Martin DBR1, 22 x 30cm, in acid-free mount, framed and glazed, 53 x 59cm overall, with photocopy of hand-written title applied to the back of the frame.
£2,000 - 3,000
€2,400 - 3,500



47

46^{AR}

DEXTER BROWN (BRITISH, 1942-) 'PAUL FRERE, LE MANS 59', signed, gouache on board depicting the driver at the wheel of his Aston Martin DBR1, 22 x 30cm, in acid-free mount, framed and glazed, 53 x 59cm overall, with photocopy of hand-written title applied to the back of the frame.
£2,000 - 3,000
€2,400 - 3,500

47^{AR}

DEXTER BROWN (BRITISH, 1942-), 'ASTON MARTIN DBR1, TONY BROOKS, WINNER NÜRBURGRING 1000KMS 1957', signed, large acrylic on canvas, signed by the artist with date and title to rear of canvas, painted in 2011, 122 x 182cm, framed 137 x 197cm overall.
£10,000 - 12,000
€12,000 - 14,000



48



48

48♦♦
'STEVE MCQUEEN - BULLITT', AN ORIGINAL ARTWORK ON CANVAS,
 modern, acrylic on canvas, depicting McQueen as Frank Bullitt wearing Tag Heuer wristwatch in iconic pose from the 1968 film, 130 x 84cm, offered together a 'Monaco Heuer' garage display emblem, modern, cold-cast resin and aluminium composite, 80 x 120cm.
 (2)
 £800 - 1,200
 €940 - 1,400

49♦♦
TWO 'LE MANS PORSCHE 917K' GARAGE DISPLAY EMBLEMS,
 both modern, the first a hand-painted roundel with fibreglass raised laurel leaf surround, celebrating 2nd place for Attwood and Muller's Gulf Porsche at Le Mans 1971, 105cm diameter, the second in cold-cast resin and aluminium composite, celebrating 1st place for the Martini Porsche at Le Mans 1970, 65 x 147cm.
 (2)
 £800 - 1,200
 €940 - 1,400



49



49



50



50

50♦♦
TWO 'ASTON MARTIN' GARAGE DISPLAY EMBLEMS,
 both modern, cold-cast resin and aluminium composite, the first in the form of the Aston Martin winged badge, 150cm wide, the second in the form of an Aston Martin chassis plate with raised lettering, 103 x 56cm.
 (2)
 £800 - 1,000
 €940 - 1,200

51♦♦
A HAND-PAINTED 'ASTON MARTIN DBR1 1959 LE MANS' CELEBRATORY OVAL PLAQUE AND AN 'ASTON MARTIN' LIGHT BOX SIGN,
 both modern, the oval plaque with fibreglass raised laurel leaf surround, celebrating 1st and 2nd place for the 6-Cylinder 3-Litre DBR1 at the 1959 24-Hour event, 120cm wide, the single-sided light box with brushed aluminium frame, with Perspex panel painted with Aston Martin emblem and 'Sports Racing Sales and Service' lettering, requiring wiring for illumination, 74 x 40 x 11.5cm overall.
 (2)
 £800 - 1,000
 €940 - 1,200



51



51



52



52

52♦♦
A HAND-PAINTED 'ECURIE ECOSSE JAGUAR LE MANS' GARAGE DISPLAY SHIELD AND AN XX 120 THEMED SCULPTURE,
 both modern, the painted metal shield in the form of the Ecurie Ecosse emblem, celebrating back-to-back Le Mans wins for Jaguar D-Type in 1956 and 1957, 93 x 82cm, the XK 120 sculpture in Art Deco style, cold-cast resin and aluminium composite, 67cm long.
 (2)
 £800 - 1,000
 €940 - 1,200



53



56



53



54



55



57



53♦♦

TWO HAND-PAINTED JAGUAR THEMED GARAGE DISPLAY ROUNDELS,

modern, each cold-cast resin and aluminium composite, the first and 'Ecurie Ecosse Jaguar' roundel in celebration of the C-Type Jaguar, the second a 'Jaguar Cars Ltd - Coventry' roundel in the form of the XK120 bonnet badge and featuring the 'Roaring Jaguar' in relief, each 80cm diameter.

(2)

£800 - 1,000

€940 - 1,200

54♦♦

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

modern, fibreglass, depicting the Esso advertising figure in 'saluting' pose on a 'bottle-top' base, for garage display, 98cm high.

£800 - 1,000

€940 - 1,200

55♦♦

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

modern, fibreglass, depicting the Michelin advertising figure with 'Le Pneu Michelin' yellow 'sash', for garage display, 113cm high.

£800 - 1,200

€940 - 1,400

56♦♦

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

modern, cast from an original produced by Pininfarina/Ferrari for shows and main dealers to promote the new model in the late 1980s, finished in 1995 Le Mans 'French Blue Pilot' race livery, 170cm long

£1,200 - 1,800

€1,400 - 2,100

57†

A CHAMPION SPARK PLUGS GARAGE DISPLAY THERMOMETER, FRENCH, 1960S,

printed tin, with glass thermometer tube intact, 97 x 30cm, offered together with a moulded plastic hanging Champion Spark Plug, by Invicta Plastics of Leicester, for garage display, 46cm high.

(2)

£800 - 1,000

€940 - 1,200



59



60



61



62



58

58
A ROLLS-ROYCE LIMITED BY ROYAL APPOINTMENT BRONZE SIGN
 with raised polished letters, Royal crest and rim above a dark blue painted ground, 29.5 x 45cm, formerly displayed at a Rolls-Royce distributors, the reverse fitted with 4 mounting lugs.
£1,000 - 1,500
€1,200 - 1,800

This original sign was used as a principal mould-making pattern for a small series of replicas of this sign which were manufactured recently. Note the finish and detailing is finer on this original than the replicas.

59
A BRITTOOL ENGINEER'S 3/4" SQUARE DRIVE SOCKET SET, NUMBER 57A, 1966-1970,
 workshop worn, contained in red painted steel case, including H74 ratchet handle 'dolls head', H76 ratchet unit, H91 universal joint, H96 3" extension, H82 8" extension, H83 16" extension, H70 offset handle, H85 18" swivel handle, EPHS 1/2 " to 3/4" converter with 39 assorted 3/4" drive sockets including HB2220 1 1/2 BS 1 3/8 W x 3/4" drive 12 point Whitworth socket and HBM 55 the largest, HB2000 AF (believed the 3 largest sockets made by Britool at the time), close inspection advised.
£1,000 - 1,500
€1,200 - 1,800

60
A COMPLETE BRITTOOL ENGINEER'S 1/2" SQUARE DRIVE SOCKET SET, NUMBER 145B, 1966-1970,
 workshop worn, described in the Britool catalogue as "...the most comprehensive 1/2" square drive set. It contains the entire range of accessories and all standard sockets in British, American, Metric and Square sizes." Contained in red steel case, painted outside now worn, including E42 speed brace, A56 Bar Handle 3/8" x 8", E66 ratchet unit (Britool replacement), E74/40T ratchet handle, E91 universal joint, E96 3" extension, E98 12" extension, E14 turn-screw socket bit, A56 bar handle 1/2" x 12", E63 short 'T' adaptor, E70 offset handle (x2 - one bent, the other a later Britool replacement), rare E85 18" swivel handle (later Britool replacement), E92 stud extractor, E97 6" extension, E98 12" extension, E99 18" extension, EDH820 14mm spark plug tool, ED1010 18mm spark plug tool and an additional EDR812 14mm plug tool, EB338 1/8 Whitworth and ESHP 1/2 square joint: 51 bi-hexagon sockets comprising Whitworth, American, Metric types and 10 Bi-square sockets; close inspection advised, offered with a photocopy of the original Britool catalogue listing all the components of the set.
£1,000 - 1,500
€1,200 - 1,800

61
AN OMEGA MANUAL WIND CHRONOGRAPH TIMEPIECE OLYMPIC, MOVEMENT NO.3179555, CIRCA 1972, SWISS,
 black dial with Arabic numerals, subsidiary seconds dial and stopwatch minutes timing dial, hour and minutes hand with sweep red/orange split seconds timing hands, outer bezel marked with 10th of seconds, the reverse of the black coated case engraved '3179555 H.D.N. Hanson, Wendover, Second Avenue, Douglas, Isle of Man', in plastic case.
£1,200 - 1,500
€1,400 - 1,800

62
A LONGINES MANUAL WIND 1/10TH SECOND CHRONOGRAPH TIMEPIECE, CIRCA 1960, SWISS,
 stainless steel dial with Arabic numerals, subsidiary seconds dial and stopwatch minutes timing dial, hour and minutes hand with sweep seconds timing hands with 1/10th extension, outer bezel marked with seconds, chrome plated case, the reverse of the case engraved 'P 50918210 8350', in with fitted box and neck strap.
£1,200 - 1,500
€1,400 - 1,800



65



66



66



67



67



67

63
A SET OF FULGOR MARCHAL 12 VOLT AIRHORNS, FRENCH, CIRCA 1960,
 comprising M3 type cylindrical air compressor number 61453, fitted with under-bonnet mounting bracket, two Marchal air-horns matched types 154 and 155, 28 and 21cm long respectively, together with assorted wiring, Marchal 12 Volt relay switch and plastic air hose. This popular model was fitted to period Ferrari cars.

(Qty)
 £800 - 1,200
 €940 - 1,400



68



69

64
A BUGATTI BRESCIA 16 VALVE CYLINDER BLOCK,
 four cylinder, with cast number 4 and 9731 stamped to underside, condition unknown.
 £800 - 1,000
 €940 - 1,200



64

65
A MERCEDES-BENZ 300 SL CYLINDER HEAD,
 cast alloy 6-cylinder, numbered 1980100020 and further cast '237 57', used condition, reported by the vendor to have passed a recent pressure test.
 £800 - 1,200
 €940 - 1,400
 To be sold without reserve

66
A PAIR OF SU CARBURETTORS FOR JAGUAR C-TYPE/XK 120/XK 140,
 part numbers AUC 6000, cast alloy with float chambers, 2inch (52mm) throat inlet, butterfly valves, and other fittings, used condition.
 (2)
 £3,000 - 4,000
 €3,500 - 4,700



63

67
THREE WEBER 36 DCS CARBURETTORS,
 numbers 2511, 2564 and 2586, to fit Ferrari 250 cars (SWB, Lusso, GTE, PF, GTO, TDF), with choke control rods, throttle valve control levers, no 27 chokes fitted with auxiliary venturi, used but in apparently good order.
 (3)
 £5,500 - 6,500
 €6,500 - 7,700



70



71



72



73

68
A 'CRASH' DAMAGED STEERING WHEEL WITH ENGRAVED PLAQUE 'MIKE HAWTHORN SILVERSTONE 1958',
 distressed wood and aluminium, framed and glazed, 46 x 55cm overall. Offered for sale with an undated letter claiming this wheel was cut and removed from a Jaguar crashed by Hawthorn in 1958, and an auction house 'sale room notice' offering a different angle to the cause of the damage. Sold as viewed.
£800 - 1,000
€940 - 1,200

69
A JAGUAR C-TYPE STEERING WHEEL, BY WHEELRIGHTS,
 3-spoke metal steering wheel with black finish, with central Jaguar Cars Ltd - Coventry emblem boss, stamped 'Wheelrights 2005' to rear of hub, 42.5cm outer diameter, used with some wear and cracks in places. .
£800 - 1,200
€940 - 1,400
To be sold without reserve

7000
A FINE HAND-MADE PAIR OF BESPOKE ITALIAN CAR SEATS MADE TO FIT MASERATI 300S,
 polished aluminium alloy buckets, on adjustable black rails and brackets, with upholstery in blue material and blue leather trim, padded leg roll to front, ribbed padding to base and light padding to back.
 (2)
£800 - 1,000
€940 - 1,200

According to information supplied by the vendor these seats were purchased from a Coy's auction at Blenheim Palace when they offered garage equipment and spares from the estate of the late Hugh Taylor at auction in the 2010's. The seats had originally been commissioned by Hugh Taylor to an exacting specification to fit his Maserati 300S, with his usual attention to detail he had the seats constructed by the company that originally made the seating for Maserati in Italy, using original materials where possible including the upholstery covers. Sadly, the custom-built work was not completed in time for Mr Taylor to see his order come to fruition.

71
A COMPREHENSIVE COLLECTION OF BARC GOODWOOD MEMBER'S AND GUEST'S ENAMEL LAPEL BADGES, 1949-1965,
 comprising 1949, numbered 126, lacking cord; 1950, numbered 338, lacking cord; 1951, numbered 254, lacking cord; 1952, numbered 396; 1953, numbered 170; 1954, numbered 232; 1955, numbered 155; 1956, numbered 8; 1957, numbered 498; 1958, numbered 143; and single Member's badges for 1959, numbered 1012; 1960, numbered 1540; 1961, numbered 1023; 1962, numbered 1203; 1963, numbered 1040; 1964, numbered 1045; and 1965, numbered 1044, all Member's badges from 1952-1965 with cords.
 (Qty)
£1,200 - 1,600
€1,400 - 1,900



74



75



75



76



77

72
A SCHNEIDER TROPHY SUPERMARINE S6B SEAPLANE MASCOT, CIRCA 1930, chrome-plated, with rotating propeller and grub screw to underside of cowling, with remains of red, white and blue paint to rudder, struts with some old repairs to underside, 15.5cm long, 16.5cm wingspan, mounted on modern base, offered together with a 1929 Schneider Trophy Contest Souvenir Programme, a framed photograph of the S6 and S5 outside the RAF hangar at Calshot, and a Lodge Spark Plugs 1929 Schneider Trophy successes -tie-on label.
 (4)

£800 - 1,000

€940 - 1,200

To be sold without reserve

73
A 'LEAPING JAGUAR' MASCOT BY DESMO, BRITISH, 1930S, stamped Desmo to front of base and 'Copyright' to rear of base, chrome plated, 20cm long overall, mounted on a modern metal base; offered together with a Jaguar brown leather desk jotter/calendar with rotating date window (lacking month indicator) by Hinkel's of London; and a wooden cased set of six Jaguar placemats decorated with artwork images after Roy Nockolds of Jaguar road and racing scenes, the case 29cm wide.
 (3)

£800 - 1,000

€940 - 1,200

To be sold without reserve

74
A 'LA CONQUÊTE DE L'AIR' ICARUS MASCOT BY GEORGES COLIN (FRENCH 1876-1917) FOR FINNIGANS LONDON, nickel plated bronze, signed to rear of drapery, with Contenot-Lelievre foundry stamp, numbered '(20) 819' and marked 'Finnigans_London' to front of base and 'Made in France' to rear of base, larger version of the mascot based on the 1911 design commissioned for Farman Aviation Works, 14.5cm high, 18.5cm wingspan, some loss to plating.

£800 - 1,000

€940 - 1,200

75[†]
TWO 'MG TIGRESS' MASCOT CASTINGS, PRE-WAR, rough cast bronze unsigned mascots, inspired by the Leaping Panther mascot by Casimir Brau, possibly prototype or rejected castings with burrs, pitting and imperfections, of the 'Tigress' mascot for MG cars admired by Michael Gordon Crosby and MG General Manager Cecil Kimber, each 22cm long.

£800 - 1,000

€940 - 1,200

Provenance: According to information supplied by the vendor, these mascot castings were originally obtained from the Estate of the Late H.T.Gambrell, accountant of MG Cars in 1930.

76
'THE FLYING LADY' A ROLLS-ROYCE PRESENTATION SPIRIT OF ECSTASY MASCOT, LATE 1970S, stainless steel post-1977 type mascot, 11cm high, mounted on a wooden base with burr walnut veneer, mahogany cross banding and boxwood inlay, with gilt lettering. Presented by Rolls-Royce employees to a Crewe public house of the same name.

£800 - 1,000

€940 - 1,200

77[†]
AN ICARUS MASCOT BY CHARLES PAILLET FOR AUTOMOBILES VOISIN, A.E.LEJEUNE EDITION, CIRCA 1920, signed to base and marked 'Copyright AEL' to rear of base, nickel-plated bronze, smaller version of the mascot depicting the mythical kneeling winged figure, 16.5cm wingspan, some rubbing away to plating on wings, mounted on period radiator cap above a black painted turned wooden display base.

£1,500 - 2,000

€1,800 - 2,400



78



79



82



80



81

78†
A 'LA SORCIERE' MASCOT BY H.JENKS OF LONDON, EARLY 20TH CENTURY, unsigned, nickel-plated bronze mascot in the form of a nude female riding a broomstick, some pitting and plating worn away to stomach, 14cm high, mounted on a period radiator cap above a turned wooden display base.
£2,000 - 3,000
€2,400 - 3,500

79†
A 'COQ GAULOIS' MASCOT BY CHARLES PAILLET FOR AUTOMOBILES VOISIN, FRENCH, 1920-1924, signed to base, nickel-plated bronze, earlier version of the mascot with fine detailing in the form of a resplendent crowing cockerel, 18cm high, mounted on a period radiator cap above a wooden display base.
£3,000 - 4,000
€3,500 - 4,700

This mascot is of the type fitted to French presidential Voisin cars in the service of the president of the French Republic during the era of Alexandre Millerand 1920-1924.

80
A 'LEAPING FROG' MASCOT MANUFACTURED BY LOUIS LEJEUNE AFTER A. RENEVEY, BRITISH, POST-WAR, a later chromed example of the original design created in the 1920s, with 'Renevey' mark to rear of base and stamped 'Made in England (LL)' and 'LeJeune' to underside of base, 17cm long.
£1,000 - 1,500
€1,200 - 1,800

This mascot is of the type once fitted to the Ford Escort of Lady Diana Spencer (later the Princess of Wales), a gift from her sister Lady Sarah Spencer to remind her of the fairy story about the beautiful girl who kisses a frog which turns into a handsome prince.

81
A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, HALLMARKED LONDON, 1977, to commemorate the Queen's Silver Jubilee, by Richard Hugh Lawton (Silversmith), 15cm high, on a turned wooden base.
£1,200 - 1,500
€1,400 - 1,800

82
AN ART DECO 'ROMAN GIRL' MASCOT BY HENRI FUGERE, FRENCH, CIRCA 1910, signed to left side of base and with 'MAM' foundry mark to rear, nickel plated bronze, 16.5cm high, mounted on a black-painted turned wooden display base.
£1,500 - 2,000
€1,800 - 2,400

83
A RARE 'LE PETIT POUCKET' MASCOT BY MAX BLONDAT, FRENCH, CIRCA 1920, signed to left side, 'cire perdue' cast bronze believed by Valsuani, depicting a running boy with oversized boots jumping over a ball, 15cm high, mounted on a period bronze radiator cap.
£3,000 - 4,000
€3,500 - 4,700



86



83



84



85

84†
A RARE 'EOS HERALD OF DAWN' MASCOT, BY JOSEPHINE SYKES, INTRODUCED 26TH FEBRUARY 1927, signed 'J.Sykes 26.2.27' to lower edge of drape, and inscribed 'Eos, Herald of Dawn' around the base, cire perdue nickel-plated bronze mascot with fine detailing depicting an elegant female with arms outstretched, the drapes of her dress flowing in the wind, 19cm high, formerly in single family ownership for 70 years, with mounting stud, mounted on a radiator cap above a turned wooden display base.
£3,000 - 4,000
€3,500 - 4,700

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

85†
A HISPANO-SUIZA 'CIGOGNE VOLANTE' (FLYING STORK) DESKPIECE BY F.BAZIN, FRENCH, CIRCA 1920, signed to left side of base, nickel-plated bronze, in the form of the Hispano-Suiza mascot depicting the stork in flight above a stylised cloud formation, with rivet fixings to tip of wings, 20cm long, mounted to original black marble base and with brass baseplate to underside.
£4,000 - 5,000
€4,700 - 5,900



86 (detail)

86†
A FINE AND RARE ROLLS-ROYCE MOTORS AUTHORISED 'SPIRIT OF ECSTASY' QUEEN'S SILVER JUBILEE COMMEMORATIVE LIMITED EDITION MASCOT DESKPIECE IN STERLING SILVER BY RICHARD HUGH LAWTON LTD OF LONDON, 1977, solid sterling silver mascot for Late Ghost Type Rolls-Royce cars 1918-1925, marked 'C.Sykes. R.R.Ltd' with date marks around the base and hallmarked London 1977 with Queen Elizabeth II Silver Jubilee mark, with 'REG.U.S. PAT. OFF' and 'TRADE MARK REG' markings under the wings, standing 15 high, mounted on original sloped stained wooden display base with sterling silver plaque hallmarked 'J' of Sheffield, 1977, inscribed with Rolls-Royce Motors logo and further engraved '1977 Authorised Edition No 253'.
£10,000 - 15,000
€12,000 - 18,000

This mascot was one of an edition produced in limited numbers, and authorised by Rolls-Royce Motors Ltd.



87



88



89



90

87[†]

A 'VITESSE' OPALESCENT GLASS PAPERWEIGHT BY CRISTAL LALIQUE, FRENCH, POST-WAR,

after the original design by Rene Lalique, engraved under the base, 18.8cm high.

£800 - 1,200

€940 - 1,400

To be sold without reserve

88

A 'TETE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, 1928,

clear and frosted glass with deep impressed mark 'Lalique France' (with double tailed Q), first introduced February 3rd, 1928, catalogue number 1137, 18cm high.

£800 - 1,000

€940 - 1,200

89

A 'SIRENE' GLASS MASCOT BY RENE LALIQUE, CREATED 1920,

engraved 'R.Lalique France No.831' under the base, in clear glass with satin finish, 11cm high, small chip and internal bubble to rear edge of base, some light surface scratches to underside.

£800 - 1,000

€940 - 1,200

90

A TÊTE D'AIGLE GLASS CAR MASCOT BY RENE LALIQUE, FRENCH, 1928,

polished and frosted glass, faintly marked Lalique (with double tailed Q) France around the neckline, old scratches under the base, 11.5cm high.

£800 - 1,000

€940 - 1,200



91

91
A LARGE SIZE BENTLEY 'WINGED B' GLASS MASCOT, A DESIGN BY CRISTAL LALIQUE,

moulded clear and frosted glass engraved 'Lalique@France 0122' on the base, in original presentation box with matching Lalique numbered certificate, related ephemera and a Lalique Perspex shop display stand. (Qty)

£1,000 - 1,500
 €1,200 - 1,800



92

92†
A NICKEL-PLATED TRAVELLER'S COCKTAIL COMPENDIUM FOR FOUR PERSONS, 1920S,

comprising main cocktail shaker with lid and cap with integral strainer, containing a set of three glass spirits bottles with glass stoppers and screw-top lids surmounted by three small gilt-lined tots, with lemon juicer, and a set of four stacked gilt-lined nickel-plated beakers with funnel, measuring 22.5cm high overall.

£1,500 - 2,500
 €1,800 - 2,900



94

93†
A LEATHER-CASED TRAVELLER'S COCKTAIL SET FOR FOUR PERSONS BY J.A.HENCKELS OF GERMANY, RETAILED BY MAPPIN & WEBB OF LONDON, CIRCA 1909,

nickel-plated cocktail set, comprising main cocktail shaker, numbered 523, marked 'Made in Germany' to base, with lid and catches, cap and integral strainer, containing three glass spirits flasks with screw-top caps (split), lemon juicer, and a set of four stacked gilt-lined beakers, measuring 29cm high overall, contained in a brown pigskin leather cylindrical outer case with leather handle, pop-stud fastenings and strap with buckle, marked 'Mappin & Webb Ltd, London'.

£1,000 - 1,500
 €1,200 - 1,800

94†
A RARE SET OF FOUR COCKTAIL SHAKERS BY NAPIER, USA, FOR ALFRED DUNHILL FOR THE FRENCH MARKET, CIRCA 1909, four nickel-plated cocktail shakers with removable upper sections, the tops with wheel design and dial indicator for 10 different spirits or mixers, each 16cm high and stamped under the base 'Alfred Dunhill - Fab. Etats-Unis D'Americques - Napier - U.S. and Foreign Patents Pending', contained on a wooden based carrying stand with nickel-plated handle, 23cm high overall.

£800 - 1,200
 €940 - 1,400



95



96



97



98

95†

A RARE SIX PERSON TRAVELLING BAR, CIRCA 1909,

black leather casing of cylindrical form, the top opening to reveal various silver-plated fittings, including three curved flasks marked 'Made in England' underneath, surrounding a centrally-mounted 1 pint volume cocktail shaker/flask with integral strainer, and six stacking tumblers (made in Germany), the case 20cm high overall.

£1,000 - 1,500

€1,200 - 1,800

96†

A COMPACT SILVER TRAVELLING KETTLE BY ANDREW BARRETT & SONS, HALLMARKED LONDON 1903, AND A SET OF SILVER TOPPED TRAVELLING BOTTLES BY GEORGE BETJEMANN & SONS, HALLMARKED LONDON 1902,

the kettle comprising pan with removable handle, curved fitted lid, burner with wick cover, the base stamped 'A. Barrett & Sons 63 & 64 Piccadilly London', burner stand and spirit flask, in fitted black leather case, 11cm high when packed away; the bottles contained in a black leather case, 14cm high.

(Qty)

£800 - 1,200

€940 - 1,400

97♦♦

A FOUR PERSON PICNIC SET BY DREW & CO, LEADENHALL ST, LONDON, 1920S,

black Rexine covered case with outer leather straps and handles, nickel plated locks, opening to light olive green lined Rexine interior, the lid housing cutlery, enamel plates and ceramic saucers, the base with matching Minton ceramic cups, Pyrex glass food boxes with sliding metal lids, two wicker covered bottles, two nests of glasses, other containers and condiments, kettle stand, kettle and burner, the case 63 x 38 x 16cm.

£1,500 - 2,000

€1,800 - 2,400

98♦♦

A FINE FOUR PERSON CASED PICNIC SET BY G W SCOTT & SONS, CIRCA 1905,

black Rexine covered case with nickel plated end handles, front catches and lock, opening to white lined interior, the lid housing cutlery and rectangular enamel plates, the base with copper kettle, nickelled stand and burner, matching Minton ceramic cups and saucers, Coracle ceramic food box with metal lid, wicker covered bottle, two nests of glasses, ceramic butter jar, metal vesta case, other containers and condiments, the case 53 x 37 x 18cm.

£1,000 - 1,500

€1,200 - 1,800



99

99
THE PROTOTYPE ROLLS-ROYCE FOUR PERSON WICKER PICNIC HAMPER BY GADSBY, LATE 1990S,

new/old stock, unused, wicker basket with leather handle, lined in waterproof Rolls-Royce check, with cutlery, four place settings in Wedgwood Rococo chinaware, flasks, and other picnic accessories, the basket 52 x 39 x 28cm, with leather handle and straps, together with advertising catalogues for Rolls-Royce products depicting this design of picnic set.

(3)

£1,000 - 1,500

€1,200 - 1,800



100

100

A BENTLEY CONTINENTAL LIMITED EDITION LADY'S LEATHER HANDBAG AND ACCESSORIES SUITE,

modern, Italian manufacture, limited edition set in calfskin, comprising handbag, in two-tone Neptune and Imperial Blue calfskin leather, (Model No.BL1124), with detachable shoulder strap, zip-fastening with quilted blue leather interior, interior pockets, and plaque numbered '016' of 80 examples, 40cm wide, and with interior pouch on leather strap, in draw-string cloth protective outer bag; and a zip-fastening two-section purse in blue leather, (Model No.BL1133), with beige leather interior, 21cm wide; and a highly polished metal hand-mirror in blue leather sleeve, (Model No.BL1136), 14cm wide; both with pale grey cloth dust-bags and in presentation boxes, each piece bearing Bentley Winged 'B' badge, in seemingly good order showing little sign of use, together with two leather chord handled Bentley paper retail carrier bags, all contained in original larger Bentley presentation box with lid, measuring 47 x 21 x 56cm overall.

£2,000 - 3,000

€2,400 - 3,500

101† ♦♦

A MOTORING TRUNK WITH INTERIOR CASES, 1920S,

black Rexine trunk with leather handles and loops on leather straps to each end, the fall-front opening to interior fitted with two cases with leather handles and striped cloth linings, offered with keys, worn with some staining to interior, the case measuring 79 x 45 x 48cm overall.

£800 - 1,000

€940 - 1,200



101



102

102†

AN ASPREY LADY'S LEATHER VANITY CASE WITH STERLING SILVER-TOPPED FITTINGS BY AJG OF LONDON, 1936,

tan pigskin leather case with handle, yellow metal locks, the lid with gilt-embossed initials 'A.M.L.W.' to lid, opening to cloth-lined compartmentalised interior, marked 'Asprey. London' to edge, fitted with nine glass bottles and jars of assorted sizes, each with sterling silver lids hallmarked AJG, London, 1936, with two jewellery side compartments with leather covers, with mirror to inside of lid, the handle worn with old repairs, the case 29.5cm wide.

£1,000 - 1,500
€1,200 - 1,800



103

103†

A VETERAN RUNNING-BOARD MOUNTING TOOL BOX AND TOOLS, CIRCA 1905,

the wooden tool box with interior divider and textured black tread to lid, 63cm wide, with key, together with assorted tools to suit Veteran or Vintage cars including two adjustable wrenches, a hand drill, various C-spanners, an oiler, two hammers, and other assorted tools.

(Qty)
£800 - 1,000
€940 - 1,200



104

104†

A FINE AND EARLY PIONEER MOTORING ERA SPECIALLY COMMISSIONED LEATHER-CASED TRAVELLING TEA-SET FOR TWO PERSONS BY WALTER THORNHILL & CO. OF 144 & 145 NEW BOND ST. LONDON, CIRCA 1893,

the brown honey leather case with leather handle and brass clamps to lid with impressed initials 'A.L.', opening to light grey suede-lined compartmentalised interior fitted with silver plated kettle, engraved 'A.L.', with black African hardwood handle, containing sugar bowl, with burner and folding tripod stand, with silver-plated tea-caddy, engraved A.L.', containing two stacked drinking beakers suede cushion pad, and tea infuser with suspension chain, with one large and two smaller heavy cut-glass

drinks bottles with sterling silver lids by Hubert Thornhill, hallmarked London 1893, each also with engraved initials 'A.L.', and with two bone china tea-cups housed in black leather stand, with bone china saucers and two silver-plated tea-spoons housed behind suede straps in the lid, several pieces bearing Thornhill maker's markings, the case with silver gilt maker's marks to front edge and incorporating high-quality Bramah lock with key, the case measuring 28 x 21 x 16cm, in seemingly good order throughout.

£20,000 - 25,000
€24,000 - 29,000



105



106



107



108

105† ◊

A FINE LEATHER-CASED PICNIC SET FOR FOUR PERSONS, BY FINNIGANS OF DEANSGATE, MANCHESTER, CIRCA 1909,

brown textured leather case with handle, with brass handles to each end and brass locks, the lid and half fall-front with watered silk lining bearing maker's branding, opening to wooden compartmentalised interior fitted with picnic accessories including wicker-handled kettle with burner, oil flask, a large wicker-covered glass bottle, metal-based food container, a set of four stacked metal beakers, ceramic preserves and condiments jars, and a food tin, the front section fitted with small wicker-covered glass bottle, ceramic jar, and four gilt-handled and cups with gilt-edged saucers and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 51 x 35 x 19cm overall.

£4,000 - 5,000
€4,700 - 5,900

106† ◊

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

black leather-cloth case with nickelled handles, lock and catches, the lid with embossed initials 'L.E.S.' opening to wicker framework interior fitted with large wicker-covered glass bottle, four 'Coracle' brand ceramic based food boxes (two with dents to lids, one with stapled repair to base), another food tin, a plated metal drinks flask, a small glass bottle, four glass tumblers in wicker cases, and a ceramic Butter jar, with four rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 56 x 33 x 17.5cm overall.

£2,000 - 3,000
€2,400 - 3,500

107† ◊

AN INTERESTING SHOULDER-CARRIED PICNIC SET FOR SIX PERSONS, PRE-WAR,

black textured leather case with lid and shoulder strap with buckle, the brown leather-lined interior fitted with two large 'Universal' brand plated vacuum flasks by Landers, Frary and Clark of New Britain, Connecticut, USA, two large food tins, set of six stacked enamelled beakers and circular enamel plates by K.E.R. of Sweden, two small drinking tots, a condiments jar, and cutlery, the case measuring 45 x 16 x 41cm overall.

£800 - 1,000
€940 - 1,200

108 ◊◊

A SIX PERSON CORACLE PICNIC BASKET, CIRCA 1920,

woven wicker case with nickel plated brightwork and locking bar, the lid opening to reveal fitted interior with nests of glasses, ceramic food boxes with metal lid, a metal container, two glass bottles and condiments, the lid housing cutlery, condiment spoons and round white enamel plates with gold painted rims, the basket 72 x 32 x 22cm, used.

£800 - 1,200
€940 - 1,400



109



110



111



112

109♦♦

A SET OF FOUR PIECES OF CUSTOM MADE LUGGAGE TO FIT A FERRARI CALIFORNIA F149 (2008-2014),

made to order by Lane Leather Company of West Sussex in 2013, comprising a large hard case, in blue leather with matching straps, yellow lining and stitching, 73 x 50 x 28cm and a small matching blue leather hard case, 37 x 27 x 15cm, (with key) to fit in the boot of the car and two matching blue leather and canvas soft-cases designed to fit behind the seats in the +2 seats, each 45 x 40 x 26cm, some travel wear. (4)

£1,500 - 2,000
€1,800 - 2,400

110♦

A CHRISTOPHER DRESSER DESIGN CASED TEA-SET FOR TWO PERSONS, RETAILED BY JAMES DIXON & SONS, RETAILED BY H J LINTON OF PARIS,

Registered Design No.85275 for 1888, black leather-cloth case with handle, with double doors opening to grey suede-lined two-tiered interior, the upper level fitted with wicker-handled Britannia Metal kettle, with oil flask and folding stand, and wicker-handled teapot containing milk jug and sugar bowl, the lower level fitted with burner and a pair of Royal Worcester bone china teacups on suede pads with accompanying saucers, with spoons and sugar tongs housed in the double doors, the case measuring 30cm wide.

£800 - 1,000
€940 - 1,200

111♦

A FIVE PIECE SET OF FERRARI 550 MARANELLO LUGGAGE BY SCHEDONI OF ITALY,

to fit 1998 model, in black leather embossed with Ferrari 'Cavallino' emblem, with tan pigskin lined interior, comprising two suitcases, a suit-carrier, a Gladstone style vanity case and a shoe case, four with yellow cloth protective drawstring outer bags, complete with padlocks and keys, showing little sign of use and in seemingly good overall condition. (9)

£1,500 - 2,000
€1,800 - 2,400

112♦♦

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

black Rexine covered case with nickelled side handles, (taped repair to back of lid), leather front handle, nickel plated catches and central lock, opening to reveal wooden lined interior with white lining, the lid fitted with cutlery and two different sizes of enamel plates and saucers (6 of each), the base fitted with wicker wrapped wire cage filled with accessories, Coracle food boxes with metal lids, flasks, bottles, wicker covered bottle, enamel cups with wicker covered handles, stacking beakers and nests of glasses, ceramic preserves and butter jars, metal kettle and burner with stand and spirit container, the case 87 x 47 x 18cm.

£3,000 - 4,000
€3,500 - 4,700

113



115

114



116



117

113◇

A LOUIS VUITTON SHOE TRUNK, 1920S,

'LV' monogram cloth covering, with leather edging, brass central lock, catches and reinforced corners, with wooden battens to lid and base, each end with painted name 'M.E.Rae', opening to orange Vuittonite and brown felt interior, with branded cloth straps and correct buckles, with label to inside edge of lid and ink-stamped number '758098', leather handle worn and detached but present, the case measuring 71 x 44 x 24cm overall.

£2,000 - 3,000

€2,400 - 3,500

114◇

A LOUIS VUITTON MOTORING CASE, 1910S,

black Rexine exterior with green/white painted stripes and painted St George flag to each end, with leather handle, brass central lock and catches, the lid opening to beige canvas lined interior with branded cloth straps and correct buckles, with paper label to inside edge of lid with ink-stamped number '759435', some wear to exterior and with remains of travel labels, interior stained, measuring 91 x 41 x 14cm overall.

£1,000 - 1,500

€1,200 - 1,800

115◇◇

A LARGE LOUIS VUITTON 'HAUTE COURIER' TRUNK, CIRCA 1900,

printed canvas 'Damier' checkerboard exterior, with two painted yellow stripes and painted initials 'D.B.' to each end, rollers to base, metal handles and catches, with central brass lock, with metal reinforced edging and riveted wooden battens, the lid painted with name of former British military owner, opening to beige cloth-lined interior with paper label numbered 100 783', and fitted with three lift-out cloth-based trays with canvas handles and striped canvas straps with branded buckles, the inside of the lid with pinned ribbon lozenge design, offered with key, the case travel worn and measuring approximately 100 x 59 x 70cm overall.

£3,000 - 5,000

€3,500 - 5,900

116◇◇

A LARGE LOUIS VUITTON MOTORING TRUNK, CIRCA 1920,

black Rexine covered trunk, with sloped rear, raised on wooden battens, with two branded loops to each end, and five branded brass catches, the fall-front with leather label and with ink-stamped number '761898', opening to orange 'Vuittonite' lined interior, lacking interior cases, some wear commensurate with age, measuring 99 x 51 x 45cm overall.

£1,000 - 2,000

€1,200 - 2,400

117

TWO LOUIS VUITTON CASES AND AN UMBRELLA, LATE 20TH CENTURY,

both zip-fastening soft-sided cases with monogram pattern, the first with tan leather handles and banding, with luggage tag and Prestolock combination padlock, beige canvas interior with pockets, numbered 'SP1010' to interior leather patch, some light use and in seemingly good overall order, approximately 72cm wide, the second produced under license by The French Company, USA, with lower and upper rigid tan leather panels, trim, handle, and luggage tag, (upper panel creased and kinked with travel label), black cloth-lined interior with straps, some travel wear and scuffs in places, 72cm wide, the Classic style umbrella with wooden handle and push button mechanism.

(3)

£1,200 - 1,500

€1,400 - 1,800



118
A RARE VINTAGE LOUIS VUITTON 'MALLE FLEURS' FLOWER TRUNK, DESIGN INTRODUCED CIRCA 1910,

in the form of a miniature trunk, printed monogram canvas exterior with leather-edging and leather handle to each end, with brass reinforced corners, central catch and two latches, pinned wooden battens, the lid opening to water-resistant painted zinc tub lined interior, measuring 28 x 14 x 11cm, with painted initials 'M.H.S.' to each end.

£13,000 - 15,000
€15,000 - 18,000

These miniature Flower 'Planter' Trunks were introduced in circa 1910 by Georges and Gaston-Louis Vuitton, as gifts for loyal and valued lady clients in gratitude of their custom, a gesture continued throughout the 1920s and 1930s. Well received, they were often re-purposed as sewing or jewellery boxes or cigarette cases.

A similar example of this design appears in Pierre Leonforte & Eric Pujalet-Plaa: 100 Legendary Trunks - Louis Vuitton; published 2010 Abrams NY, (see pages 334-335 and 412-413).

119◊
A LOUIS VUITTON MOTORING TRUNK, CIRCA 1920,

printed monogram canvas exterior, with polished brass edging, central brass lock and catches, with brass loops to each end, opening to beige cloth-lined interior with paper label and ink-stamped number '196576' to inside edge of lid, with interior lift-out cloth-based tray with canvas handles and branded canvas straps with correct buckles, the case measuring 86 x 45 x 30cm overall, together with a pair of original Louis Vuitton branded leather straps with buckles.

(3)
£9,000 - 12,000
€11,000 - 14,000

120◊
A LOUIS VUITTON MOTORING TRUNK, CIRCA 1910,

black Vuittonite exterior, with central brass lock and two catches, with brass loops to each end, riveted reinforced metal edging to lid, opening to beige cloth-lined interior with paper label to inside edge of lid with ink-stamped number '143560', the case measuring 91 x 46 x 22cm overall, together with a pair of original Louis Vuitton branded leather straps with buckles.

(3)
£1,600 - 2,200
€1,900 - 2,600

121
A LOUIS VUITTON GENTLEMAN'S HAT-BOX, CIRCA 1912,

brown honey leather case, to suit storage of two hats, with branded leather handle to lid, with copper-riveted metal reinforced edging and corners, central brass lock, opening to beige cloth and suede lined interior, the padded lid with paper label to inside edge and with ink-stamped number '182645', with two interior canvas straps with branded buckles and two support cords with hooks, the lid with impressed initials 'A.S' and with some old marks and stains, the case measuring 38 x 31 x 36cm, offered together with a 1994 fax from Louis Vuitton of Paris confirming the hat-box original date of sale as 8th June 1912.

(2)
£5,000 - 6,000
€5,900 - 7,100

122
A LOUIS VUITTON RUNNING-BOARD MOUNTING WOODEN TOOL BOX, CIRCA 1910,

mahogany case with exposed dovetail edge joining, with polished brass lock to one end and catch to the other, the hinged lid with thumbnail moulding with exposed brass screws, measuring 71 x 24 x 31cm overall.

£1,500 - 2,000
€1,800 - 2,400



125

123
A LOUIS VUITTON RUNNING-BOARD MOUNTING WOODEN TOOL BOX, CIRCA 1910,

finely constructed polished mahogany case with exposed dovetail edge joining, with polished brass lock to one end and catch to the other, the domed hinged lid with exposed brass screws and brass banding to edge, lacking interior tool tray, measuring 50 x 26 x 30cm overall.

£3,000 - 4,000
 €3,500 - 4,700

124♦♦
A LOUIS VUITTON 'LIGHTWEIGHT' CABIN TRUNK, CIRCA 1898,

brown canvas exterior, with aluminium reinforced edging and corners, riveted wooden battens to front, rear and lid, with leather handle to each end, with aluminium lock and nickelled brass catches, opening to interior with beige cloth lining and bearing paper label numbered '48415' to inside rear panel, with lift-out cloth-based tray with canvas handles, branded canvas straps with correct buckles, lacking one divider panel to lower section, the inside of the padded lid with pinned red ribbon lozenge design, the exterior applied with many travel labels, some dents to aluminium edging and general travel wear throughout commensurate with age, the trunk measuring 81 x 47 x 45cm overall.

£15,000 - 17,000
 €18,000 - 20,000

125
A PININFARINA CARBON FIBRE LIMITED EDITION BRIEFCASE, BY REDWALL OF PIANORO, ITALY, 1980S,

hard-sided case with carbon fibre finish with angled edges, titanium corners, locks and handle with wooden grip, the interior in maroon leather with documents pouch and other pockets, bearing Redwall plaque inscribed 'Art. 104591' and limited edition number 'XCIV/C' (94/100), some light use but in seemingly good order, the case 45cm wide, offered with key.

(2)
 £800 - 1,200
 €940 - 1,400



126

126



127

126
A FINE FIVE PIECE SET OF BLUE LEATHER MASERATI QUATTROPORTE LUGGAGE, 2008,

each lined with bespoke Maserati material, different shapes and sizes, comprising two matching suitcases, a smaller case, a trolley bag with hidden handle and a vanity case, the largest 68 x 55 x 14cm.

(5)
 £3,000 - 4,000
 €3,500 - 4,700

127
A ROLLS-ROYCE AND BENTLEY SPECIFYING KIT, 2005,

unused, highly polished wooden case with lock and keys, lid opening to reveal printed card samples of paint, hide and wooden veneer finishes, with printed cards to hold your 'Personal Selection' and large printed key showing where the samples are and from what range, the box 37.5 x 29 x 10.5cm, in card case (seams split) and original packing box (worn).

£800 - 1,000
 €940 - 1,200

Only one of these kits was supplied to each Rolls-Royce & Bentley Dealership.



128

128

128†
'AUTOMOBILE' & 'AVIATION', A LARGE PAIR OF ALLEGORICAL FIGURES, AFTER FERRAND, CIRCA 1907,

the rarer larger examples, hollow-cast spelter, the first depicting a male standing on an early plane over a globe holding a propeller aloft, the second a standing girl, carrying a car lamp aloft, holding the steering wheel of a depiction of a veteran car, each mounted to a turned wooden base with title plaque, each 72cm high overall.

(2)
 £2,000 - 3,000
 €2,400 - 3,500

One similar model of this pair is featured and photographed in the John Zolomij: The Motor Car in Art (see page 111).



129

129
A CLUB MILLE MIGLIA 1953 COPPA FRANCO MAZZOTTI SILVER TROPHY BY PETRUZZI & BRANCA, BRESCIA, ITALY, with Italian silver marks 1BS 800 Crown and stamped with makers mark, fluted shape with hammer beaten rim, 18cm high, on display base applied with "XX Mille Miglia" engraved plaque.
£800 - 1,000
€940 - 1,200

According to information supplied by the vendor this cup was given to their family by Gordon Wilkins.



130

130
A ROLLS-ROYCE SPIRIT OF ECSTASY DESK CLOCK BY SWIZA, SWISS, number 475, black dial with Arabic numerals, battery powered Quartz movement mounted under a hinged Spirit of Ecstasy, 14.5cm high overall, the case complete with instructions, numbered certificate, guarantee dated 25 May 1985, other ephemera, and a battery cover tool.
 (Qty)
£2,000 - 2,500
€2,400 - 2,900



131

131

131
A PAIR OF BUSTS OF FREDERICK HENRY ROYCE AND CHARLES STEWART ROLLS, BY WATERSIDE ARTS, 1979, limited edition numbered 106, cold-cast bronze busts specially commissioned by Rolls-Royce Motors Ltd to commemorate the 75th Anniversary of their meeting in 1904, the busts are miniature models of the original full size bronzes produced in 1934 by William McMillan R.A., each 22cm high and with brass nameplate to front of base, numbered mark to underside and signed Elton to the rear, the taller 22cm high, with packing box and related ephemera.
 (Qty)
£800 - 1,200
€940 - 1,400

132
A GUCCI BRASS BELT BUCKLE WITH EROTIC PIRELLI MOTORING DESIGN AFTER SALVADOR DALI, ITALIAN, 1970S, un-numbered, 10 x 5.7cm, the reverse with Gucci Leather Goods stamp to centre, fitted with leather belt to suit 32 to 36 inch waist.
£800 - 1,200
€940 - 1,400



132



133



133



133



135



136



134



137



137

133
A STERLING SILVER ROLLS-ROYCE INKWELL AND AN INK BLOTTER BY SAUNDERS & SHEPHERD, PRESENTED AT CHRISTMAS GIFTS FOR 1929 AND 1932,

each hallmarked London and dated 1929 and 1932 respectively, the inkwell in the form of a Rolls-Royce radiator head with red enamelled badge and miniature Spirit of Ecstasy mascot to hinged lid, with glass reservoir, 15cm wide, the ink blotter with miniature Spirit of Ecstasy handle mounted on a machine decorated main base, 14cm wide, both engraved with initials 'G.B.', offered together with a 9ct (.375) gold Rolls-Royce key fob by 'J.G. & S.', hallmarked Birmingham 1973, in the form of a Rolls-Royce radiator, 25mm wide, weight approximately 17gms, engraved to reverse 'TV 8 NEY 2'.

(3)
£2,000 - 2,500
€2,400 - 2,900

134†
A MERCEDES-BENZ RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed surround with printed radiator decoration, manufacturer's marking to reverse, with enamelled badge and replacement mascot, 22cm high.

£1,500 - 1,800
€1,800 - 2,100

135
A BREITLING FOR BENTLEY DESK CLOCK,

number Q81010, black dial in 'piano black' veneered angled mount, 12cm diameter, battery powered movement, in original packing, with guarantee card (undated), instruction card, other ephemera and a small Allen key in the base of the box.

(Qty)
£800 - 1,200
€940 - 1,400

136†
A ROLLS-ROYCE RADIATOR DECANTER BY CLASSIC STABLE LTD., BRITISH,

chromed, with black enamel radiator badge and miniature 'Spirit of Ecstasy' plated metal mascot, with manufacturer's plaque to felt base numbered 'NAC/11 275', standing 24cm high overall.

£800 - 1,000
€940 - 1,200

137
A FINE WOODEN-CASED SAMPLES KIT FOR ROLLS-ROYCE SILVER SERAPH AND BENTLEY ARNAGE, SUPPLIED BY MULLINER PARK WARD, 1998,

double-sided polished wood veneer briefcase with handle, each side opening to compartmentalised interior containing a total of 34 paint sample discs, 13 veneer samples, 16 carpet samples, 9 rug samples, 12 seatbelt samples, 41 hide samples, and other sample options for the Silver Seraph and Arnage models, believed near complete, each side containing jeweller's display pad to inside of lid and publicity image of the model, one side with Silver Seraph commissioning and sales brochures and three 'fine lines' samples swatches, the case measuring 53 x 41 x 15cm overall, and contained within a dark grey Cordura carrying bag with handle and shoulder strap.

£1,500 - 2,000
€1,800 - 2,400



138



139



140



141



138
A RARE SIX PERSON SET OF ROYAL STAFFORDSHIRE 'BIZARRE-WARE' FOR ROLLS-ROYCE DESIGNED BY CLARICE CLIFFE, MID 1930S,

in white ceramic with hand decorated silver lining and lettering, including lettered 6 x dinner plates, 6 x side plates, 6 x saucers, 4 x lidded serving bowls/tureens and 6 x unlettered soup bowls (that sit on the saucers).

£1,000 - 1,500
 €1,200 - 1,800

In circa 1934, Colley Shorter, the Manager of the A.J. Wilkinson Ltd "Royal Staffordshire" pottery, presented a full dinner service of this design to Rolls-Royce Headquarters at 14-15 Conduit Street, London.

139
A FINE SS JAGUAR CLOCK/THERMOMETER/BAROMETER DESK PIECE, ENGRAVED 'FROM WILLIAM LYONS', LATE 1930S,

well constructed French piece, the black and white instruments in glazed angled polished metal frame with rear supporting arm, 10 x 15cm.

£800 - 1,200
 €940 - 1,400

140
A CHOPARD MILLE MIGLIA STOPWATCH, SWISS, 1990,

number 10, white dial with sweep seconds hand and split-time hand, bezel 6.5cm diameter, winder at 12 o'clock with two control buttons, presented in Chopard leather display box, with outer cardboard box, together with a Francesco Scianna 1987 Mille Miglia' paintings exhibition poster signed by the artist, 69 x 48, framed and glazed.

(2)
 £900 - 1,200
 €1,100 - 1,400

141
FOUR FERRARI PAINT COLOUR AND SAMPLES BOOKLETS,

comprising a 1985 Glasurit paint colour range booklet; a 1979 paint colour range booklet; a carpet samples booklet; and a Connolly Leather samples booklet.

(4)
 £800 - 1,000
 €940 - 1,200



142



142†

A FINE AND RARE STERLING SILVER ROLLS-ROYCE SILVER GHOST LIMITED EDITION DESKPIECE, BY CYRIL J LEWIS FINEJEWELS OF INVESTMENT MODELS, HATTON GARDEN, LONDON, 1976,

of a limited edition of 1,000 examples, miniature 1:24 scale model constructed from individually cast solid silver parts, of the famed 1907 Rolls-Royce 40/50Hp Silver Ghost 'AX 201' with 'Roi-de-Belges' style coachwork, finely detailed with rolling wheels, lamps, horns, door handles, spare wheel, and miniature 'AA' mascot, hallmarked London 1976 to underside, measuring 19cm long, weight approximately 662gms, wearing the registration number 'WGR 1' (the requested initials of the

purchaser), complete with French 'old church' green marble display base with title plaque and with original wooden storage case, offered together with original Investment Models booklet and guarantee certificate, dated 22nd December 1976, numbering the model as the 12th produced of the limited edition of 1,000, a confirmation letterhead dated 20th October 1976, Cyril Lewis business card, a 1977 insurance valuation letter, and a period magazine cutting advertising the model.

£5,000 - 6,000

€5,900 - 7,100

This particular model was ordered on 20th October 1976, by a Mr W.G.Rumble of Bromley, Kent.



144



145



146



147



148



148 (reverse)

143
A 'JAGUAR XK SUPER SPORTS 1948 EARLS COURT MOTOR SHOW' 50 YEAR COMMEMORATIVE CIGAR BOX BY GLYN OF LONDON,

believed 1998, commemorating the launch of the XK Super Sports Two Seater at the October 1948 Motor Show, polished silver-plated heavy duty case, the lid with bolted surround and engraved with depiction of the car and Jaguar Cars of Coventry emblem, raised on bun feet, with cedar-lined interior and engraved plaque to inside of the lid depicting a view of the engine, the case 38cm wide, offered with two keys.

(3)
 £1,500 - 2,000
 €1,800 - 2,400



143

144†
A 2000 TEAM PENSKE CART FEDEX CHAMPIONS GOLD AND DIAMOND RING, gentleman's ring, marked '10K' to the inside of the band, the front inset with enamel Marlboro logo and two diamonds, commemorating on one side Gil de Ferran's feat in the Penske Reynard-Honda at 241.428mph, establishing the world closed-course speed record for a race car; the opposite side marked '5 Wins and 8 Poles' and engraved 'PERRY', the name of the Pit Crewmember the ring was awarded to. 27.4g overall weight.

£1,100 - 1,600
 €1,300 - 1,900

145†
A 2000 MARLBORO TEAM PENSKE 100 VICTORIES 'TEN SEASONS-TEN WINS' CHAMPIONSHIP GOLD RING, gentleman's ring, size L, marked 'JOHN PERRY' to the inside of the band, also marked '10K L', the front inset with college style cabochon red stone on the top, inlaid with number 100. The ring was presented to team members when Gil de Ferran won the team's 100th Indy Car Win on 27 May 2000 at Nazareth Speedway.

£900 - 1,300
 €1,100 - 1,500

146†
A 2001 MARLBORO TEAM PENSKE CHAMPIONSHIP RING WITH DIAMONDS, gentleman's ring, marked 'JOHN PERRY' to the inside of the band, also marked '10K', the front lettered Marlboro Team Penske 2001 Champion and inset with inset with two 0.05ct diamonds, overall 17g weight. Presented to Pit Crewmember John Perry when Gil de Ferran took the 2001 Champ Car season crown for Penske.

£1,000 - 1,400
 €1,200 - 1,600

147
AN UNPAINTED STIRLING MOSS REPLICA HELMET BY H J PATEY, 1998, ordered by the vendor in 1998 from Patey (London) Ltd, the original makers, made using the same mould as Stirling Moss' race helmets with white leather neck and chin straps, complete with Patey letter of authenticity, signed by Ray Corne the maker of the helmet, accompanying documentation, press cuttings and the original Patey order sheet.

(Qty)
 £800 - 1,000
 €940 - 1,200



150

148
JACKIE STEWART'S GRAND PRIX RACE OVERALLS BY FARAMAZ, BELIEVED 1972,

woven material decorated with three coloured stripes, white jersey cuffs and ankles, Velcro fastening belt, hip pockets and right breast zip pocket, with embroidered driver's name badge and other embroidered patches for Ford, Goodyear, elf Team Tyrell and NAZA/F1, (worn, some wear at seams, lining distressed, damp staining in places). Sold together with a letter of provenance from the vendor.

(2)
£2,000 - 3,000
€2,400 - 3,500

149
A LEWIS HAMILTON 2016 MONACO GRAND PRIX LIMITED EDITION REPLICA HELMET BY BELL,

in white with red, yellow and black design, with Bose, Monster Energy, Bell and Mercedes-Benz sponsors' logos, applied with clear plastic aerodynamic mouldings, fitted with reflective visor applied with Petronas Epson logo strip signed by the driver in silver marker '2016 #44', limited edition numbered 9/44, in clear Perspex display case, together with Certificate of Authenticity from Bell.

(2)
£3,500 - 4,500
€4,100 - 5,300



149

150
A MCLAREN SENNA PROTOTYPE REAR WING,
 used during the development of the McLaren Senna in 2018 on vehicle VP736-P15, carbon fibre composite construction with McLaren orange rear wing end plates, signed by 16 employees of McLaren, presented as a leaving gift, with Batman winged logo to centre, measuring 180 x 40 x 28cm overall.
£6,000 - 8,000
€7,100 - 9,400



THE STUART WALKER SCALE MODEL COLLECTION (PART II)

THE FOLLOWING LOTS 151-196 ARE OFFERED FROM THE ESTATE OF THE LATE STUART WALKER (1945-2021).

Stuart Walker, a qualified lawyer, later set up and developed a successful property business, and branched out into the leisure industry adding a leisure park in the Lake District to his portfolio. His varied business interests allowed him to pursue his model-collecting hobby with great vigour and enthusiasm, resulting in an extensive collection of fine scale motorcar, aircraft and figural scale models, Part I of which is offered for sale in this auction.



151
TWO BOXED 1:18 SCALE AUTO UNION TYPE C LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising Bernd Rosemeyer's 1936 Type-C No.18 car, (Item No.M-161); and Hans Stuck's 1937 Type C 'Bergrenner' No.111 car; each in 'Silver Arrows' race livery, in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve (slight tear to one sleeve), in unopened condition.

(2)
£800 - 1,000
€940 - 1,200

152
TWO BOXED 1:18 SCALE RACE-WINNING MERCEDES MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising Christian Werner's 1924 Targa Florio winning 2-Litre Mercedes No.10 car, finished in red race livery, (Item No.M-203), limited edition of 600; and the Kling/Klenk 1952 Carrera Panamericana winning Mercedes-Benz 300 SL (W 194) No.4 car, in silver race livery (Item No.M-023); each in presentation maroon leather-cloth case with packing and outer sleeve and in seemingly unused condition.

(2)
£800 - 1,000
€940 - 1,200

153
TWO BOXED 1:8 SCALE LIMITED EDITION 1956 GRAND PRIX FERRARI D50 MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising Juan Manuel Fangio's German Grand Prix winning No.1 car, finished in Rosso Corsa race livery with yellow/blue nose, (Item No.M-181); and Peter Collins' French Grand Prix No.14 car, in Rossa Corsa race livery, (Item No.M-182); each a limited edition of 1500, each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition.

(2)
£800 - 1,000
€940 - 1,200



154
TWO BOXED 1:18 SCALE 1955 GRAND PRIX LANCIA D50 LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising Eugenio Castellotti's 1955 Monaco Grand Prix No.30 2nd place car, finished in Rosso Corsa race livery, (Item No.M177), limited edition of 1500; and a model of the 1955 Lancia D50 rolling chassis, without bodywork showing engine and other details, (Item No.M-198), limited edition of 1000, with display base with engraved plaque; each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition.

(2)
£800 - 1,000
€940 - 1,200

155
TWO BOXED 1:18 SCALE 1961 ASTON MARTIN DB4 GT ZAGATO MODELS, BY CMC MODELS OF GERMANY,

finely detailed hand-assembled die-cast models, comprising the 1961 Le Mans car, (Item No.M139), driven by Kerguen/Dewez, finished in white race livery with race number 1, limited edition with pamphlet and tag numbered '1369/2500', and 1961 Zagato, (Item No.M-132), finished in green, with pamphlet and tag numbered '1963', each in original box with packing.

(2)
£800 - 1,200
€940 - 1,400

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.



156



157



158



159



160



161



162

156
TWO BOXED 1:18 SCALE 1962 FERRARI 250 GTO MODELS, BY CMC MODELS OF GERMANY,
 hand-built finely detailed mainly metal models, comprising one finished in silver, (Item No.M-151); the other finished in blue, (Item No.M-152); each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in unopened condition.

(2)
 £800 - 1,000
 €940 - 1,200

157
TWO BOXED 1:18 SCALE 1962 FERRARI 250 GTO MODELS, BY CMC MODELS OF GERMANY,
 hand-built finely detailed mainly metal models, comprising one finished in Rosso Corsa, (Item No.M-154); the other of the 1962 Le Mans Pierre Noblet/Jean Guichet 2nd place car, finished in Rosso Corsa race livery wearing race number 19, limited edition, (Item No.M-155); each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in unopened condition.

(2)
 £800 - 1,000
 €940 - 1,200

158
TWO BOXED 1:18 SCALE MODELS OF A 1961 ASTON MARTIN DB4 GT ZAGATO AND ENGINE, BY CMC MODELS OF GERMANY,
 hand-built finely detailed mainly metal models, comprising 'Rennversion' in light blue livery, (Item No.M-140), limited edition 0889/1000; and a scale model of the 1961 DB4 GT Zagato 6-cylinder engine, (Item No.M-133); each boxed with packing and in seemingly unused condition.

(2)
 £800 - 1,000
 €940 - 1,200

159
TWO BOXED 1:18 SCALE MODELS OF A 1961 ASTON MARTIN DB4 GT ZAGATO AND ENGINE, BY CMC MODELS OF GERMANY,
 hand-built finely detailed mainly metal models, comprising 'Der Rote Aston' in red livery, (Item No.M-146), limited edition 0265/1000; and a scale model of the 1961 DB4 GT Zagato 6-cylinder engine, (Item No.M-133); each boxed with packing and in seemingly unused condition.

(2)
 £800 - 1,000
 €940 - 1,200

160
A BOXED 1:12 SCALE MODEL OF A 1937 HORCH 853, BY CMC MODELS OF GERMANY,
 Item No.C003, hand-assembled finely detailed model constructed from mainly metal parts, depicting the car in yellow/black livery, with opening doors, boot and bonnet showing detailed engine, detailed interior, folding convertible roof, rubber tyres, and other features, 46cm long, (mascot detached), contained in original carton box (some light scuffs) with packing, information pamphlet and tag numbered 0071.

(2)
 £800 - 1,000
 €940 - 1,200

161
THREE BOXED 1:18 SCALE TALBOT LAGO COUPE T150 C-SS MODELS, BY CMC MODELS OF GERMANY,
 hand-built finely detailed mainly metal models, comprising two models of the 1939 Le Mans No.8 car, finished in blue race livery, (Item No.M-167), both limited edition of 1500; and a model of the 1937-1939 'Teardrop' Figoni & Falaschi Coupe, finished in pale blue, (Item No.M-145); each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition.

(3)
 £800 - 1,200
 €940 - 1,400



163



164



165



166

162
TWO BOXED 1:18 SCALE 1955 LANCIA D50 AND 1956 FERRARI D50 GRAND PRIX LIMITED EDITION TWO-MODEL 'BUNDLE' SET, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, issued as a 'Bundle' set of two models, comprising Alberto Ascari's 1955 Turin Valentino Grand Prix winning Lancia D50 No.6 car, finished in Rosso Corsa race livery; and Andre Pilette's 1956 Belgian Grand Prix Ferrari D50 No.20 car, finished in yellow race livery; (both Item No.M-184), each a limited edition of 1000; each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition, offered together with CMC Models Certificate numbered 0341/1000.

(3)
£800 - 1,000
€940 - 1,200

163
SEVEN BOXED 1:18 SCALE FERRARI MODELS BY TECNOMODEL FROM THE MYTHOS SERIES, ITALIAN,

comprising TM18-46A 750 Monza 1955, Le Mans car number 14 as driven by Gregory and Sparcken, limited to 150 pieces; TM18-54D 625LM 1956 Buenos Aires 1000Km car number 52 as driven by P. Drogo, limited to 80 pieces; TM18-100C 308 GTB Turbo, 1981 Silverstone 6Hr car number 18 driven by Facetti and Finotto, limited to 100 pieces; TM18-103B 1962 250 GT SWB Bertone, in dark metallic blue, limited to 100 pieces; TM18-149B 1950 Formula 1 125, Swiss GP car number 18 as driven by Alberto Ascari, limited to 125 pieces; TM18-150D 1954 F1 553 Squalo, Silverstone International Trophy car number 21, as driven by Gonzalez, limited to 90 pieces; and TM18-151C 1957 F1 801, Nurburgring GP car number 8, as driven by Mike Hawthorn, limited to 170 pieces.

(7)
£800 - 1,200
€940 - 1,400

164
TWO BOXED 1:18 SCALE MODELS OF A 1938 BUGATTI TYPE 57 SC AND ENGINE, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising the 57 SC Corsica Roadster 'Award-Winning Version' (Chassis.No.57593 'GU7'), in black livery, (Item No.M-136), limited edition; and a scale model of the 1938 Type 57 SC 8-cylinder in-line engine, (Item No.M-112); each boxed with tape-sealed packing and in seemingly unused condition.

(2)
£800 - 1,000
€940 - 1,200

165
TWO BOXED 1:18 SCALE 1938 BUGATTI TYPE 57 SC ATLANTIC COUPE MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, both of Chassis No.57.591 in two guises, comprising the 'R.B.Pope' Atlantic Coupe, in original blue livery, (Item No.M-083); and another of the same car in 'post restoration' black livery, (Item No.M-085); each boxed with packing and in seemingly unused condition.

(2)
£800 - 1,000
€940 - 1,200



167



168

169



170

166

EIGHT BOXED 1:18 SCALE FERRARI 312 MODELS BY TECNOMODEL FROM THE MYTHOS SERIES, ITALIAN,

comprising TM18-132A 1968 French Grand Prix car number 26 as driven by Jacky Ickx, limited to 280 models; TM18-132B 1968 Dutch Grand Prix car number 10 as driven by Jacky Ickx, limited to 155 pieces; TM18-132C 1968 Nurburgring GP car number 10 as driven by Jacky Ickx, limited to 165 pieces; 2 x TM18-132D 1968 Watkins Glen car number 7 as driven by Derek Bell, limited to 120 pieces; TM18-61B 312PB, 1972 Daytona 6 Hr, car number 2 as driven by Andretti and Ickx, limited to 150 pieces; TM18-89A 312 B3 1974 Spanish GP car number 12, as driven by race winner Niki Lauda, limited to 460 pieces and TM18-120D 1867 Monaco GP car number 20 as driven by Chris Amon, limited to 115 pieces.

(8)

£800 - 1,200

€940 - 1,400

167

A 1:8 SCALE LIMITED EDITION MODEL OF GRAHAM HILL'S 1965 SEASON BRM P261, BY BRENDAN SMITH OF MONOPOSTO COLLECTION,

hand-built 'kerbside' model, numbered 22/100, resin body and white metal parts, finished in British Racing Green livery and wearing race number 3, depicting the successful car driven by Hill, winning 2nd place in the Drivers' and Constructors' Championship, 44.5cm long, mounted to a display base with numbered plaque under a Perspex case,

£800 - 1,200

€940 - 1,400

168

TWO BOXED 1:18 SCALE 1961 FERRARI DINO 156 'SHARKNOSE' F1 LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising Phil Hill's 1961 Italian Grand Prix winning No.2 car, (Item No.M-068); and Wolfgang von Trips' 1961 German Grand Prix 2nd place No.3 car, (Item No.M-069); both in Rosso Corsa race livery, each boxed with tape-sealed packing and in seemingly unused condition.

(2)

£800 - 1,000

€940 - 1,200

169

THREE BOXED 1:18 SCALE 1958 250 FERRARI TESTA ROSSA 'PONTOON FENDER' MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, comprising two models of the Ed Hugus/Ray 'Ernie' Erickson 1958 Le Mans No.22 car (Chassis No.0732), both finished in white race livery with blue double-stripe, (Item No.M-080), both limited edition of 3000; and one model of the car in Rosso Corsa livery, (Item No.M-071); each boxed with packing and in seemingly unused condition.

(3)

£800 - 1,000

€940 - 1,200

170

A BOXED 1:12 SCALE LIMITED EDITION MODEL OF THE PHIL HILL 1961 BELGIAN GP WINNING FERRARI DINO 156 F1 'SHARKNOSE', BY CMC MODELS OF GERMANY,

Item No.C-007, hand-assembled finely detailed die-cast model of the car, finished in Rosso Corsa race livery with race number 4, with hinged rear section revealing engine detail, rubber tyres, 35cm long, in original box with packing, pamphlet, instruction sheet and tag numbered 496/500.

£800 - 1,200

€940 - 1,400



171



174

175



178



172



173



176



177

171

THREE 1:18 SCALE RACING MODELS, each finely detailed, comprising 1953 Maserati Barchetta A6 GCS by Tecnomodel Mythos, limited edition (92/100), 21cm long, Clay Regazzoni's 1975 Ferrari 312T F1 car, by Paul's Model Art, with removable body panel showing engine detail and with driver figure, 24cm long, both die-cast, and 1991 Fuji 1000Km Jaguar XJR11 TWR Suntech, distributed by Model Cars Wholesale, resin body, limited edition (06/25), 27cm long, each on base with display case. (3)
£800 - 1,000
€940 - 1,200

172

TWO BOXED 1:18 SCALE MODELS OF A 1960 MASERATI TYPE 61 'BIRDCAGE' AND ENGINE, BY CMC MODELS OF GERMANY, hand-built finely detailed models, the first depicting the rolling tubular spaceframe chassis without bodywork showing engine and other details, (Item No.M-060), limited edition; the second a scale model of the Type 61 'Birdcage' 4-cylinder in-line engine for the car with display case, (Item No.M-126); each boxed with packing and in seemingly unused condition. (2)
£800 - 1,000
€940 - 1,200

173

TWO BOXED 1:18 SCALE MODELS OF JUAN MANUEL FANGIO'S 1957 WORLD CHAMPIONSHIP WINNING MASERATI 250F, BY CMC MODELS OF GERMANY, hand-built finely detailed mainly metal models, (both Item No.M-051), depicting the car in red race livery with yellow nose, both boxed with tape-sealed packing and in seemingly unused condition. (2)
£800 - 1,000
€940 - 1,200

174

A 1:12 SCALE MODEL OF PETER COLLIN'S 1956 BELGIAN GRAND PRIX WINNING LANCIA-FERRARI D50, believed by Midland Racing Models, resin body, finely detailed with removable bonnet and rear panel, finished in Rosso Corsa race livery and wearing race number 8, rubber tyres, 31cm long, mounted on display base with engraved plaque, under a Perspex case, 45 x 30 x 15cm overall. (2)
£800 - 1,000
€940 - 1,200

175

A 1:12 SCALE MODEL OF THE OLIVIER GENDEBIEN/PAUL FRERE 1960 LE MANS WINNING FERRARI 250 TR59/60, BY MIDLAND RACING MODELS, resin body, finely detailed with removable bonnet revealing engine detail, finished in Rosso Corsa race livery and wearing race number 11, rubber tyres, 35cm long, mounted on display base with engraved plaque, under a Perspex case, 45 x 30 x 15cm overall. (2)
£800 - 1,200
€940 - 1,400

176

TWO BOXED 1:18 SCALE 1955 MERCEDES-BENZ 300 SLR MODELS, BY CMC MODELS OF GERMANY, hand-built finely detailed mainly metal models, comprising Hans Hermann's 1955 Mille Miglia 300 SLR, 'Signature Edition' signed by Hermann to the bonnet, finished in 'Silver Arrows' livery with race No.704, (Item No.M-124), limited edition of 400; and the 1955 'Uhlenhaut Coupe', in silver livery, (Item No.M-076); each boxed with packing and in seemingly unused condition. (2)
£800 - 1,000
€940 - 1,200

177

TWO BOXED MERCEDES-BENZ SSK AND SSKL SCALE MODELS, BY CMC MODELS OF GERMANY, hand-built finely detailed mainly metal models, comprising a 1:18 scale model of Rudolf Caracciola's 1931 German Grand Prix winning SSKL No.18 car, finished in white race livery, (Item No.M-082), limited edition 1610/4000; and a 1:24 scale model of the 1932 Mercedes SSK Trossi 'Black Prince', (Item No.M-001); each boxed with packing and in seemingly unused condition. (2)
£800 - 1,000
€940 - 1,200



179



181



180



182

178
THREE 1:18 SCALE JPS LOTUS F1 MODELS, mainly die-cast models, comprising Ronnie Peterson's 1973 Lotus-Ford 72E by Exoto Grand Prix Classics range, 26.5cm long, Ayrton Senna's 1985 Lotus-Renault 97T, 23cm long, and Johnny Dumfries' 1986 Lotus-Renault 98T, 22.5cm long, both by Minichamps, each finished in JPS black and gold race livery with miniature driver figures and displayed on wooden base with Perspex case, each 31 x 15 x 11cm overall.

(3)
£800 - 1,000
€940 - 1,200

179
THREE BOXED 1:18 SCALE 1930 ALFA ROMEO 6C 1750 GRAN SPORT MODELS, BY **CMC MODELS OF GERMANY**, hand-built finely detailed mainly metal models, three variations, comprising Gran Sport in maroon livery, (Item No.M-138); the Tazio Nuvolari 1930 Mille Miglia winning Gran Sport in maroon race livery race number 84, (Item No.M-141), limited edition; and Gran Sport in 'Clear Finish' livery, (Item No.M-142), limited edition; each boxed with packing and in seemingly unused condition.

(3)
£800 - 1,200
€940 - 1,400

180
THREE BOXED 1:18 SCALE MODELS, BY **CMC MODELS OF GERMANY**, hand-built finely detailed mainly metal models, comprising a 1960 Ferrari 250 California SWB, in Rosso Corsa livery, (Item No.M-091); a 1964 Porsche 901 Sportcoupe, in blue livery, (Item No.M-067D), limited edition; and a 1935 Audi Front 225 Roadster, finished in silver and blue livery, (Item No.M-075B), limited edition; each boxed with packing and in seemingly unused condition.

(3)
£800 - 1,200
€940 - 1,400

181
A 1:12 SCALE MODEL OF MIKE HAWTHORN'S 1953 GOODWOOD WINNING FERRARI 'THINWALL SPECIAL', BY MIDLAND RACING MODELS, resin body, finely detailed, finished in British Racing Green race livery and wearing race number 4, rubber tyres, depicting the car driven to victory at the Woodcote Cup, 34cm long, mounted on display base with engraved plaque, under a Perspex case, 45 x 30 x 14cm overall.
£800 - 1,200
€940 - 1,400

182
A 1:12 SCALE LIMITED EDITION MODEL OF OLIVIER GENDEBIEN'S 1958 BELGIAN GRAND PRIX FERRARI 246 DINO F1, BY MIDLAND RACING MODELS, resin body, finely detailed with removable bonnet revealing engine detail, finished in yellow race livery and wearing race number 20, rubber tyres, 26cm long, mounted on display base with engraved plaque and MG Models plaque numbered 131/500, under a Perspex case, 44 x 29 x 14cm overall.
£800 - 1,000
€940 - 1,200

183
A 1:12 SCALE HAND-BUILT MODEL OF THE HAWTHORN/BUKB 1955 LE MANS WINNING JAGUAR D-TYPE, BY **AUTOART LTD.**, authorised by Jaguar Cars Ltd, constructed from in excess of 450 die-cast metal and plastic parts, finished in British Racing Green and wearing race number 6, depicting the car as driven to victory by Mike Hawthorn and Ivor Bueb at the 1955 24-Hour race, finely detailed with hinged bonnet revealing engine, opening driver door, removable passenger cover, and other features, numbered 188 to underside, 34cm long, displayed on black leather base under Perspex case, offered together with pamphlet, Certificate of Authenticity with serial number 0188, and panel removal tool.

(4)
£800 - 1,000
€940 - 1,200



183



184



185



186



187



188

FOUR BOXED SCALE MODELS OF MERCEDES-BENZ CARS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, three 1:18 scale comprising the Kling/Klenk 1952 Carrera Panamericana winning 300 SL No.4 car, in silver race livery, (Item No.M-023); 1955 300 SLR 'Uhlenhaut-Coupe', in silver livery, (Item No. M-088), '125 Years Mercedes Jubilee' limited edition 3578/4000; and 1973-1980 450 SL, in light blue livery, (Item No.M-024A); and a 1:24 scale 1936 540K Cabriolet B, (Item No.M-003); each boxed with packing and in seemingly unused condition.

(4)

£1,000 - 1,500
€1,200 - 1,800

TWO BOXED 1:18 SCALE 1955 LANCIA D50 AND 1956 FERRARI D50 GRAND PRIX LIMITED EDITION TWO-MODEL 'BUNDLE' SET, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, issued as a 'Bundle' set of two models, comprising Alberto Ascari's 1955 Turin Valentino Grand Prix winning Lancia D50 No.6 car, finished in Rosso Corsa race livery; and Andre Pilette's 1956 Belgian Grand Prix Ferrari D50 No.20 car, finished in yellow race livery; (both Item No.M-184), each a limited edition of 1000; each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition, offered together with CMC Models Certificate numbered 0120/1000, contained in original carton packing box.

(4)

£800 - 1,200
€940 - 1,400

TWO BOXED 1:18 SCALE LIMITED EDITION MODELS OF RICHARD SEAMAN'S 1938 GRAND PRIX MERCEDES-BENZ W154 CARS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, both in 'Silver Arrows' race livery in two guises, comprising Richard Seaman's 1938 German Grand Prix winning No.16 car, (Item No.M-098), limited edition 1398/3000; and Seaman's 1938 French Grand Prix pre-race No.25/'T' test car, (Item No.M-099), limited edition 826/1540; each boxed with packing and in seemingly unused condition.

(2)

£800 - 1,000
€940 - 1,200

THREE BOXED 1:18 SCALE 1934 MERCEDES-BENZ W25 LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, in three race guises, comprising Manfred von Brauchitsch's 1934 ADAC Eifelrennen winning No.20 car, in 'Dirty Hero' race-used 'Silver Arrows' livery, (Item No.M-147), with display base with engraved plaque, limited edition of 1000; another of the von Brauchitsch 1934 Eifelrennen winning No.20 car, in pre-race 'clean' 'Silver Arrows' livery, (Item No.M-103), limited edition of 2000; and one 'Mythos' version of the 1934 Eifelrennen debut car, in pre-race white livery, (Item No.M-065), limited edition 2610/3000; each boxed with packing and in seemingly unused condition.

(3)

£1,000 - 1,500
€1,200 - 1,800

TEN BOXED 1:18 SCALE BUGATTI TYPE 35 GRAND PRIX 'NATIONAL COLOUR PROJECT' LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, finished in 10 differing country National Colours, eight in presentation maroon leather-cloth cases with outer sleeve and comprising: Italy in red No.11 (Item No.M-100-001); Germany in white No.9 (Item No.M-100-005); USA in yellow No.34 (Item No.M-100-006); Belgium in white No.14 (Item No.M-100-008); Portugal in red No.25 (Item No.M-100-009); Netherlands in orange No.23 (Item No.M-100-010); Sweden in blue/yellow No.5 (Item No.M-100-011); and Argentina in blue/white No.5 (Item No.M-100-013); and two in standard boxes comprising: Poland in white/red No.7 (Item No.M-100-B-003); and Spain in red/yellow No.18 (Item No.M-100-B-016); each limited edition of believed 500, with original packing and in seemingly unused condition.

(10)

£3,000 - 5,000
€3,500 - 5,900

189◊

A 'LUCKY SET' OF THREE BOXED 1:18 SCALE FANGIO 'SPECIAL EDITION' 1956 GRAND PRIX FERRARI D50 LIMITED EDITION MODELS, BY CMC MODELS OF GERMANY,

hand-built finely detailed mainly metal models, issued in 2018 as a Special Edition 'Lucky Set', 1:18 scale models in three guises of Juan Manuel Fangio's 1956 Grand Prix season Ferrari D50 cars, (each Item No.M-201), and comprising the 1956 British Grand Prix winning No.1 car; the 1956 German Grand Prix No.1 car; and the Fangio/Collins 1956 Italian Grand Prix 2nd place No.26 car; each finished in Rosso Corsa race livery, each in presentation maroon leather-cloth case with tape-sealed packing and outer sleeve, in seemingly unused condition, offered together with accompanying certificate (numbered 048/200), miniature Fangio driver figure, and with CMC Models presentation wooden display base with Perspex case for the set, the whole measuring 50 x 26 x 19cm overall, in carton packing box.

(6)

£1,000 - 1,500
€1,200 - 1,800



189



190

190◊

A 1:8 SCALE MODEL OF JIM CLARK'S 1967 SEASON LOTUS 49, BY ASPECT MODELMAKING,

hand-built limited edition model with resin body and metal parts, finished in British Racing Green with yellow stripe and nose and wearing race number 5, finely detailed showing rear mounted Ford Cosworth engine, 50cm long, mounted on a brushed metal display base under a Perspex case, 62 x 33 x 18cm overall.

£1,000 - 2,000
€1,200 - 2,400



191

191

A 1:8 SCALE SCRATCH-BUILT MODEL OF WOLFGANG VON TRIPS' 1961 DUTCH GRAND PRIX FERRARI 156 F1 'SHARKNOSE', BY JAVAN SMITH,

built 2003, resin body with metal parts, 'kerbside' model of the car finished in Rosso Corsa race livery and wearing race number 3, wire-spoke wheels with rubber tyres, mounted to a black Perspex base with modelmaker's plaque dated '08-03' under a Perspex case, measuring 59 x 26 x 19cm overall.

£1,000 - 1,500
€1,200 - 1,800

192◊

A 1:8 SCALE LIMITED EDITION MODEL OF THE 1970 CAN-AM MCLAREN M8D, BY AMALGAM,

limited edition number 012/199, resin body with metal parts, finely detailed model of the car, finished in orange Can-Am race livery with race number 5 and sponsors' logos, rubber tyres, 51cm long, mounted on display base with two maker's plaques, under a Perspex display case, measuring 69 x 36 x 24cm overall, in manufacturer's packed condition, complete with Certificate of Authenticity, instruction sheet, and in original carton box.

£2,000 - 3,000
€2,400 - 3,500



192

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.

193

193[◇]

A 1:8 SCALE LIMITED EDITION MODEL OF GILLES VILLENEUVE'S 1979 F1 SEASON FERRARI 312 T4, BY AMALGAM,

limited edition number 005/100, produced under license by Ferrari, resin body with metal parts, finely detailed model of the 1979 Season car, finished in Rosso Corsa race livery with Villeneuve's race number 12 and sponsors' logos, rubber tyres, 54cm long, mounted on display base with two maker's plaques, under a Perspex display case, measuring 74 x 33 x 22cm overall, in manufacturer's packed condition, complete with Certificate of Authenticity, instruction sheet, and in original carton box.

£2,000 - 3,000

€2,400 - 3,500

194

194[◇]

A 1:8 SCALE LIMITED EDITION MODEL OF NIGEL MANSELL'S 1989 SEASON FERRARI F1 640, BY AMALGAM,

limited edition number 011/199, produced under license by Ferrari, resin body with metal parts, finely detailed model of the 1989 Season car, finished in Rosso Corsa race livery with Mansell's race number 27 and sponsors' logos, rubber tyres, 55cm long, mounted on display base with two maker's plaques, under a Perspex display case, measuring 74 x 33 x 22cm overall, in manufacturer's packed condition, complete with Certificate of Authenticity, instruction sheet, and in original carton box.

£2,000 - 3,000

€2,400 - 3,500

195

195[◇]

A 1:8 SCALE LIMITED EDITION MODEL OF JIM CLARK'S 1965 INDIANAPOLIS 500 WINNING LOTUS TYPE 38, BY AMALGAM,

limited edition number 41/99, resin body with metal parts, finely detailed model of the 1965 race winning car, finished in British Racing Green race livery with Clark's race number 82 and sponsors' logos, with removable nose-cone, side air-scoops and engine panels revealing detailed engine, rubber tyres, 49cm long, mounted on black leather display base with two maker's plaques, under a Perspex display case, measuring 70 x 36 x 22cm overall, in manufacturer's packed condition, complete with Certificate of Authenticity, instruction sheet, and contained in black cloth-covered presentation case.

£2,000 - 3,000

€2,400 - 3,500

196

196[◇]

A 1:8 SCALE LIMITED EDITION MODEL OF A 2012 SEASON LOTUS F1 TEAM E20, BY AMALGAM,

limited edition number 04/99, resin body with metal parts, finely detailed model of the 2012 Season car, finished in black and gold race livery with race number 9 and sponsors' logos, rubber tyres, 61cm long, mounted on display base with two maker's plaques, under a Perspex display case, measuring 73 x 33 x 21cm overall, in carton box, offered together with an edition of 'Lotus - 50 Years at Hethel' magazine, a Lotus lapel badge and a fridge magnet.

(4)

£2,000 - 3,000

€2,400 - 3,500

END OF COLLECTION



197



198



199



200



201

OTHER PROPERTIES

197† ♦

A BUGATTI COUPE RIVIERA GLASS DESK-PIECE DESIGNED BY XAVIER FROISSART FOR CRISTAL DAUM OF FRANCE, engraved 'Daum France' to left side with Daum sticker, 38cm long.
£800 - 1,000
€940 - 1,200
To be sold without reserve

198

A 1:5 SCALE LIMITED EDITION MODEL OF MICHAEL SCHUMACHER'S FERRARI F2002 CHAMPIONSHIP WINNING FORMULA 1 CAR BY SPORTS MODELS OF EUROPE, numbered 128/200, promotional display resin and metal model, finished in Rosso Corsa race livery and wearing race number 1, with Shell, Vodafone, and other sponsors' logos, later applied with Marlboro sponsors logos, with rolling wheels fitted with rubber tyres, measuring 91cm long, with later miniature driver.
£800 - 1,200
€940 - 1,400

199♦

A 1:8 SCALE SCRATCH-BUILT MODEL OF THE BANDINI/AMON 1967 DAYTONA BEACH WINNING FERRARI 330 P3/4 SPYDER, BY JAVAN SMITH, 2001, kerbside resin model of the car driven to victory by Lorenzo Bandini and Chris Amon at the 24-Hour endurance event held on 4th-5th February, finished in Rosso Corsa race livery and wearing race number 23, 52cm long, mounted on a display base with engraved plaque and plaque signed by the modelmaker and dated 'June 2001', under a Perspex display case, measuring 69 x 38 x 22cm overall.
£1,800 - 2,400
€2,100 - 2,800

200† ♦

A FINELY DETAILED 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5 BY EAGLEMOSS, kit-built from the Eaglemoss series of magazines, 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, oil sprayers, cutting spinners, rotating number plates, finely detailed interior, 57cm long, together with a book 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.

(2)

£2,000 - 3,000
€2,400 - 3,500

201♦♦

A SCRATCH BUILT 1:4 SCALE MODEL 1969-70 FERRARI 512S CAN-AM GROUP 5 SPORTS CAR BY DANIEL STOCKLI, SWISS, hand-made in metals, plastics and fibre glass, with riveted body panels, opening doors, the rear cover detaches (one hinged) to display mid-mounted naturally-aspirated 48 valve DOHC V12 scale engine, a well constructed and detailed model, which, after long period of storage, requires cleaning and overhaul with repair to front right suspension (one piece detached but present), 100cm long.
£2,000 - 3,000
€2,400 - 3,500



205



202



203



205 (detail)

202

A 1:8 SCALE LIMITED EDITION MODEL OF JODY SCHECKTER'S 1979 SEASON F1 WORLD CHAMPIONSHIP WINNING FERRARI 312 T4, BY AMALGAM,

limited edition of believed 100 examples, produced under license by Ferrari, resin body with metal parts, finely detailed model of the 1979 Season winning car, finished in Rosso Corsa race livery with Scheckter's race number 11 and sponsors' logos, rubber tyres, 57cm long, on display base mounted with two maker's plaques, under a Perspex display case, measuring 66 x 33 x 21cm overall.

£2,000 - 3,000
€2,400 - 3,500

203

A FINE 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1959 TONY BROOKS FRENCH GRAND PRIX WINNING FERRARI 246 F1 BY JAVAN SMITH,

a detailed and limited edition 'kerbside' model of the Ferrari 246 F1, presented with a fully detailed interior, mounted on a modern display Perspex plinth with 'Ferrari' etched display case, 60 x 28 x 20cm overall, and complete with a signed and dated certificate of authenticity by the maker and Tony Brooks.

£2,600 - 3,000
€3,100 - 3,500

204

AN ERA TETHERED RACER, MID-20TH CENTURY,

scratch-built, alloy chassis rails with steel components and bracing, front and rear suspension, fitted with solid rubber tyres, removable black-painted wooden body, 44cm long, some playwear, together with a G 20 glow-plug engine and an 'E D' type clutch unit.

(3)
£1,000 - 1,500
€1,200 - 1,800

To be sold without reserve

205

A RARE CLOCKWORK TINPLATE MODEL OF AN ALFA ROMEO P2, BY CIJ, FRENCH, MID 1920S

early type 2 version, spoked wheels fitted with Pneu Michelin solid rubber tyres, drum brakes and shock absorbers, finished in light teal paintwork and wearing race number 2 with clover motif, wire mesh grille, starting handle, handbrake (functioning) and bonnet straps, distressed paintwork, 53cm long overall, steering functioning, offered with key and clockwork mechanism working well at time of cataloguing.

(2)
£6,000 - 8,000
€7,100 - 9,400



204

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.

206♦♦♦

A 'JUNIOR BRESCIA BUGATTI' CHILD'S CAR, BY ALLYFAB OF DERBYSHIRE IN 2017,

hand-crafted lightweight specification, black painted steel box section chassis, aluminium body frame and riveted bodywork, painted blue with leather bonnet straps, stainless steel floor pan with aluminium dashboard, steel tube front axle, sprocket rear axle, rear keyed disc brakes, pedal caliper braking system, spoked chrome wheels shod with 17 inch Kings Tire rubber, powered by new 6.5hp Launtop LT200 pull-start engine with push-start button on dash, wooden steering wheel to rack and pinion steering, 215cm long, 100cm wide, 85cm high.

£4,000 - 6,000
€4,700 - 7,100



207♦♦♦

A RESTORED 'BUGATTI' PEDAL CAR, "MODELE SPORT NO1/27" BY EUREKA, FRENCH, 1927,

painted steel coachwork in Bugatti blue, with replaced polished alloy bonnet, on black painted treadle chassis, with adjustable seat pan (now upholstered), hand brake to right rear wheel, replaced wood rimmed steering wheel, wooden dashboard, double height treadle pedals with wooden blocks driving rear crank axle, the front apron applied with enamel Bugatti badge, the radiator applied with Eureka maker's badge, the 24cm disc wheels shod with solid white rubber tyres, 140cm long overall.

£1,000 - 1,500
€1,200 - 1,800

206



207

208♦♦♦

A PETROL DRIVEN HALF SCALE PORSCHE 935 CHILD'S CAR,

modern construction, electric start 4 Hp Subaru Robin petrol engine, centrifugal clutch, with chain drive to rear axle fitted with differential, hydraulic disc brake, carbon fibre and aluminium honeycomb composite floor with bronze welded tubular chassis and roll hoop, rack and pinion steering, glass fibre two piece bodywork with lckx /Bell Martini Porsche graphics, the front end opening on gas struts for driver access, the tail end hinges from rear to allow access to engine, 250cm long x 70cm high overall.

£13,000 - 15,000
€15,000 - 18,000

See Bonhams 24122 lot 97 Goodwood Revival 2017. According to information supplied by the previous vendor this car was built to suit a child from approximately 7 to 12 years of age and up to approximately 1.6m tall.



208



209



210



210 (detail)

209
A TWO-BLADED MAHOGANY PROPELLER, CIRCA 1918,

the hub stamped D2635 P2500 G677.N.30 LP3640ARI 150HP, the front stamped 669 with AID stamps, some separation to laminates, previously wall mounted as a coatrack there are six plugged repairs to the blades, alterations to two of the front mounting holes and paint drips and residue to back, other old marks and scratches, 268cm diameter.

£800 - 1,000
 €940 - 1,200

210
A TWIN BLADE MAHOGANY PROPELLER BY THE INTEGRAL PROPELLER CO LIMITED, CIRCA 1915,

the central hub embossed IPC, DG 93A, HP 80 GNOME, AVRO BIPLANE, B23848, with eight mounting holes and 2¼ inch diameter inner hub, each blade applied with manufacturer's transfer, 256cm diameter.

£1,400 - 1,800
 €1,600 - 2,100



211

211
A ROLLS-ROYCE GRIFFON ENGINE PISTON AND CONNECTING ROD,

from 1944 Supermarine Spitfire Mk XIV registered as G-ALGT, aircraft owned by Rolls-Royce, 39cm long, on wooden display base, 53 x 20.5cm overall.

£800 - 1,200
 €940 - 1,400

212^{AR}
GREGORY PERCIVAL (BRITISH 1964-), 'TALLY-HO', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOTS,

produced June 2017, a limited edition sculpture signed and numbered 011 of 25 examples, commemorating The Battle of Britain's Spitfire pilots Douglas Bader, Alan Smith, Johnnie Johnson and Hugh 'Cocky' Dundas, incorporating four 'lost wax' polished cast bronze sculptures of the RAF Supermarine Spitfire MkIIa fighters, 18cm wingspan, taking to the air peeling off in formation from RAF Westhampnett at the Goodwood airfield in July 1941 with Wing Leader Bader's 'Dogsbody' Spitfire leading the way, the base formed from moulded polished glass clear resin representing the flowing flight trails, measuring approximately 72 x 46 x 35cm overall, offered with Certificate of Issue from the artist.

(2)
 £1,500 - 2,500
 €1,800 - 2,900



212



This lot is offered for sale to raise funds for the 617 Squadron 80th Anniversary Appeal in aid of the Scampton Chapel Windows and Guy Gibson Flying Scholarships for the disabled.

213

A UNIQUE LENTICULAR IMAGE 'AVRO LANCASTER OVER BEACHY HEAD' BY JIM DOOLEY LIVING PICTURES LIMITED,

a Lenticular Animation picture, whereby the image of the Lancaster moves across the width of the picture together with the movement of the viewer, whilst the background stays static. This is the only image of a Lancaster aircraft in this format, common mounted with 8 signatures of members of 617 Squadron including Johnny Johnson and Leonard Cheshire. in Gilded frame, 116 x 150cm overall. The successful bidder will receive a letter from 617 Squadron Association confirming the picture's authenticity and with an endorsement by Guy Gibson VC., plus an invitation to the Dambusters 80th anniversary dinner.

This exclusive work is donated by Jim Dooley Living Pictures Ltd., Jim was chairman of fundraising for the much acclaimed RAF Bomber Command Memorial in Piccadilly.

£10,000 - 15,000
€12,000 - 18,000

The Lenticular Process.

The genesis of this unique piece of interactive wall art was first created by using an original sequence of images captured by an extremely high resolution digital camera. Each frame was then hand picked by Jim Dooley to maximise the drama of this Avro Lancaster flying over the iconic white cliffs of Beachy Head. The selected images were then converted into an HD GIF by computer modelling.

Once the GIF was received by the printers, the lenticular conversion process could begin. Firstly, the correct lens pitch needed to be chosen (how many lenses to use per inch) in order to project the best and most realistic movement across the entire picture. This part of the manufacturing process was pivotal and needed to be accurate within 1/100mm tolerance. Weather and temperature changes can affect image quality, so this unique Living Picture was created within a controlled environment.

Once the correct lens width had been selected, they were individually laid by hand across the entire length of the picture (this is always the most time consuming part of the manufacturing process). It was then ready to print using a UV flatbed printer. In order for the UV ink to bond with the individual lenses, they were secured by using a powerful vacuum. The inks were printed and cured to the back of the picture, the final colour finish for this unique Living Picture being white. The 3mm resin print then needed to harden for a further 24 hours before the picture was ready to be cut, sized and framed.

This Living Picture doesn't require any power cell to project movement, this is achieved by using just optics and natural light.

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 214 - 225



FMX 1

214

214

'FMX 1' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 12 Nov 2031.

£12,000 - 15,000

€14,000 - 18,000



CSE 4

215

215

'CSE 4' UK VEHICLE REGISTRATION NUMBER,

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

£4,500 - 6,000

€5,300 - 7,100



VAN 301

216

216

'VAN 301' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 16 Dec 2031.

£5,000 - 7,000

€5,900 - 8,300



WLG 36

217

217

'WLG 36' UK VEHICLE REGISTRATION DOCUMENT,

held on DVLA V778 Retention Document, expires 16 Dec 2031.

£4,000 - 6,000

€4,700 - 7,100



12 PJC

218

218

'12 PJC' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 02 Feb 2032.

£4,000 - 5,000

€4,700 - 5,900

219

'F1 AML' UK VEHICLE REGISTRATION NUMBER,

held on V778 Retention Document, expires 12 Feb 2032.

£5,000 - 7,000

€5,900 - 8,300

A black rectangular registration plate with the text 'F1 AML' in large, white, sans-serif capital letters.

219

220

'2 TAE' UK VEHICLE REGISTRATION NUMBER,

held on V778 Retention Certificate, expires 13 February 2026.

£10,000 - 14,000

€12,000 - 17,000

A black rectangular registration plate with the text '2 TAE' in large, white, sans-serif capital letters.

220

221

'X13' UK VEHICLE REGISTRATION NUMBER,

to be sold on a DVLA V778 Retention Document, further information will be available at the time of the auction.

£12,000 - 18,000

€14,000 - 21,000

A black rectangular registration plate with the text 'X 13' in large, white, sans-serif capital letters.

221

222

'T67' UK VEHICLE REGISTRATION NUMBER,

to be sold on a DVLA V778 Retention Document, further information will be available at the time of the auction.

£20,000 - 25,000

€24,000 - 30,000

A black rectangular registration plate with the text 'T 67' in large, white, sans-serif capital letters.

222

223

'1 DFV' UK VEHICLE REGISTRATION NUMBER,

held on V750 Certificate of Entitlement, expires 12 Aug 2027.

£24,000 - 30,000

€28,000 - 36,000

A black rectangular registration plate with the text '1 DFV' in large, white, sans-serif capital letters.

223

The Cosworth DFV is an internal combustion V8 engine, produced originally for Formula One racing by Cosworth. The "DFV" stands for Double Four Valve. Four Valve is from the engine having four valves per cylinder, and the Double refers to the entire engine is a double version of a previous in-line, four cylinder engine made by Cosworth, called the "FVA". From it's maiden victory at the 1967 Dutch Grand Prix to it's last victory at Detroit in 1983, the DFV engine was the dominant power plant in Formula One, including winning every race in the 1973 Formula One season.



888 JJJ



JJJ 888

This lot is being offered for sale to benefit Alzheimer's Society, a United Kingdom care and research charity for people with dementia and their carers. Alzheimer's Society is a UK Registered Charity No. 296645.

224

'888 JJJ' AND 'JJJ 888' A REVERSED PAIR OF UK VEHICLE REGISTRATION NUMBERS,

held on V778 Retention Documents, '888 JJJ' expires 7 October 2031, 'JJJ 888' expires on 4 November 2031.

(2)

£2,000 - 4,000

€2,400 - 3,600

1 MUM

1 DAD

225†

**'1 MUM' AND '1 DAD' TWO "RELATED" UK VEHICLE
REGISTRATION NUMBERS,**

held on DVLA V778 Retentions Documents, both expire on 29 Jan 2030.

(2)

£150,000 - 200,000

€180,000 - 240,000

END OF AUTOMOBILIA AND REGISTRATION NUMBERS

226 - 300

NO LOTS

Motor cars

17 September 2022, 13:00

Lots 301-422





DEX RINGTON

VICTOR DERRINGTON

MOTOR CYCLE & ACCESSORIES MANUFACTURER

Douglas

MOTORS LTD

Bristol

DA 6436

301

1959 PORSCHE JUNIOR DIESEL TRACTOR

Registration no. not registered

Chassis no. K7998C

- *Desirable Junior variant*
- *Restored to a high standard*
- *Air cooled diesel engine*



Dr Ferdinand Porsche's design consultancy built a handful of prototype tractors prior to WW2, the first of which were powered by petrol engines, before turning to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components. After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers. In 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier GmbH's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell where Porsche tractors continued to be built until production ceased.

Porsche's agricultural products gaining the same reputation for sound engineering and superb build quality as their road-car relatives.

Manufactured from 1952 to 1963, the Porsche-Diesel Junior tractor was powered by an 822cc air-cooled, single-cylinder diesel engine producing 14bhp. This example spent all its working life in Ireland. Beautifully restored to a high standard, it is described by the vendor as in excellent condition throughout, running and driving.

£15,000 - 20,000

€18,000 - 23,000

No Reserve

302

All sale proceeds to Alzheimer's Society

1959 MGA TWIN-CAM ROADSTER

Registration no. XLW 198

Chassis no. YD1/2497

- One of only 2,111 Twin-Cams built
- Known ownership history from new
- Offered for sale by the second owner's family
- Extensive online history available



The deceased vendor's late father purchased this MGA Twin-Cam in 1963 and enjoyed it for over 50 years before succumbing to Alzheimer's Disease in 2019, aged 79. This lot is being offered for sale to benefit Alzheimer's Society, a United Kingdom care and research charity for people with dementia and their carers. Alzheimer's Society is a UK Registered Charity No. 296645. The car's first owner was the renowned London-based Italian graphic artist and illustrator, Renato Fratini, whose work has included countless memorable film posters, book jackets, etc. Mr Fratini kept the MG until 31st July 1963 when ownership passed to Rob Davis, who would remain its registered keeper until March 2016. The car had briefly been registered to motoring author and MG aficionado, Michael Ellman-Brown, but only to facilitate the acquisition of the registration mark 'JJJ 888' (the original registration was 'XLW 198'). The MG's original buff logbook records a number of changes of address and colour scheme. In common with Rob's previous car (a supercharged PB) the Twin-Cam was raced in many club events, his trophy collection testifying to successes at Brands Hatch and Silverstone. Off track the car was used for various touring holidays as well as Rob's Cornish honeymoon. When MG began disposing of Twin Cam engine parts following the end of production, Rob got wind of this and picked up a new 'crate' engine and cylinder head among other parts. (This crate engine was fitted in the late 1990s and travelled less than 5,000 miles during Rob's tenure of ownership.) In 1987 Rob decided to ship the car to Barbados for a restoration, which was undertaken by him and his son, James. Replacement parts were bought from Mike Green at NTG Motor Services in Ipswich.

The car lived on Barbados for 20 years, featured in car meetings and carnival processions as well as spirited trips out. It was used sparingly. In 2006 a series of upgrades was undertaken, with a Ford Sierra five-speed gearbox conversion; new telescopic suspension; a set of Peter Wood cast alloy wheels; and a side-exit exhaust being fitted. Rob was officially diagnosed with Alzheimer's in 2012 and from then he was slowly robbed of his memories, his ability to maintain the car and ultimately his driver's licence. In 2016 the family decided to sell the MG (and their holiday cottage) in order to contribute to Rob's long term healthcare. He passed away surrounded by family and friends in August 2019 aged 79. On 14th March 2016, the MG was sold to Ricky May of Salem, Virginia, USA. A Twin-Cam fan and collector, Ricky got the MG running again, did a few jobs and ran the car briefly before putting it up for sale. Dealer John Regis, from Stamford in the UK, was the ultimate buyer in 2018. The MGA was shipped back to the UK where he entrusted his good friend Peter at Classic Cars of Wirral to sell it on his behalf. That same year Rob's son James learned that his father's MG was back in the UK and was able to buy it from Classic Cars. He also managed to retrieve the car's original registration mark, 'XLW 198'. Sadly, last year James too passed away and the MG is now for sale, all proceeds to be donated to Alzheimer's Society. His extensive and painstakingly researched history of this remarkable car may be found at <https://www.mgalzheimerers.uk/>

£30,000 - 40,000

€36,000 - 47,000

No Reserve

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

1967 LOTUS ELAN S2 CONVERTIBLE

Registration no. WAR 540E

Chassis no. 457001

Engine no. LP7943LBA

- *Present ownership since 2009*
- *Professionally restored (completed in 2013)*
- *Original chassis*
- *New road-weight body*
- *Restoration records available*



One of the Veteran Racing Car Club Ltd's customers (the current lady vendor) purchased this Elan from Mr Roger Watkins, its owner from 1978/1979. Mr Watkins had acquired the Elan from, he thought, the original owner who had run it for a few years until the engine had failed. The car had then been stored and the body damaged. He had worked on the engine but had never run it, and the car had not moved at all during his ownership of some 30 years.

In VRCC's workshop it was established that the chassis was complete and undamaged, while the engine appeared to have been rebuilt but was in unknown condition. Many other parts were present but needed work, and the body was poor. Its new owner commissioned a restoration. She wanted a road car not a racing car, but wanted the Elan to be built to survive hard use and the occasional track day.

The work included stripping and zinc-dipping the chassis and the purchase of an entire new road-weight body (the original body was too poor to restore). Parts were obtained from Elan specialist Bob Yarwood. John Smirthwaite of JS Motorsports rebuilt the engine to fast road specification (recent dynamometer printouts available). The chassis and mechanical parts were assembled by VRCC to check that all moving parts were present. The whole car was then sent to and rebuilt by Larry Kennedy of Witchampton Garage in Dorset using mainly new or renovated parts. (Larry Kennedy is a former Elan racer and builder of championship-winning Elans over many years.)

The original seat frames were repaired, stripped, powder coated, properly padded and covered in leather. A new leather interior together with new carpets was installed by Mark Thomas (invoice on file) and a new mohair hood purchased and fitted by Larry Kennedy to match the dark blue interior. A Mazda electric headlight motor conversion was installed. New replica alloy wheels and new tyres were acquired and fitted. The car was painted in FIAT Azure Blue, which is close to an original Elan colour but a modern paint. The shell of a hardtop (without fittings and rear glass) is included in the sale.

The restoration was completed in 2013. Since then, because of pressure of work, the Elan has hardly been used although it did attend one track day at Goodwood in 2017 where it performed faultlessly. It has recently been recommissioned and has a fresh MoT, although it does no longer needs one. The accompanying history file contains supporting correspondence, restoration bills, photographs, and a V5C document.

£20,000 - 30,000

€24,000 - 36,000

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

1955 STANDARD TEN 1.5-LITRE COMPETITION SALOON

Registration no. UXG 486

Chassis no. CS60572DX

- Professionally built in 2003
- Extensively modified and upgraded
- Goodwood Revival St Mary's Trophy competitor
- Recently re-commissioned after 18 years' inactivity
- Rebuilt engine



Goodwood Revival St Mary's Trophy
Image part of lot



In the Standard Ten's heyday very few competitors would have chosen the car to go circuit racing but, unlikely as it may seem, it was a capable rally car, as evidenced by Jimmy Ray's outright victory in the 1955 RAC Rally and other strong showings at international level throughout the mid-to-late 1950s. However, modern technological developments permitted in today's Historic scene have enabled competitors to extract a level of performance out of unlikely candidates that would have been impossible 60 years ago. Which brings us to the car offered here.

Following a memorable win at the 2001 Goodwood Revival's St Mary's Trophy with the late Gerry Marshall in a Lotus Cortina, classic car restorer Chris Sanders decided to enter the 2004 event in this 1955 Standard 10 and was paired with Barry (Whizzo) Williams for the two-race event. The rules at that time allowed any evolution of the original engine block to be used, and as the original 803cc Standard power unit evolved into the 1,500cc Triumph Spitfire and MG Midget engine, a race version was commissioned from Anderson Racing Engines for the car. The combination proved to be very quick!

In the first of the two races Whizzo (starting from the back of the grid) tore through the field up to 5th position before pulling over with an overheating engine. In the second race the car qualified 3rd on the grid and challenged Le Mans-winner Andy Wallace's Jaguar for the lead before once again succumbing to overheating. A failed cylinder head gasket was diagnosed and sadly the car did not finish.

Since 2004 the Standard has languished in its Somerset garage, but this year the engine was rebuilt including new pistons, bearings, oil pump, and oil radiator. Other notable features include disc brakes, roll cage, limited-slip differential, Triumph alloy wheels, rack-and-pinion steering, race instruments, Dynator, triple-core radiator, oil cooler, laminated windscreen, and Perspex side and rear windows.

The car is now - almost - ready to race in suitable circuit or hill climb events. However, some modification would be required in order to comply with current Goodwood regulations, and some of the safety equipment will need updating.

£13,000 - 16,000
€15,000 - 19,000

305

1939 BENTLEY 4¼-LITRE VANDEN PLAS-STYLE TOURER

Registration no. FLK 969

Chassis no. B-143-MX

- Late MX overdrive chassis
- Body replicates Vanden Plas design '1459'
- Circa £240,000 spent on restoration
- Only shakedown miles since completion
- Stunning condition



Offered here on the Derby Bentley's late, MX, overdrive chassis is an amazingly accurate reconstruction of Vanden Plas' design number '1459'. Only four of the latter were produced in period, one of which was used as a reference point to create the car we see today. Extraordinary attention to detail has gone into its construction, perfectly replicating the myriad details of the original car, even down to the spring-loaded screw fittings securing the side screens.

Chassis number 'B-143-MX' was delivered to its first owner in July 1939 carrying four-door sports saloon coachwork by Park Ward. Its first owner was a Captain John B Vaughan. Many years later the Bentley was found in a barn in dilapidated condition, seemingly having covered only 69,000 miles from new. Examination of various mechanical and other components indicated that the mileage was likely genuine; indeed, when measured, the crankshaft was found to have no discernible wear.

The car was still in its faded pale green livery when the rebuild commenced in 2013. Once the body had been removed, the chassis was found to be beautifully preserved with no serious corrosion and only light surface rust. The car was completely disassembled down to its component parts and a painstaking 4,000-hour restoration then ensued.

A beautiful new ash frame was constructed, again with reference to an original car, taking some 700 hours to make, while the body was hand-formed in aluminium on an English Wheel by a master craftsman. In total, the project cost some £240,000 in parts and labour (bills on file).

'FLK 969' is finished in maroon over black with stone-coloured leather upholstery and matching carpets. A set of tools is located under the front seats and also in a foldout panel in the passenger foot well. The boot has a storage area for the side screens when not in use. There is also a useful foldout panel, as per the original cars, enabling additional luggage to be carried with the boot open. The car also comes with a set of side screens; a two-part tonneau cover with dividing zip for the front; and a hood bag. As befits a fine example of 'The Silent Sports Car', 'FLK 969' is said to drive beautifully, running effortlessly in modern traffic. The engine is reported as powerful, while the Marles steering box is said to be a revelation, representing a major advance over the non-overdrive cars and making the steering light and direct in operation. Having covered only a few hundred shakedown miles since its completion in 2021, this car wants for nothing. Beautiful and unique, the car has formed the centrepiece of the owner's small collection of Derby and other Bentleys, which is only being dispersed because his 80th birthday is approaching.

£100,000 - 140,000
€120,000 - 170,000



306

1923 BENTLEY 3-LITRE SALOON

Coachwork by Gurney Nutting

Registration no. SY 1791

Chassis no. 203

Engine no. 210

- *The oldest known surviving Bentley 3-Litre saloon*
- *Exceptional originality*
- *Matching chassis and engine*
- *Restored by Dick Moss circa 1971*
- *Former BDC concours award winner*
- *Hay Report available*



Recognised by renowned marque authority, Dr Clare Hay, as 'remarkably original', chassis number '203' was built on the Long (10' 10" wheelbase) frame with Standard Model engine number '210', which is still in place. Bentley introduced four-wheel brakes on the 3-Litre for the 1924 model year at around chassis '360', and many earlier cars were subsequently converted to four-wheel braking; '203', however, retains its original two-wheel brakes.

The four-door, six-light saloon body is by Gurney Nutting and is of the 'owner-driver' type, without internal division. Founded in Croydon, Surrey in 1919, J Gurney Nutting had been associated with quality marques - Bentley in particular - from its earliest days and was a supreme practitioner of the coachbuilding craft. The firm had already bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas. Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s.



Bentley's five-year guarantee was issued on 13th January 1923 and the car was registered as 'SY 1791' (a Midlothian number) on 7th March 1923. The first owner was one T W Aitchison of Edinburgh. Minor works were carried out during his ownership, including fitted strut gear to the chassis in August 1924. The first recorded change of ownership dates from March 1927 when '203' was owned by one A S McGrather of Rocklea, Dumbartonshire. The next known change of owner occurred in 1951 when the Bentley passed to one G I Cameron. Two photographs exist, taken at around this date by George Oliver, which show '203' in very original order apart from the single pane windscreen, a common modification. Subsequent owners include D J Jeffery (1959), J L Constable (1959), John Brogden (1965) and Ann Knights.

Ann Knights had '203' restored with no expense spared by Dick Moss, probably the best Bentley restorer at that time. The upholstery was copied from the original's remains, using cloth sourced by Ann Knight in France. Following the rebuild's completion, '203' was a 3-Litre class winner, Best Vintage Saloon and Overall Champion on its first appearance at the BDC's 1972 concours at Kensington Gardens.

The following year '203' was judged Best Vintage Saloon again, an award it picked thrice more: in 1974, '75 and '78, by which time it belonged to John Zeal. In 2004, '203' was owned by Richard Frankel, and that same year won the Varley Trophy in the Patina Class at the BDC's Hatfield House concours. Today, '203' remains essentially unchanged since restoration, only slightly mellowed. Apart from the few minor updates mentioned in Dr Hay's illustrated report (dated December 2016), the only notified modification is the fitting of twin SU Sloper carburetors for improved performance (original instrument boxed and with car).

Dr Hay concludes her report on '203' thus: "Surviving 3 Litre saloon Bentleys are very rare, I am aware of only three 3 Litres, one coachbuilt on chassis 203, one Weymann long chassis saloon and a short chassis Weymann saloon, the latter both from 1926." So what we have here is a Bentley of immense historical significance: the oldest known surviving 3-Litre saloon and a car of exceptional originality.

£200,000 - 250,000
€240,000 - 300,000

1985 FERRARI TESTAROSSA 'MONOSPECCHIO' COUPÉ

Registration no. C299 SRB

Chassis no. ZFFTA17C000059723

- *The 21st right-hand drive example imported into the UK*
- *Early monospecchio and monodado model*
- *Ferrari and independent specialist service history*
- *Professionally stored from 2005 to 2019*
- *Recently re-commissioned with no expense spared*



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

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

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

The desirable early car offered here represents the Testarossa in its original and purest form, with single external mirror (monospecchio) and single-nut (monodado) location for the five-spoke 16" alloy wheels. A rare right-hand drive model (the 21st imported into the UK), this example of the legendary Italian supercar comes with its original Warranty Card and Owner's Service Book issued to its first custodian Mr Nigel Burke of Suffolk. The book has been stamped six times by Ferrari agents, on the last occasion in 2000. Rosso Corsa maintained the Testarossa between 2000 and 2004, followed by H R Owen in 2005 (all invoices available).

Professionally stored from 2005 to 2019, the Ferrari was then re-commissioned and maintained by the vendor, with some £20,000 being spent with QV Ferrari in 2020 (all receipts on file). Finished in Rosso Corsa with cream leather and red carpets, this well documented car also comes with an old logbook, a V5C document, and fresh MoT.

£90,000 - 120,000
€110,000 - 140,000

308

1959 AUSTIN-HEALEY 3000 MARK I JAMAICAN

Coachwork by Fiberfab

Registration no. 236 YUW

Chassis no. HBT7L612

- *Based on an Austin-Healey Mark I export model*
- *Left-hand drive*
- *Successful competition history*
- *Recent rebuilt to road specification*
- *Beautiful restored condition*



The rare car we offer was exported new to the USA in 1960 as an Ivory White Austin-Healey 3000 BT7 four-seater. As with many old sports cars, it fell into disrepair and was turned into a Fiberfab Jamaican in the late 1960. These stylish sports coupé bodies, designed by Chris Beeb, were available for installation onto Healey, Triumph TR and MGA chassis. Fiberfab were based in California and were renowned for their range of stylish car bodies. Notoriously difficult to build to a high standard, many remained unfinished making driving examples very rare. This is possibly one of only four or five Healey-based examples in driving condition.

The vendor purchased the Jamaican as a project some years ago and originally rebuilt it as a competition car, undertaking a frame-off comprehensive rebuild. Since then the Jamaican has competed in numerous races over the last five years with a few wins and an 82mph lap average at Mallory Park. AMOC, HRDC and the BDC all welcomed entries.

More recently, the vendor has returned the car to road specification to make it a pleasure to drive, and back converted it back to left-hand drive with European road trips in mind. The rebuilt drive train and running gear is now to Healey 3000 Mark I specification (130bhp, stainless exhaust, etc). It still has the roll cage (with scrutineering stickers still intact) and race harnesses. The custom bucket seats have been trimmed in leather and had cushions made for more cabin comfort. Matching leather door cards were custom made also. A professional repaint has also just been completed at substantial cost and the car looks stunning in all lights and from every angle. There is also a new tinted front screen, glazed rear window, and chrome trim. New headlight covers were shipped from the USA to finish it off.

No expense has been spared on this unique car, which has been the owner's pride and joy for the time he has owned it. There is plentiful paperwork on file concerning Fiberfab and the Jamaican project, together with a Heritage Certificate and current V5C document. It should be noted that the car is ideally suited to drivers under 5' 10" as headroom is limited.

£45,000 - 55,000

€53,000 - 65,000

309

**1954 ASTON MARTIN DB2/4 3.0-LITRE
SPORTS SALOON**

Coachwork by Mulliners of Birmingham

Registration no. NOO 660

Chassis no. LML/748

Engine no. VB6J/198

- *One of 565 made*
- *Professionally restored in the early 2000s*
- *Offered from an extensive UK private collection*
- *Matching numbers example*





"The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations." - *Autocar*, 2nd October 1953.

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. By modifying the rear of the chassis and reducing the fuel tank capacity from 19 to 17 gallons, Aston's engineers liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept. "This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute," reported *The Motor*. "The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage." In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. Bodies were supplied by Mulliners of Birmingham until the advent of the Mark II version in October 1955, when Tickford - recently acquired by Aston Martin's owner, David Brown - took over.

Designed at Lagonda by Willy Watson, under the supervision of W O Bentley, the 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The DB2/4's top speed was now 118mph with 60mph reachable in around 11 seconds, making it one of the fastest British-built cars of the day. In total, 565 of all types had been produced by the time the Mark II version arrived in October 1955.

Beautifully presented, the matching-numbers DB2/4 we offer was supplied new to Muirhead & Sons Ltd, timber merchants of Grangemouth, Falkirk, Scotland. The (copy) guarantee form lists the original colour scheme as Blue Haze with matching interior trim. A letter on file from a previous owner recounts his and his wife's use of the car, which included competing in a number of MCC events. In the early 2000s the Aston (formerly registered 'FWG 1') was professionally restored, including body repairs and a bare-metal re-spray, as recorded by numerous photographs on file. In recent years the DB2/4 has formed part of a substantial collection of Aston Martins and numerous other classic cars in the UK. Offered with a V5C document.

£80,000 - 100,000
€95,000 - 120,000

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

310

Sold in aid of The Royal Air Forces Association

2013 LAND ROVER Q40 DEFENDER 110 XS BY TECNIQ

Registration no. BN63 RAF

Chassis no. SALLDHYP7DA446276

Engine no. 2515 EF01A19071120343

- *Built to honour 40 years of service of the Chinook helicopter*
- *Unique specification blends bespoke luxury and elegant design*
- *Extensively redesigned and re-engineered by British automotive specialists, TECNIQ*
- *Enhanced performance from Mustang-derived powerplant*





British automotive engineering specialists, TECNIQ, honour one of the longest serving aircraft of the Royal Air Force this year, with a truly bespoke, uniquely designed and engineered vision of a British automotive stalwart. This specially commissioned 'Q40 Defender by TECNIQ' has been inspired by the iconic twin-rotor Chinook aircraft, which recently celebrated its 40th year of active service. The money raised from the sale of the vehicle will be used to help deliver the RAF Association's vital welfare work.

This one-off Q40 Defender has undergone a complete redesign and rebuild by the in-house specialist team at TECNIQ, taking subtle design cues from the aircraft for both the interior and exterior. At each stage, the TECNIQ team has worked to improve the performance, dynamics, and efficiency of the original model, while also enhancing the look and feel of the vehicle through careful selection of materials. A military approach to attention to detail has been maintained throughout the project, and the result is a vehicle that is as elegant in its details as it is purposeful in its abilities.

The exterior bodywork of the Q40 Defender by TECNIQ has been hand-finished in complementing shades of gloss and matte dark green, carefully matched to the camouflaged bodywork of the aircraft. The use of lightweight carbon fibre for the custom-designed grille, wheelarch extensions, and bonnet and fender vents further enhance the exterior design, while tactile hand-stitched marine leather is used to wrap around the bespoke anodised aluminium door handles. A graphic representation of the famous twin-rotor design, inspired by the flying suit badges worn by the aircrew, is subtly depicted on the rear of the vehicle through a matte paint finish.



Inside, the application of hand-crafted luxury materials and highly technical production methods creates a uniquely purposeful environment for the occupants. Further engineering enhancements have been applied to a 'twin zoned' 2+2 seating configuration, with each element being designed and manufactured in-house by the TECNIQ team. Lightweight carbon fibre racing seats are upholstered in hand-stitched Bridge of Weir leather with sheepskin inserts in a subtle nod to the Chinook's seating. Mirroring the cockpit set-up, the front of the cabin is luxuriously upholstered with dark materials, including the quilted roof lining, while a newly designed steering wheel alongside a heavily reconfigured, ergonomically optimised instrument cluster and centre console have also been installed. All touchpoints throughout the interior have been re-engineered with tactile, precision-engineered materials, again with military design influence. A custom-designed, high-level control console also now houses repositioned switch gear, and the gear selector is also uniquely designed for the Q40 Defender. The luxurious rear seating area features a lighter grey finish, echoing the load area of the Chinook, installed with a further bespoke centre console and two individual seats, while further back the rear luggage compartment uses the webbing taken from the load bay of the aircraft. With an upgrade to the electrical systems throughout the vehicle, the interior is also finished with the inclusion of submarine lighting.

The engineering brief for the Q40 Defender project has ensured that it is now more capable and beautifully appointed than ever before, with precision engineering evident throughout. Beneath the striking exterior upgrades, and reinforcing the purposeful look, is a dynamic set-up to ensure it is as refined to drive on road as it is capable to drive off road. Power is delivered from a Mustang-derived Ford EcoBoost 2.3-litre turbo engine with remapped ECU to develop 307bhp and 432Nm of torque, coupled to an upgraded six-speed automatic transmission. Ride and handling have been extensively enhanced and the chassis redeveloped by the specialist team at TECNIQ's Classic Racing department. The all-new suspension system now features programmable dampers, upgraded anti-roll bars and bushing, and lowered coil springs. Braking performance has also been significantly enhanced and the system now features six-piston callipers with 345mm discs to the front, paired with four-piston 330mm discs to the rear.



In addition to the exquisitely finished vehicle, this Lot includes hospitality for up to four people at the prestigious RAF Club in central London (usually restricted to those who serve and have served in the Royal Air Force) where you will be joined by individuals who have flown the Chinook on global operations, a genuine RAF Chinook crew members' flying suit, and a bespoke, signed commemorative image of the Chinook and Q40 Defender and 18(B) Squadron print.

All proceeds from the sale of the Q40 Defender by TECNIQ will go towards the RAF Association's welfare work providing life-changing help and support to serving personnel, veterans, and their families whenever they are in need.

£120,000 - 180,000

€140,000 - 210,000

No Reserve

Terms and conditions

The visit to the RAF Club is for a maximum of four guests to be undertaken on a mutually agreed date. Please advise us of any dietary /access needs when the date is confirmed.

The visit must be undertaken by 17 September 2023.

Please contact natasha.glenville@rafa.org.uk to arrange booking.

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.

311 Ω N

2017 ROLLS-ROYCE DAWN CONVERTIBLE

Chassis no. SCA666D0XHU100897

Engine no. 90131734

- *The height of soft-top luxury*
- *One owner from new*
- *Stored since acquisition*
- *Requires recommissioning*



An historic model in Rolls-Royce's continuing story, the Dawn convertible was launched at the 2015 Frankfurt Motor Show, reviving, at least in part, a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. Although based on the Wraith fixed-head coupé, the Dawn had undergone extensive re-engineering to achieve its maker's aims of building 'the quietest open-top car ever made' and 'the most rigid four-seater convertible available today'. Some boot space was sacrificed to accommodate the folded-down convertible hood, leaving the cabin space undiminished, with the fold-down time an impressive 20 seconds. At almost 5.3m in length, the Dawn is a very large motor car; with a basic price of around £250,000, it was, amazingly, considered an 'entry level' Rolls-Royce.

The Wraith's 6.6-litre twin-turbocharged V12 was retained for the Dawn, its maximum output of 563bhp being sufficient to propel the 2½-ton luxury express to 60mph in a mere 4.8 seconds on its way to a (governed) top speed of 155mph. Power is transmitted to the rear axle via a ZF eight-speed automatic gearbox, while air-sprung suspension and automatic level control ensure that ride quality remains un-compromised.

Finished in Tuscan Sun with cream/tan leather interior, this left-hand drive Dawn was built to gulf specification. The car has been in storage for some years and may require recommissioning. Accompanying documentation consists of a photocopy Middle Eastern registration card and a list of the fitted options.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£100,000 - 160,000

€120,000 - 190,000

No Reserve



312

1934 RILEY ULSTER IMP

Registration no. ADU 303

Chassis no. 602 5036

Engine no. 17734

- *In-period Grand Prix racing history*
- *Resident in South Africa for most of its life*
- *Exhaustively researched history*
- *Restored in the 1980s*
- *Present ownership since 2008*
- *Extensively campaigned*



ADU 303 being used in competition



ADU 303 being used in competition



ADU 303 being used in competition



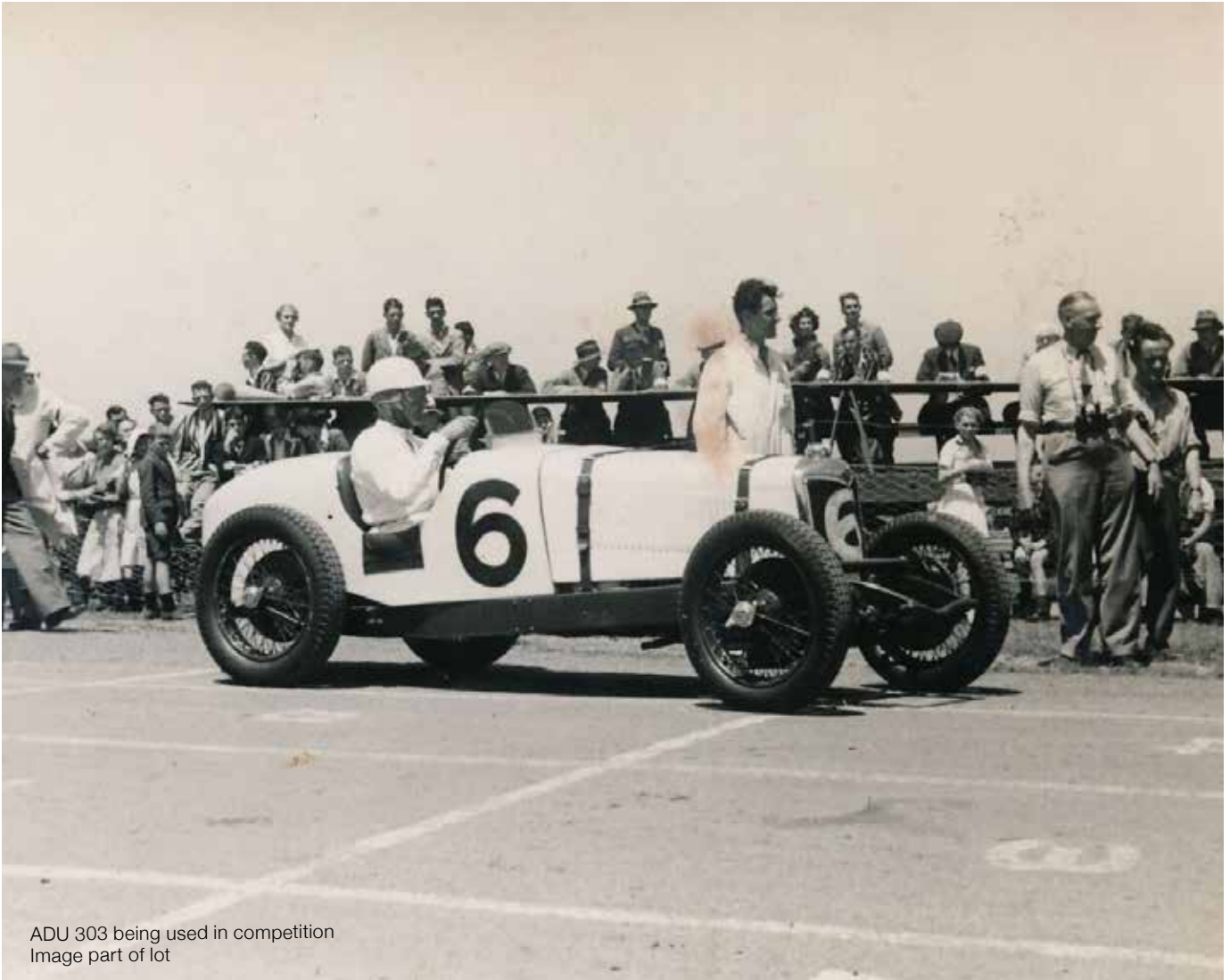


"In the competition world, it was decided that the Brooklands Nine had reached the peak of its development and so the Imp chassis was fitted with a doorless lightweight body, of boat-tail style, rather shorter than the Brooklands and not quite as low, since the chassis did not feature the sharp gooseneck of the earlier car. Here then, was the Ulster Imp." – David G Styles, *As Old as the Industry*, Riley 1898 – 1969.

Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which soon became known as the Brooklands Nine. Six-cylinder Brooklands and MPH models followed, and from these Riley developed the next of its 9hp four-cylinder sports cars – the Imp. Like the MPH, the Imp featured a short-wheelbase chassis, of 7' 6" in the latter's case, that swept upwards over the front axle and was under-slung at the rear, this layout having been first used on the Brooklands Six. The engine was mildly revised, twin SU carburetors fitted, and a Scintilla magneto offered as an option. With its long bonnet, flowing wings and short tail, the Imp is without question one of the most attractive small sports cars of its era. The term 'Ulster Imp' is generally associated with the competition versions that have a boat-tailed body. Described as 'special bodied Imps', two were entered at Le Mans in 1934 and when several more of this model were produced for the Ards TT in September of that year, the name 'Ulster Imp' was adopted. Made in limited numbers, it is a rarity today and commensurately much sought after.

This Ulster Imp was first registered on 22nd August 1934 by the Riley Motor Company but it was actually owned by Freddie Clifford, who gave his address as The Guards Club, Pall Mall, London. Clifford purchased it to use in the 1934 Ulster TT at Ards and was entered as a privateer. The bodywork was painted cream and the chassis rails and wheels were green. In an inauspicious debut, Clifford and 'ADU 303' were flagged off after 30 laps for being too slow due an error made during set-up that resulted in it being seriously over-gearred. Clifford advertised the Imp for sale in *Motor Sport* magazine (8th January 1935 edition) and in mid-1936 it was purchased by South African sporting motorist, Buller Meyer, on the recommendation of Earl Howe. There is no evidence that the car had been used in 1935.

Meyer's first outing with his new acquisition was the 3rd Kimberley 100 meeting on 5th October 1936 where he finished 10th in a field containing several much more powerful cars. On 1st January 1937 the 3rd South African Grand Prix was held in East London, attracting a varied field that included two works Auto Union V16 Grand Prix cars for Bernd Rosemeyer and Ernst von Delius; Pat Fairfield in ERA R4A; Richard Seaman's Delage; Lord Howe in his T59 Bugatti; and Piero Taruffi in his Maserati 8CM. It was against this impressive entry that Buller Meyer lined up the Imp. In a race run on handicap, Meyer came close to winning, only being passed Fairfield's ERA within less than half a mile from the finish after the Riley had snapped its crankshaft.



ADU 303 being used in competition
Image part of lot

Meyer drove 'ADU 303' in the 2nd Rand Grand Prix at Johannesburg on 16th December 1937, but for the 4th South African Grand Prix at East London on 1st January 1938 the Riley was driven by Ronnie Richardson. In his first, and possibly only, motor race, Richardson finished 3rd on handicap in an event won by Meyer in another Riley. Jack Whitehead drove the Imp in the 2nd Grosvenor Grad Prix at Cape Town on 15th January 1938, and then Buller's younger brother Freddie took over for the 1st South African handicap at East London on 2nd January 1939. Freddie finished 2nd.

Over the next few years the Riley passed through various hands in South Africa (all owners known) before ending up with Hugh Lister in 1949. Lister raced the car in various events before selling it to Sparky Davidson in 1950. That same year Davidson sold the car on, its next owner being George Lezard. Lezard sold the Imp in 1955 but there is no record of who bought it. Most likely the car had two owners in the Johannesburg area before being acquired by a Colonel Brett.

In 1984 Brett sold the Riley to engineer John Harmsworth, who proceeded to restore it. On stripping the engine, he discovered that the crankshaft and con-rods were missing, so Carrillo rods and a new Allen crankshaft were ordered from the UK. John looked after the mechanical aspects of the rebuild, while the bodywork's refurbishment was entrusted to local specialist, Doug Lindsay. The restoration was completed in 1988.

John Harmsworth and 'ADU 303' attended the Border 100 (First South African Grand Prix) Diamond Jubilee Race Meeting in East London in December 1994, and in 1996 the Imp was brought to the UK to participate in the FIVA Centenary Rally, joining nearly 700 Riley cars assembled at Coombe Abbey in Warwickshire. 'ADU 303' enjoyed further international exposure in 2000 when John Harmsworth took the car to the Riley Centenary Rally in Alice Springs, Australia. Back in South Africa, the Imp attended the First Riley Rendezvous in October 2004 with John Harmsworth and George Lezard. The second such event was attended in October 2007 when the Imp was crewed by Jim and Glenys Runciman from Perth, Australia.



After 72 years in South Africa, the Imp was purchased by the current vendor and returned to the UK in 2008. In 2009 the owner's brother used 'ADU 303' in events commemorating the 75th anniversary of the Vintage Sports Car Club's foundation and the introduction of the Riley Ulster Imp. The famous Kop Hill Climb was revived for 2009, and the Imp has been a regular attendee ever since. 'ADU 303' has continued to be used for events such as sprints and hill climbs with various guest drivers, culminating in the South African Historic Grand Prix Festival in November/December 2018 where it was reunited with members of the Meyer family. The Riley returned to the UK and was delivered to Bicester Heritage for display at the January 2019 Sunday Scramble before being driven home.

The full history of this quite remarkable, and exceptionally original, car is recounted in a 44-page copiously illustrated book written by the owner, which is easily one of the very best of its type we have ever seen (perusal essential). The vendor also has several files of history and photographs that can be copied on to the new owner if so desired.

£160,000 - 180,000

€190,000 - 210,000

313

NO LOT

314

Single ownership for 53 years

1965 JAGUAR E-TYPE SERIES 1 4.2-LITRE COUPÉ

Registration no. BYD 101B

Chassis no. 1E21139

Engine no. 7E7079-9

- *Long-term single ownership
1969-2022*
- *Delivered new in the UK*
- *Only 57,217 miles from new*
- *Exceptionally original*
- *Enormous history file*





This E-Type belonged to its third owner, Mr Stewart Heath-Edwards, from 1969 until earlier this year, and comes with his detailed account of its unusual history. The car was supplied new to the Scottish distributor, Ritchies in Glasgow and retailed by the official Jaguar dealer for Glasgow, R McCall in Braehead. McCall's supplied it to Mr Ronald D McCutcheon, who had ordered the car in Carmen Red with black interior trim. The E-Type was first registered on 24th December 1965 with Mr McCutcheon's personal plate, '7 R'. The ceramic Scottish-flag badge on the tailgate was fitted by him.

In July 1967, the E-Type was sold to Mr Frank Riley, who was on holiday from Rhodesia (now Zimbabwe) at the time. Mr Riley shipped the car to Rhodesia in September 1967 and in 1969 Mr Stewart Heath-Edwards acquired it, becoming its third owner. The registration number was 'RBB 8374', but when computerisation of vehicle records was introduced in Rhodesia this was changed to '107517Q'. This plate is in the file together with the original Rhodesian vehicle registration book. At time of purchase the car had covered circa 19,000 miles.

In October 1977, Mr Heath-Edwards shipped the E-Type back to the UK where it was subsequently registered 'BYD 101B'. The car was always kept garaged and very seldom caught out in the rain. It remains largely in original condition but has had some paintwork redone over its 57 years. It has never had a panel replaced and never been welded. All the original seals and welds are still in place. An electrically operated cooling fan has been fitted, as has electronic ignition, while in the latter part of 2021 a stainless-steel manifold and exhaust system was installed. Since arriving in the UK, the E-Type has seen little use, covering only some 10,000 miles in 45 years. The odometer reading of 57,217 miles is genuine.

For the past ten years the car has been serviced annually by Jaguar specialists S&P Autos in Newton Abbot, Devon and is presented in generally sound condition. The seats and upholstery are original and in good condition, showing wear consistent with age. The car has just been to William Haynes Ltd for some remedial work including a service and MoT (oils were changed and four new correct Dunlop tyres fitted). William Haynes' report confirming the car's exceptional originality is in the file together with an enormous quantity of invoices dating back to the 1970s. A wonderful opportunity to acquire an unmolested and exceptionally original E-Type; there cannot be many more like this left in existence.

£110,000 - 140,000
£130,000 - 170,000

315

The ex-Midland Racing Partnership, Tony Maggs, Richard Attwood, Frank Gardner, Jo Bonnier, Chris Amon, Paul Hawkins, David Hobbs

1965 LOLA T60 FORMULA 2 MONOPOSTO

Chassis no. SL60/2

Engine no. 120E-6015

- The second T60 built
- Raced by MRP in international Formula 2 events in the UK and Europe
- Continuous history from day one
- No-expense-spared total restoration by Andrew Tart Motor Engineering (2016)
- Correct Cosworth SCA engine and Hewland six-speed gearbox
- FIA HTP to 2026



Richard Attwood in action at Crystal Palace in 1965
© courtesy of vendor



Frank Gardner once again at Crystal Palace in 1966
© courtesy of vendor



Tony Maggs behind the wheel
© courtesy of vendor

The Lola T60 Formula 2 car offered here, chassis number 'SL60/2', is only the second monocoque single-seater built by the Slough-based constructor. Most of the T60's design was the work of Tony Southgate, company boss Eric Broadley being occupied by the T70 Can-Am car project. 18-gauge sheet steel was used for the original tub, which would soon be changed for a slightly longer one fitted with bladder-type fuel tanks. Front suspension was by an upper rocker arm with inboard damper and lower wishbone, while at the rear there was a conventional outboard layout consisting of a single top link, inverted lower wishbone, and top and bottom radius arms. Anti-roll bars were fitted at both ends, the rear being adjustable, as were the Armstrong dampers. It is estimated that only 11 T60s were built.

Powered by a fuel-injected BRM Type 71 twin-cam engine, 'SL60/2' was delivered to the Midland Racing Partnership (MRP) - the official factory team - and made its racing debut in March 1965 at Snetterton, driven by Tony Maggs. In mid season the BRM engine was replaced with Cosworth's Ford-based SCA 'screamer', so called because its ultra-short stroke permitted very high (10,000-plus) revs. Other highlights of the 1965 season (MRP's most successful) included a 2nd place for 'SL60/2' at Vallelunga (Maggs) and Reims (Frank Gardner) and 3rd place at Karlskoga (Jo Bonnier). 'SL60/2' was mostly driven by Frank Gardner during 1966, while other drivers to have raced the car in period include Chris Amon, Richard Attwood, Paul Hawkins and David Hobbs. Indeed, there can be few surviving Formula 2 chassis with a roll call of drivers to match this one's.



At the season's end, MRP sold 'SL60/2', minus its engine and gearbox, to Brian Nelson in Ireland. With a Lotus twin-cam engine installed, the Lola was raced successfully in Formula Libre events until the end of 1969 when it was sold to glassfibre specialists D&A Shells in London. In 1972 next owner New Zealander Keith Laney acquired the Lola, which was shipped to his home in Christchurch, intending to race it in local national series events. In 1976 he sold 'SL60/2' to Henry Holt, who, rather than race the car, displayed it on the wall of his lounge! By late 1977, 'SL60/2' belonged to Mattt Carroll, an Australian film producer. Matt Carroll registered the Lola with the Confederation of Australian Motor Sport (CAMS) and raced it, fitted with a Cosworth MAE engine, for several years. In 1985 he sold the car to Don Black of Galston, New South Wales.

While awaiting delivery/installation of a Cosworth SCA, Don Black raced the Lola with a 1,600cc Lotus twin-cam engine installed up to September 1994. The SCA had still not been fitted when Don Black sold 'SL60/2' to saloon car racer Robert Tweedie in 2001. Over the course of the next few years, Robert Tweedie restored the car and fitted the SCA engine. Frank Gardner was guest of honour at the party held in Sydney to celebrate the restoration's completion in 2006. Robert's son Tom Tweedie briefly raced the Lola but there was no suitable category for it in Australia and the car was sold to the current vendor (a former MRP mechanic, who had serviced it in period), arriving back in the UK in July 2013 together with a substantial quantity of spare parts.

Writing in *Vintage Racecar* (copy on file), the vendor recalled: "Thankfully, the car was basically very original and unmolested, and due no doubt to the benign Australian climate there was no rust or rot in the monocoque tub." Referring to numerous in-period photographs to confirm the original specification, he had the car restored again, on this occasion by historic racing car specialists Andrew Tart Motor Engineering, which included repainting the tub in the correct grey colour. To comply with current regulations, the roll bar height was raised and a fire extinguisher, seat belts and a silencer added during the rebuild.

'SL60/2' has been displayed at both Race Retro and Cosworth Engineering, and has Goodwood history past and present (1966 and 2018). Eligible for HGPCA, FJ and HF3 events, the car comes with a large quantity of spares and a huge history file (perusal recommended). With its engine refreshed and ready for the rest of the season, 'SL60/2' represents a rare piece of early Lola history.

£135,000 - 155,000
€160,000 - 180,000

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.

316

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. BDF 725B

Chassis no. DB5/1674/R

Engine no. 400/1655

- *Present family ownership since 1973*
- *Matching engine 7 chassis numbers*
- *Very original interior*
- *Outriggers and jacking points restored*





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

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

This DB5's accompanying copy guarantee form records that '1674/R' was supplied new via Plough Motors to Mr Frank J Huck of Gloucestershire. The original finish is recorded as Sierra Blue with fawn interior trim, while chrome road wheels are the only items of non-standard equipment listed. The car's first registration was 'BDF 725B', which it retains.

The vendor's late father, a well known and respected Kent area AMOC member, purchased this matching-numbers DB5 in 1973 and is the last owner listed on the original old-style logbook (on file). In regular use, the car is very original internally in terms of the carpets/headlining and trim/door-cards, while the body has benefited from the expert attention of Mr Alan Smith of New Romney, who has attended to the outriggers and jacking points. Re-painted Red circa 25 years ago its now described as fair/good and the chrome is fair. An electric cooling fan, stainless steel exhaust and electronic ignition are the only notified deviations from factory specification. This DB5 is a good runner and will probably be driven from Canterbury to Goodwood for the sale.

£300,000 - 400,000
€350,000 - 470,000

The Private Collection of Peter de Savary





317

From the Private Collection of Peter de Savary

1972 FIAT 500L

Registration no. CMR 727L

Chassis no. 3092413

- One of the 20th Century's truly great cars
- An older restoration by specialists
- Sunroof and front bumper bar
- Last MoT'd in 2019



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph.

Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats, and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of Top Gear magazine.

Restored some time ago by specialists, this right-hand drive FIAT 500L is finished in dark blue with red interior, while notable features include a sunroof, front bumper bar, and a later-style FIAT logo to the front grille. The FIAT was purchased from a family of Italian restaurateurs, proprietors of one of Mr de Savary's favourite Italian restaurants in London. Last MoT'd in 2019, the car is offered with old MoTs, servicing receipts, and a V5C document

£7,000 - 9,000
€8,300 - 11,000

318

From the Private Collection of Peter de Savary

1960 CHEVROLET CORVETTE C1 ROADSTER

Registration no. 143 XUF

Chassis no. 00867S100015

- *Iconic American sports car*
- *Owned for circa 30 years*
- *230bhp V8 engine*
- *Four-speed manual gearbox*



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

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory, but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed headlamps and a host of other more minor styling changes. Perhaps not surprisingly, alterations for '59 and '60 were few, though one welcome change was the deletion of the 1958 model's fake hood louvres.

By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing, and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

Owned for circa 30 years, this 1960 Corvette Convertible has the 230bhp 283ci (4.6-litre) V8 engine and the desirable four-speed manual gearbox. The car is finished in Old English White with matching soft-top and red interior trim and carpets. Started and run regularly, like all the cars in Mr de Savary's collection, the Corvette is presented in very good overall condition and comes with a V5C registration document.

£55,000 - 65,000
€65,000 - 77,000

319

From the Private Collection of Peter de Savary

1963 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

Registration no. APB 45A

Chassis no. 850651

Engine no. RA1024-9

- *Restored by Mill Lane Engineering in 1988*
- *Extensive restoration records available*
- *Subsequent works by DK Engineering and Twyford Moors*
- *Immaculate condition*





"When one of the finest engine designs of the present time, in its most highly developed production form, is installed in a fully independently sprung chassis which has been evolved well beyond the final development of a series of Le Mans winning cars, the result should be something of a landmark in sports car progress." – The Motor.

The Motor got it right, the E-Type was indeed a landmark design, there being no volume-produced sports car anywhere that could come close to its class-leading combination of passenger comfort, high performance, and exceptional value for money.

Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation when it appeared - spontaneous applause breaking out at the unveiling - with instantly classic lines and a 140mph-plus top speed. The E-Type's design owed much to that of the racing D-Type, a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed considerably less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-Type was 'the most beautiful car ever made'.

One of the finest E-Types we have ever been privileged to offer for sale, this superb example benefits from a total restoration undertaken by Jaguar specialists Mill Lane Engineering in 1988, its still immaculate condition some 34 years later reflecting both the quality of the original work and subsequent careful ownership. Indeed, the car would appear to have enjoyed minimal use since completion.

The E-Type was purchased at Bonhams' Goodwood Festival of Speed sale in June 2001. At that time it was understood that further work had been undertaken in December 1999 by DK Engineering and that the car had had circa £45,000 spent on it in total, the bulk of this expenditure being in 1989. Naturally, Mr de Savary has continued to maintain the E-Type in excellent condition, the car benefiting from work recently carried out by marque specialists Twyford Moors. Finished in red with black interior, and presented in beautiful condition throughout, this gorgeous E-Type Roadster is offered with a Jaguar service manual, V5C document, and a photographic record of its restoration plus all relevant invoices.

£95,000 - 115,000
€110,000 - 140,000

320

From the Private Collection of Peter de Savary

1966 CITROËN DS21 DÉCAPOTABLE

Coachwork by Henri Chapron

Registration no. KSA 381F

Chassis no. 4371577

- *Ultra-rare original right-hand drive model*
- *Ordered by the UK importer*
- *Resident in Malta for 46 years*
- *Recent service by Andrew Brodie Engineering Ltd*
- *Exceptionally original (matching engine)*
- *Citroën Heritage documentation*





Offered here is a very rare example of Citroën's iconic DS21 Décapotable, only some six or seven of which were built with the 2,175cc engine and in right-hand drive configuration like this one. Ordered by the UK importer, this car is a Décapotable Usine (factory convertible) built by Henri Chapron after Citroën bought the rights to his design; although made by Chapron, the Usine could only be sold via the Citroën dealer network. Chapron continued to build his own range of bespoke designs on the DS platform, which were always different from the Usine.

It is estimated that around 1,700 Usine convertibles were sold between 1960 and 1971; most were built prior to 1966 and so were delivered with the antiquated 1,911cc engine used since the DS's introduction in 1955. The 1966 model-year cars with the more modern 2,175cc engine are relatively rare, with only 170 completed (published figures vary, but this is the number recorded in the Citroën Heritage-authorized 'Coffret Legend' publication on file). The scarcity of right-hand drive examples is accounted for by the fact that from 1st January 1966 they no longer conformed to the UK's new seat belt regulations. The latter stated that all cars had to be sold with fixings in place for a 3-point harness in the front, even though the harness did not have to be fitted. It is believed that this is the reason this particular car went to Malta in 1968, because from 1969 the regulations required all cars made after 1st January 1966 to be fitted with a 3-point harness for the MoT, which this car would have failed. It is believed that only one other right-hand drive Décapotable was sold in the UK after this one. While in Malta the DS was used sparingly and in dry weather only.

This car remains exceptionally original, retaining its matching engine and numerous 'impossible to falsify' details: for example, the brackets for the rear brake pipes are period-correct (changed on 1969 model-year cars). It also has the early type of front and rear suspension pushrod ball cups, which are integral with the rear arms and front sub-frames (this design was changed in 1966). Furthermore, there is no evidence of repair to the chassis anywhere (very important for a DS) and it is believed that it is as it left the factory. Brought back to the UK eight years ago, 'KSA 381F' was treated to a major service by renowned marque specialists Andrew Brodie Engineering in June 2018 (bill on file). Works carried out included fitting a new clutch, new front brake discs, new timing chain, electronic ignition, up-rated alternator, electric fuel pump, and four new Michelin tyres. Plus, in the interests of reliability, the hydraulic system was converted to accept green LHM fluid while retaining the appearance of the original clear LHS2 fluid system (the two are incompatible). Following the completion of these works, the DS successfully completed a trip to the South of France. Mr de Savary purchased the DS at Bonhams' Bond Street sale in December 2018. Since when it has been fitted with a new Burgundy canvas roof with black lining and matching Burgundy carpets. The car also benefits from a recent service by Andrew Brodie Engineering. Accompanying documentation consists of a Maltese registration document; a quantity of expired MoTs; sundry invoices from Andrew Brodie Engineering Ltd; and documentation from Citroën Heritage. Offered with its original owner's handbook and repair manual, this rare and ultra-desirable soft-top DS is ready for the next owner to use and enjoy.

£140,000 - 160,000
£170,000 - 190,000

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.

321

From the Private Collection of Peter de Savary

2010 MERCEDES-BENZ SLS AMG COUPÉ

Registration no. ST60 EEW

Chassis no. WMX1973772A003382

Engine no. 15998060003055

- One of only 250 right-hand drive cars
- Automatic transmission
- Circa 18,000 miles from new
- ain agent service history
- New engine fitted by Mercedes-Benz 3,000 miles ago (warranted to March 2023)



"For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes." - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and business communities being counted among aficionados. With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL 'Gullwing' coupé of the 1950s – arguably the world's first supercar – the Mercedes-Benz SLS AMG was notable as the first car to be designed in-house by AMG. A collectors' item from the day it was announced, the newcomer featured 'Gullwing' doors like its illustrious predecessor and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer's range. Styled by Mercedes-Benz's Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the only automobile ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011.



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

Only its third registered keeper, Mr de Savary purchased this rare right-hand drive Mercedes-Benz SLS AMG from Bonhams' Bond Street sale in December 2019. Its mouth-watering specification includes the following:

Automatic transmission, Reversing camera, Garage door opener, Auto dimming interior and exterior mirrors, Seat memory, Tyre pressure monitoring system, Anti-theft, Automatic air conditioning, Climate control, Command apps with DVD changer, Headlamp cleaning system, Bang & Olufsen Beo Sound, Navigation, Interior motion sensor, AMG ceramic brake system, Adaptive rear interior light, Universal comms interface, Siren bracket, Bi-xenon headlamps, Adaptive brake light flashing.

Some time after acquisition, the car was driven along a flooded lane and the ingress of water damaged the engine. A new engine has been fitted by Mercedes-Benz Brooklands, Surrey and is warranted until March 2023. The new engine has covered around 3,000 miles while the car had covered circa 18,000 miles from new at the time of cataloguing. Finished in Silver with contrasting red interior, this collectible modern Mercedes is offered with a V5C registration document; main agent service history; and all books and tools.

£150,000 - 160,000

£180,000 - 190,000

1965 MGB FIA SPECIFICATION COMPETITION ROADSTER

Registration no. MGP 756D

Chassis no. GHN3-72637

- Built to FIA specification in 2012
- Raced in Equipe GTS, BCV8 and MGCC Thoroughbred championships
- 166bhp 1,849cc engine
- Engine freshly rebuilt by A J Barnard Engineering



Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable, open-top, sports car motoring for the ordinary enthusiast. Its popularity remaining undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and service providers. They are also immensely popular in modern Historic racing, being easy to drive, relatively cheap to run, and eligible for numerous race series.

This MGB Roadster was restored and built to FIA specification in 2012 by previous owner Chris Smythe and then raced by Peter Barnard on a few occasions. The car was then sold to the vendor's family and has been raced in Equipe GTS, BCV8 and MGCC Thoroughbred championships; indeed, we are advised that the MGB is eligible for any event run under the FIA's Appendix K regulations, and at the time of cataloguing fresh HTP papers have been applied for.

The car's 1,849cc engine is freshly rebuilt by A J Barnard Engineering and has been tested on Peter Knight's dynamometer, producing a highly respectable 166bhp. Likewise rebuilt and little used since, the transmission consists of an all-synchromesh four-speed SCCR gearbox and plate limited-slip differential. A new wiring loom was installed when the car was rebuilt. Without doubt a competitive car in the right hands, this highly developed MGB Roadster is offered with a V5C registration document.

£25,000 - 35,000

€30,000 - 41,000

No Reserve

323

Ex-James Martin and prepared by Swiftune

1964 MORRIS MINI 'COOPER S' 1,275CC COMPETITION SALOON

Registration no. EGF 431B

Chassis no. MA2S4S290851

Engine no. 8AM-U-H-801936

- *FIA Period F Class CT7 papers*
- *Extensively campaigned and well documented*
- *Goodwood Revival competitor*
- *Present ownership since 2018*
- *Restored by Swiftune*
- *No track use since the restoration's completion in December 2021*



After a restoration completed by the best known Mini specialist, Swiftune, this stunning FIA (Period F) ex-James Martin Mini is now available following the owner's change of direction with his racing. In August 2014, Mini World featured a 7-page article detailing the story of James' purchase and the entire build process by Andy Harrison of Acespeed. The article provides an in-depth commentary on the decision to use a Swiftune engine and gearbox (all receipts on file) as well as Koni shock absorbers. The colour chosen was the same as used by Hopkirk and Fitzpatrick cars at Aintree in 1964, according to an article in Cooper World from July 2013. The car is now finished in a slightly lighter blue, still an original BMC colour. On file are a number of photographic albums containing numerous shots of the car when it was handed-over to James to join his Race-retro Speed team, alongside his other Minis. The interior seen in the photographs is being sold with the car, including the 'cut down' passenger seat. James raced 'EGF 431B' extensively with HSCC and Masters at Silverstone Classic, Croft and Zandvoort, as well as showing the car at Car Fest and Mini Fest. Included in the sale are various papers detailing different set-ups for the shock absorbers and suspension camber. In addition, there is a large number of invoices through 2015 from Swiftune, who made sure 'EGF 431B' stayed at the forefront of historic racing. This included a win at the 2013 Mini Festival at Brands Hatch. In 2013, 'EGF 431B' was raced at the Goodwood Revival by James and Andy Harrison. In wet conditions James qualified 7th, within a second of Rob Huff in another Mini. Both James and Andy would go on to finish, which resulted in 14th place on aggregate (all results available on TSL).

For the 2015 Goodwood Revival, James was partnered with Jason Plato and again they both finished, ending up an excellent 11th on aggregate and the second Mini home behind the Swift/Chandhok car. The current owner purchased the car in 2018 from Duncan Hamilton ROFGO, compete with the correct FIA papers enabling it to compete in various different series. The car was immediately handed over to Swiftune for preparation and a run out at Donington, where it qualified on the front row in the wet against Mustangs et al in an HRDC race. In early 2019, 'EGF 431B' was invited back to Goodwood for the Betty Turnbull all-Mini race at the Members' Meeting, only to have a small 'off' at Madgwick on some dropped oil while running in 12th position. Since then the car has raced at a number of different meetings including the Silverstone Classic. Nick Swift then decided that the wiring loom needed replacing. As the engine bay was stripped, the list of jobs got longer and it was decided to carry out a strip-down, which revealed the need for some restoration. Pictures of all the work are on file and also available on a USB stick. One improvement made was the fitting of a new roll cage, manufactured by BMS Engineering and signed off by Motorsport UK (all paperwork and Motorsport UK's certificate are on file). The car had a repaint as described above and now looks 'as new'. The engine was rebuilt after the Silverstone Classic and has approximately three hours running time on it. The car has not been on track since the restoration's completion in December 2021.

£45,000 - 50,000

£53,000 - 59,000

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.

1964 ALFA ROMEO GIULIA TI SUPER FIA COMPETITION SALOON

Registration no. ULP 99F

Chassis no. AR720449



Competing in the St Mary's trophy at the Goodwood Revival
© Courtesy of the vendor



This race-ready Alfa Romeo has been constructed along the lines of the Giulia Ti Super, 501 of which were produced by Alfa Romeo for homologation purposes in order to compete in GT and Touring car championships. Initially a club racer in Belgium, the Alfa found its way to the UK where it was purpose built into a competitive lightweight competition saloon. This Giulia Ti Super has been successfully raced for more than 20 years in the UK and all across Europe in the FIA Historic Touring Car Challenge. It has also been a frequent competitor in the popular, two-driver, two part St Mary's Trophy at the Goodwood Revival.

The Alfa is eligible for many events at venues in the UK including Silverstone, Donington Park and Goodwood, and abroad at tracks such as Zolder, Zandvoort, Nürburgring, Imola and many others. With an up-to-date plumbed-in fire extinguisher and a second seat with harness, it even qualifies for the Tour Auto and Modena Cento Ore. Reportedly the car is great fun at hill climbs, proving a veritable 'wolf in sheep's clothing'. Lightweight components include aluminium doors, bonnet and boot lid.

The bodyshell is reinforced around the suspension pickups, steering box and steering column, and is fitted with a full Sparco roll cage, Ridgard seat and Willans five-point harness. It also has a laminated windscreen and lightweight Perspex windows. The dry weight without fuel and driver is 850kg.

Lowered to the maximum permitted by FIA Appendix K regulations, the suspension features special springs and anti-roll bar, re-valved Bilstein front dampers, Koni rear dampers, specially designed Nylotron bushing, lightened trailing arms and short forged steering arms for a 'quicker' ratio. The wheels are 15x5½" Technomagnesio. The braking system is dual-circuit with adjustable brake balance and remote reservoirs.

The disc brakes themselves are Dunlop with modified stainless steel pistons to the front with F1 seals and mica heat shields to enable the use of carbon-metallic and other high-temperature pads.

The AR105 1,588cc single-plug engine is quipped with GTA connecting rods, forged pistons and specially developed cams. It is fed by 45DCOE Webbers and has a GTA exhaust manifold and a straight-through system (98dBA Appendix K legal). Other specification highlights include a special high-capacity oil pump, sump baffling, custom-made ducted oil cooler, racing alternator, and aluminium radiator by Serck. Maximum power is a dynamometer-tested 162bhp at 7,700rpm. The gearbox is a close-ratio hollow-shaft lightweight GTA 'box', while the driveshaft is modified with GKN bearings to eliminate centre bearing float and reduce weight. The clutch is an AP twin-plate racing component, modified from cable to rod operation. In principle the same as the Alfa Romeo equivalent but better, the differential is a Gripper limited-slip unit.

The vendor purchased the Alfa from Ben Schuckburgh, who was the managing director at Jaguar specialists CKL Engineering. It was his personal race-car with which he competed successfully for many years. The vendor was assured that the car had a fresh engine and rebuilt gearbox. Sadly, a family tragedy thwarted plans to race the car in Europe. It has now been professionally freshened up by a race-shop in Germany and is race-ready with a current FIA Historic Passport (Appendix K Period: F - 1962 to 1965, FIA Class CT8 Competition Touring) valid until 31st December 2025. The car is registered in the UK and is also US duty paid.

£30,000 - 40,000
£35,000 - 47,000

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.

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1967 CITROËN DS19 PRESTIGE SALOON

Coachwork by Henri Chapron

Registration no. RWF 51E

Chassis no. 4316264

Engine no. 0358004269

- One of only a tiny handful of right-hand drive survivors
- Delivered new to the French diplomatic service in South Africa
- Professionally restored over the last five years
- Chapron certification on file



As well as the more well-known two-door Décapotable (convertible), Parisian coachbuilder Henri Chapron, offered luxurious 'Prestige' models on the DS chassis, customers being able to choose their own specification from an extensive range of options, including an internal division.

This extremely rare right-hand drive 'frog eye' DS19 Prestige comes with the all-important Chapron certification stating that it was built in their factory in April 1967 and exported new to Johannesburg, South Africa, bound for the French embassy in that country where it was registered with the French diplomatic number 'CC37345' (Corps Consulaire).

Noëlle Chapron has confirmed that many of the right-hand drive Prestiges – not that there were many – were sold to countries of the British Commonwealth, very often for the use of the French diplomatic service. According to marque specialists there may be only two or three right-hand drive DS Prestige models left in the world.

This particular car was originally finished in black, with matching leather upholstery to the front compartment and grey cloth to the rear. Trimmed in natural leather, the central division features an ashtray, light switches, clock, glove box, and manually operated sliding window. This car is fitted with hydraulically operated semi-automatic gearbox.

Since this DS was used by the French diplomatic core it is fitted with a rare and original purpose-built flagpole holder in the centre of the bonnet, with the addition of a French blue/white/red 'cocarde' (badge) that would be illuminated when the car was on diplomatic duty. Other notable features include an internal telephone, lockable rear doors, and 'Prestige' rear ceiling light.

In 2017 this Prestige was discovered, still in South Africa, and shipped to Italy where the initial restoration took place. It was then purchased in 2021 by French Classics (Citroën DS specialists since 1999) where the final restoration and details were completed. The car was then registered in the UK as 'RWF 515E'. With many mechanical components replaced or refurbished, this exclusive DS is said to drive well, with a very smooth gear change thanks to its semi-automatic gearbox. Everything works apart from telephone. An original 1967 English language handbook is included in the sale together with a letter of authentication and copies of Chapron build sheets.

£50,000 - 65,000

€59,000 - 76,000

326 * N

1971 AC 428 FASTBACK COUPÉ

Coachwork by Carrozzeria Frua

Registration no. not UK registered

Chassis no. CF64

Engine no. 1126 RSKR

- One of only 51 AC 428 Coupés made
- Automatic transmission
- Present ownership since circa 2013
- Stored since acquisition
- Requires re-commissioning



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 Mark III 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 an even more sensational fastback-styled coupe. 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 81 being made between 1966 and 1973, the split being 51 coupés and only 30 convertibles. It is estimated that around 40 coupés remain. Forum threads found online on the AC Owners Club forum detail the previous (Australian) owners restoration and modification of the car, leading up to the sale in November 2011 when he sold the car to the Middle East.

Forum posts by the previous owner describe the car as having been delivered new in the UK, and subsequently having been in Vancouver, Canada from where the previous owner purchased it, unfortunately there is no history on file to confirm this. Equipped with the customary automatic transmission, this rare Anglo-American Gran Turismo is believed to have been acquired by the current vendor in 2011. Stored since acquisition, the car will require re-commissioning before returning to the road. The only documentation available is a photocopy of a Middle Eastern registration card issued on 21st January 2013.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£60,000 - 90,000

£71,000 - 110,000

No Reserve

327

2001 ASTON MARTIN DB7 VANTAGE COUPÉ

Registration no. V12 AMU

Chassis no. SCFAB12371K301878

Engine no. AM2/01910

- *Four owners from new*
- *Touchtronic transmission*
- *Comprehensive service history*
- *Wallet and all books included*



Introduced in March 1999, the DB7 Vantage was an exciting new model powered by a state-of-the-art, all-alloy V12 engine - a 'first' for a production Aston Martin. This 6.0-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF Touchtronic five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS. Notwithstanding all the DB7 Vantage's high-tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options.

A Touchtronic transmission model, this DB7 vantage was delivered new to a Michael Stone via Lancaster Sevenoaks on 6th June 2001, finished in Aston Racing Green with Forest/Parchment trim.

Serviced regularly by Lancaster (x5), Works Service, and Chiltern Aston (x7), the car was purchased direct from a private seller following an inspection by Chiltern Aston. While in the current (fourth) owner's possession the Aston has been serviced by Stratton Motor Company Ltd on five occasions, the most recent being in April 2022 at 45,496 miles (see bill for £2,600 on file). Described by the vendor as in 'excellent condition and meticulously maintained' it's offered with many service invoices and also comes with the leather wallet, all books and the appropriate V12 registration number.

£22,000 - 25,000

£26,000 - 30,000

328 * N

The ex-Roland Urban

**1958 LISTER-JAGUAR 3.8-LITRE 'KNOBBLY'
SPORTS-RACER**

Registration no. not registered

Chassis no. BHL113 (see text)

- Formerly owned and raced by Dr Philippe Renault
- Not used since 2014
- Requires complete restoration
- Eligible for the Le Mans Classic and other prestigious historic events
- FIA papers (issued 1989)





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

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

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

Production properly commenced in 1958 with an Appendix C compliant version boasting a 10% reduction in frontal area. A riot of swooping wheelarches and air scoops punctuated by a pronounced bonnet bulge and shallow windscreen, it was affectionately christened the 'Knobby'. One of Lister's many customers was the American millionaire private entrant Briggs Cunningham, who ordered two with Jaguar XK power and a third to accept a Chevrolet V8. The combination of the Lister chassis and lightweight Chevy engine proved immensely successful, Cunningham's cars dominating both the 1958 and 1959 SCCA Championships. For the latter season the Lister had been redesigned with sleeker bodywork by legendary aerodynamicist Frank Costin. However, by this time the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959. Opinions differ with regard to how many were made, quoted figures ranging from as few as 34 to as many as 50.



In Action August 1990
Private-Collection Roland Urban Archive



In Action August 1990
Private-Collection Roland Urban Archive



BHL-113 July 1995
Private-Collection Roland Urban Archive



In conversation with the highly respected motoring historian and author (and Bonhams consultant) Doug Nye, Brian Lister stated that it is very unlikely they would have used the number '13' or '113' or even '2013' on account of the number's supposedly unlucky connotations, which must cast some doubt upon this car's origins. What is known is that 'BHL113' was owned and campaigned by Dr Philippe Renault during the 1970s before being sold by him in 1979 to Roland Urban: past president of the French Jaguar Club, author of several books on the marque, and a respected collector and Historic racer.

As seen today, the Lister is as it finished its last race in 2014 (Les Deux Tours d'Horloge) shortly before Roland Urban died. Unchanged from 1979, the car is complete but requires full restoration. The engine has a wide-angle cylinder head which is however cracked, thereby ending the car's competition participation in 2014. The car comes with FIA papers (issued in 1989) plus numerous press cuttings relating to its participation in events at Montlhéry, Magny Cours and other venues.

This is a rare opportunity to acquire an ultra-fast classic sports-racer eligible for many of the top historic events and, once restored, capable of winning them in the right hands!

£200,000 - 300,000

€240,000 - 360,000

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.



329

Mille Miglia Storica eligible

1954 LANCIA AURELIA B20 GT 2500 SERIES IV COUPÉ

Coachwork by Carrozzeria Pininfarina

Registration no. 5 CMY

Chassis no. B20-3271

Engine no. B20-3874

- Landmark, Iconic Italian Gran Turismo
- Ultra-rare, UK-delivered example
- Documented ownership history from new
- FCA Classiche certification, FIVA & FIA ID cards
- Present ownership since December 2011
- Marque specialist maintained & last serviced 16/8/22
- Offered from a multiple concours-winning, private collection



Introduced in 1907, 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; the result of extensive collaboration between Ghia designer, Felice Mario Boano, Carrozzeria Pininfarina and an engineering team led by the foremost motor engineer of the period, Vittorio Jano, formerly with Alfa Romeo.

The B10 saloon was joined the following year by the Pininfarina-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 Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-litre works Ferrari! It is worth noting the nimble Aurelia was actually faster than the Ferrari over the mountain passes North of Florence.

Thanks to its excellent chassis, lightweight body and torquey V6 engine, the B20 enjoyed competition successes across multiple motorsport disciplines, including the Monte Carlo Rally, Le Mans and the Mille Miglia (where for the Storica event, this car is eligible). Indeed, Formula 1 World Champions Juan Manuel Fangio and Mike Hawthorn both drove Aurelias in period. 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. In 2020, the prestigious Concorso Italiano (held during Monterey Collectors' Car Week) celebrated the 70th birthday of "one of the most influential car designs in history".



This car, 'B20-3271', commenced construction on 23rd July 1954 and was completed on 23rd September that same year. The Pininfarina body ('002303') was first delivered, finished in green with a hazel brown cloth interior and equipped with a Nardi floor change and steering wheel. The B20GT was first registered to Lancia GB of Alperton, Middlesex on 23rd November 1954 and retains its original registration, '5 CMY' (original buff logbook on file). It is believed to be one of only six B20 Series IV Aurelias delivered to the UK. Total UK sales of Series I-VI coupés totalled just 25: a measure of just how expensive the Aurelia was when compared to comparable models from Jaguar and Aston Martin.

'5 CMY' was delivered new on 1st December 1954 to A B Blanch & Co of Wiltshire, UK, and subsequently owned by Blanch Lely of Wiltshire (from 11th January 1964), A McArthur, Beacon Motors, David Hayne, John Glen, and Austin Watts, all in the Bristol locale.

In 1986, the Lancia was purchased by Maserati 250F specialist and historic racer, David Sankey, who undertook a documented, complete restoration, with Aurelia specialist Tim Burrett rebuilding the engine, incorporating Nardi high-lift camshafts. The car remained in his ownership for 17 years. On 1st December 2003, the Aurelia was purchased at Bonhams' auction at Olympia, London by noted Lancia aficionado, Catherine Janssens. Maintenance and servicing continued to be entrusted to Tim Burrett.

A FIVA ID and FIA Régularité passport were issued, and the car participated in the Rallye Neige et Glace in 2004 and 2005 (3rd overall). It also took part in the 2007 Legend Boucles de Spa and Winter Marathon and the 2009 Rallye Monte Carlo Historique. In October 2010 the car was sold at a London, UK auction to Brian Classick & Co, passing on 22nd December 2011 to the current owners. In 2013, '5 CMY' was repainted in the original Lancia colour, amaranto, by multiple award-winning concours restorers, Haslams of Bolton, UK. The car has been maintained by marque specialists, R&D Automotive Limited of Manchester, with parts supplied by Omicron Engineering Limited, including an MSD ignition conversion for ease of starting and the fitment of a battery isolator. The following items are included in the sale: FCA Heritage Classiche certification, folder and plaque, documented history file, original 'bench-seating' frame, jack bag and an embroidered Lancia fitted indoor car cover. As a model of very limited production, the Lancia Aurelia B20GT is a rare car, while original UK-delivered examples like this versatile, Series IV are rarer still. '5 CMY' is offered from a discerning, UK-owned, private collection of multiple concours-winning, Italian thoroughbred and GT cars. Freshly inspected and serviced by the marque specialists, who have maintained it over the last decade, it comes with an FCA Heritage Classiche certification (completed in 7/18), a FIVA passport and FIA Historic Régularité documentation, and is ready to be enjoyed on multiple tours, rallies or concours events worldwide.

£120,000 - 150,000
€140,000 - 180,000

330 Ω N

One of only 150 produced

2009 MERCEDES-BENZ SLR MCLAREN 722 S EDITION ROADSTER

Registration no. not UK registered

Chassis no. WDD1994761M002027

- *Limited edition model commemorating Mercedes-Benz's famous 1955 Mille Miglia victory*
- *One owner from new*
- *Showing circa 50 Miles on the odometer*
- *Stored since delivery*
- *Attractive colour combination*



Manufactured between 2003 and 2010, their new supercar allowed Mercedes-Benz and its then Formula 1 partner, McLaren, to showcase their collective experience in the development, construction, and production of high-performance sports cars and, just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time. Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207mph). The five-speed automatic transmission was specially optimised for very high torque and also offered the driver the option of choosing between different shift characteristics using the Speedshift system.

Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's then all-new facility in Woking, England. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.





The stylish roadster offered here is an example of the Mercedes-Benz SLR McLaren 722 Edition. The '722' refers to the victory in the 1955 Mille Miglia of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.). The roadster variant of the 722 Edition was unveiled at the 2007 Frankfurt Motor Show as the 722 S. The latter used the same engine and running gear as the coupé together with the standard SLR roadster's folding roof mechanism. Its performance was on a par with that of the closed coupé. The model went on sale in January 2009 and production was limited to 150 units.

Sold new to the current vendor, this 722 S roadster was built to Swiss specifications and comes with a copy of its order confirmation listing the following features among others:

Crystal Fayalite Green paintwork, Silver Arrow leather – Pastel Yellow seats, Red-black fabric soft-top, Garage door opener, Audio 30 APS with radio, Mobile phone pre-installation, Fire extinguisher, Technical modifications (model year 2009), CD changer, Passenger compartment protection, 19" multi-spoked rims in forged aluminium, Black carbon interior trim, Soft-top mechanism cover, Carbon-fibre bucket-type sport seats XL size, Special red seatbelts, Brake callipers in gold, 2-tone steering wheel

Offered with a photocopy of its Middle Eastern registration card (issued 20th March 2022), the car has spent most of the time since delivery in dry storage and may require re-commissioning before further use.



Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£240,000 - 320,000

€280,000 - 380,000

No Reserve

331

The Ex-Andrew Hibberd, 2016 Goodwood Revival race-winning

1960 LOLA-FORD MARK 2 FORMULA JUNIOR RACING SINGLE-SEATER

Chassis no. BRJ18

- Winner – in dramatic fashion – 2016 Chichester Cup
- Benchmark front-engined Formula Junior
- Prepared and race-supported by Michael Hibberd, Motor Engineers
- Highly competitive example with known history
- A proven race-winner



1 (Main) & 2
BRJ18 in action
©Autopics.com.au

This beautifully presented - and beautifully proportioned - Formula Junior Lola-Ford is not only typical of the initial 'miniaturised Grand Prix car' configuration of the category's early front-engined cars, it is also one with a particularly illustrious Goodwood career, having won the Revival Meeting's Historic FJ event in the hands of former owner Andrew Hibberd in 2016. He also repeated such success at the Silverstone Classic meeting. A wonderful video clip demonstrating this car's agile handling characteristics when well driven here at Goodwood can be found on the YouTube website here: <https://www.youtube.com/watch?app=desktop&v=1ujBc7NKWlk>. This footage amply demonstrates what fulfilling fun these small-engined open-wheeled single-seaters can provide for an enthusiastic and capable owner/driver.

When 1-litre/1100cc production-engined Formula Junior was first adopted internationally by the FIA in 1959-60, the Lola Mk2, such as 'BRJ18' now offered here, proved itself extremely competitive, and usually the best-handling front-engined design in the new category. Works driver Peter Ashdown finished second upon the model's debut at Boxing Day Brands Hatch, 1959 and subsequently took second place in the Prix Monaco Junior at Monte Carlo, while customer Dennis Taylor won at the Nürburgring South Circuit. South African John Love won at Chimay, Belgium, and placed second at the Nürburgring in Germany and Roskilde in Denmark while also taking third places at Rheims and Albi in France. But the Mark 2's strongest opposition was provided by the new breed of rear-engined Lotus 18s, and - as at Formula 1 Grand Prix level - it became plain that the era of the front-engined single-seat racing car had reached its end.

Today dedicated front-engined Historic Formula Junior races cater wonderfully well for these handsome and extremely enjoyable early-period FJ 'miniaturised Grand Prix' cars.

This particularly well-presented and successful Lola-Ford Mark 2 was bought new in 1960 by the great Australian racing driver and team owner David McKay. He imported it into Australia in October that year, and it was bought from him by former Lotus 11 sports car owner/driver Tom Corcoran. He first competed in it at Sydney's Warwick Farm circuit later that year and would campaign it in David McKay's Scuderia Veloce team colours in eastern-state Australian events into the early 1960s.

As alternative rear-engined cars from Lola, Lotus, Cooper and others out-performed the front-engined designs this Lola was confined to obscure storage for some years until being advertised for sale in 1967. It was bought by Australian enthusiast John Fitzpatrick who drove it in Historic events in which it proved to be consistently fast and very successful, even holding the class hill-climb record at Collingwood for several years. It was subsequently returned to the UK where it became particularly successful in the hands of Andrew Hibberd, a consistent front-runner and race winner at both Goodwood and at Silverstone, amongst other venues.

In period the infant Lola Cars company, founded by studiously enthusiastic engineer Eric Broadley in Bromley, south-east London, built its early reputation with his highly successful Lola-Climax Mark 1 series of 1100cc front-engined sports-racing cars. Driven most prominently by Peter Ashdown the gorgeous-looking little Lolas displaced nothing less than Colin Chapman's legendary series of Lotus-Climax 11s from domination of that racing category. Having established a fine reputation for producing such successful, well-engineered and tremendously competitive cars for customer sale, Eric Broadley turned his attention to expanding into the contemporary single-seater market, with this Formula Junior Mark 2 model. In principle this first single-seat Lola design was derived directly from Broadley's Mark 1 sports car experience.



Its slimmed-down multi-tubular spaceframe chassis was a complex design in 20-gauge steel tube carrying the Ford 105E-derived 997cc overhead-valve 4-cylinder engine to the right of the car's centre line, and at a 2-degree angle longitudinally, allowing the driver to be seated as low as possible in the cockpit beside (rather than above) the offset propeller shaft driving to the rear wheels. The power unit was canted at 15-degrees from vertical permitting not only a slightly lower forward bodyline but also minimising centre of gravity height to enhance handling. The configuration allowed the driveline from the Ford 105E 997cc overhead-valve engine, to pass efficiently from the BMC 4-speed gearbox via the propshaft to the offset rear differential assembly. This virtually straight-line transmission path helped minimise power losses through angled joints. Close-ratio gears were made by budding specialist Mike Hewland. The sophisticated spaceframe chassis was stiffened by riveted-on undertray and propshaft tunnel panelling.

While Formula Junior had been developed in Italian national competition by pre-war racing driver Count Giovanni 'Johnny' Lurani, 1957-58, it aroused such interest globally that the sport's FIA governing body adopted the category as an International Formula taking effect in 1959. It would prove a superb replacement for the former 500cc essentially motor-cycle-engined Formula 3 division which had virtually died on its feet by 1958, almost totally one-make dominated by Cooper cars, relatively unattractive to spectators and suffering declining support.

Formula Junior proved to be an ideal form of racing for a fledgling manufacturer, engines and gearboxes could be bought-in and all potential new British designs would be starting from a level playing field with no previous experience. The class catered for single-seater cars powered by either 1000cc or 1100cc engines, with a 360kg (793lbs) minimum weight limit for the smaller-engined entries and 400kg (882lbs) for 1100s. The engine had to be derived from a production design of which at least 1000 units had been manufactured within 12 consecutive months. Overhead camshaft engines were prohibited, while fuelling system (carburetion) had to match that of the production-car engine version. Braking systems (drums or discs), also had match those of the relevant engine's original production car. The gearbox had to be from an FIA recognised touring car though with variable ratios.

The result was the category which fostered the now legendary racing careers of World Champion racing drivers Jim Clark and John Surtees and brought on so many more towards major-league motor racing stardom. Lola Mark 2 'BRJ18' as offered here is, indeed, a particularly attractive, impressive and - in capable hands - potentially extremely competitive example of front-engined Formula Junior design, a truly lovely Lola, no less.

100,000 - 140,000
€120,000 - 170,000

332

**1966 PORSCHE 911 2.0-LITRE SWB
SOFT WINDOW TARGA**

Registration no. SVN 99D

Chassis no. 500017

Engine no. 911124

- One of the earliest examples known to survive. Chassis 017.
- Offered fresh from a fastidious professional world class specialist restoration
- Rare and desirable Soft Window example
- Delivered new to Germany
- UK registered in 1982



"During a meeting with his staff, as they discussed how automakers appropriated racetrack names for car models, sales director Harald Wagner came up with the name 'Targa'." – Randy Leffingwell, *The Complete Book of Porsche 911*.

It was back in August 1965 that Porsche applied for a patent to cover its new 'semi-convertible' and, in the autumn of 1966, work began on the assembly of a series of pre-production examples. As yet, the new model didn't have a name to differentiate it from the regular coupé versions of the 911 and 912 but, following a meeting held at The Fleischauer dealership in Cologne, at the suggestion of Porsche sales director Harald Wagner the term 'Targa' was decided upon in honour of the company's victories in the Targa Florio road race.



Built in 1966 on the original short wheelbase, the car offered here is one of the very first 911 Targa models to leave the factory; indeed, '017' appears to pre-date the first Targa delivered to the public, which sources list as chassis '500021'. '017' was delivered to the Fleischhauer dealership in Cologne sometime prior to its registration on 31st January 1967. This very early 911 retains its matching-numbers engine although the reference books list it as 'earlier' than those records suggest. The factory Kardex (the written record retained by Porsche showing the build date and specification of each new vehicle, a copy of which accompanies the car) shows that the engine number '911124' is a 911 (Type 901/01), part of range '909001' to '912050', although Targa engines were listed as starting from '911191'.

'017' appears to have remained in Germany until imported into the UK in 1982. Registered 'XEF 88Y' on 17th September 1982. In November 1990 it was issued with the current age-related number (SVN 99D). The first UK owner's identity is not known, but on 26th April 1983 the car was registered to a Mrs Barbara Hutt of Middlesborough. Mrs Hutt was followed by John Bennett of Prudhoe, from 10th March 1989, passing into the ownership of the Weighell family, three members of which would own the car, on 6th June 1990.

Registered to Mr Alfie Weighell of Darlington on 20th March 2003, '017' was acquired by the current owners in January 2017 requiring complete restoration. Since then, the car has been the subject of an exacting four-year restoration carried out by world respected marque specialists Williams Crawford of Saltash, Cornwall. Documented photographically, the rebuild involved over 900 man-hours of painstaking attention to detail and research. During that time, the number '017' was discovered stamped into the door, body and engine lid, confirming these were original panels. It should be noted that the car is fitted with genuine 4.5Jx15 Fuchs wheels as used on the contemporary 911S of 1967. Although these wheels do not appear on the Kardex, they are believed to have been fitted in period by the first owner, and have been retained as they form part of the car's history. The original 'Kardex' build sheet is with the car, which also comes with an extensive and most comprehensive history file (inspection recommended).

Now presented in its original Polo Red, the Targa is finished to a standard far beyond what was achievable in 1966. With only a relative handful of miles covered since its restoration, this piece of Porsche history is ready to join the finest of world class Porsche collections.

£140,000 - 180,000
€170,000 - 210,000

2019 ATALANTA 'BLUEBIRD' ROADSTER

Registration no. WX22 GJU

Chassis no. SA9RR4PNS16391003

- *Built with approval of Donald Campbell's family*
- *2.5-litre four-cylinder engine producing 214hp*
- *Borg Warner five-speed manual gearbox*



Founded in 1936 and based in Middlesex, England, Atalanta Motors specialised in hand-built sports cars of advanced design, the exclusive and expensive Atalanta's being unique amongst British cars of their day in featuring all-independent suspension with numerous other innovative features considered desirable today.

Named after the beautiful Arcadian huntress and much revered Olympian of Greek Mythology ("Atalanta" derived from the Greek word *atalantos* meaning "equal in weight" or "un-swaying"), the 1937 motorcars effortlessly personified Atalanta's tenacious qualities of speed and beauty.

The original Atalanta design was led by Alfred Gough, formerly of Frazer Nash, employing the services of Aston Martin's A C Bertelli, and embraced the latest engineering thinking, exploited modern lightweight materials, and packaged their philosophies in a distinctive yet contemporary British sports car, creating arguably one of the most advanced thoroughbreds of the time.

Available in a variety of coach-built styles, yet always tailor-made for each customer, it is thought only 22 original cars were produced, with no two cars built to the same specification.

The chassis was a substantial, x-braced and tube affair fitted with hydraulic brakes, while the use of Hiduminium alloy for the suspension links and Elektron magnesium alloy for the huge (16"-diameter) brake drums helped keep un-sprung weight to a minimum. To further enhance handling and performance, Gough's engine of choice was the innovative lightweight, three valves per cylinder twin spark, four-cylinder unit evolved from his Frazer Nash days.

Of the circa 22 cars built before the war, approximately half utilised the expensive four cylinder 'Gough' engine. However, by 1938 finances dictated a cheaper power source, and the company launched the Lincoln Zephyr-powered 4.3-litre V12 model. As well as greater power, the American side valve V12 had the advantage of being available at a bargain price (£112 complete with three-speed synchromesh gearbox and ancillaries) thus enabling the 4.3 to be priced below the most expensive four-cylinder Atalanta sports cars.

The cars regularly appeared at Brooklands and achieved rallying success in both the 1939 Scottish Rally and the RAC Welsh Rally, where Atalanta took the manufacturers' team prize. However, with the outbreak of war, production of the promising innovative British sports cars ceased and never recommenced despite the company surviving and making industrial pumps for some decades after.



In 2009 Atalanta was resurrected under the stewardship of Martyn Corfield, an avid devotee from Staffordshire, who purchased an original car and then proceeded to acquire the licensing required to build a modern-day version. Using the original car as reference, every component was newly designed on CAD and engineered to the highest standard, employing the best materials, and using the finest craftsmen to ensure the best possible fit and fit finish.

After more than seven years of continuous engineering development and with a multi-million-pound expenditure in design, tooling, and testing, the first of only three Revival Atalanta sports cars was delivered in 2017.

Unlike many modern interpretations of pre-war era cars that generally utilise an earlier identity or alternative platform, the Atalanta Revival is very rare in being a completely new build and constructed by an original manufacturer.

Traditionally hand crafted from scratch, with modern day automotive advancements discretely packaged within the elegant lines of the original 1930's design, the Revival car remains true to the original design ethos. All round performance was assured through employing modern materials and technology only where appropriate, such as rack and pinion steering and disc brakes, to ensure reliability, safety, and compliance with modern vehicle legislation.

The new cars provided responsive performance and a comfortable ride, coupled with engaging yet benign handling, they reportedly deliver an exhilarating drive even at modest speeds.

Of the three Atalanta Revival cars produced, only one was finished in iconic Bluebird blue. The build started in 2017 with the approval of Gina Campbell and Don Wales to celebrate Donald Campbell's record-breaking heritage and to mark the 50th anniversary of the great man's death. Presented with a mahogany dash and removable stainless steel luggage rack, the car gives a gentle nod to the Campbell water speed tradition.

The Bluebird Atalanta Revival two-seater is powered (as Gough originally intended) by a lightweight 2.5-litre four-cylinder, Atalanta-developed engine, producing 214bhp and 198lb/ft of torque. The transmission is a manual five-speed Borg Warner unit with a revised and updated Atalanta aluminium casing.

Unlike other Vintage-style cars, almost everything on the Atalanta is bespoke. The new Atalanta is constructed of hand-beaten aluminium panels over an ash frame, with a claimed 90% of the components designed and engineered in-house. This car is one of only three new-build Atalanta and the only Bluebird car ever produced, with only test and delivery mileage recorded. Newly registered with the DVLA in 2022.

£70,000 - 100,000
€83,000 - 120,000

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

334 * N

1989 ASTON MARTIN V8 VANTAGE VOLANTE 'PRINCE OF WALES'

Registration no. not UK registered

Chassis no. 15741

Engine no. V/580/5741/X

- *Rare and desirable 'Prince of Wales' model*
- *Manual transmission*
- *Delivered new in the UK*
- *Matching engine and chassis numbers*
- *Converted by the factory from right- to left-hand drive*
- *Stored since acquisition in 2011*
- *Requires re-commissioning*

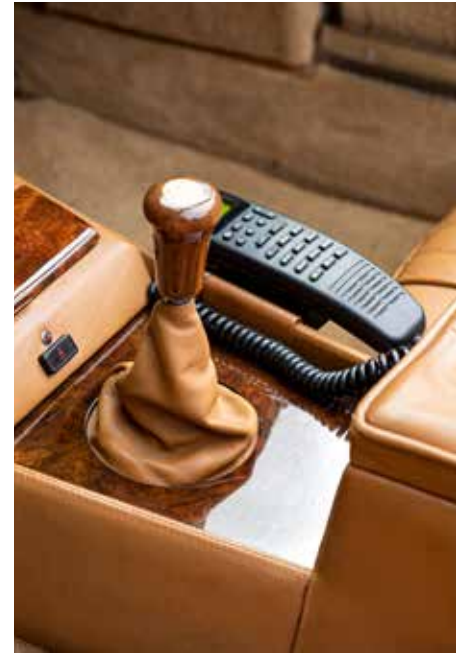


Not all Aston Martin customers found the V8 Vantage Volante's aggressive the new look to their liking, preferring the more restrained appearance of the earlier non-Vantage model. Foremost among them was HRH The Prince of Wales, who ordered his Volante with Vantage engine and bonnet but otherwise effectively to standard specification. For many the jewel in the Aston crown, the Vantage Volante to 'Prince of Wales' specification was produced for only two years from 1988, drawing uniquely from the best of the Volante and Vantage features. The factory went on to build 26 examples of the 'Prince of Wales' specification Vantage Volante before V8 production finally ceased in December 1989.

Chassis number '15741' was manufactured in right-hand drive 'Prince of Wales' configuration and first registered on 10th January 1989 in the UK, where its first owner was Mr Ralph Ingersoll of Chesham Place, London SW1, who kept the car until circa 1993. Originally registered 'F867 OYR', the Aston was delivered equipped with the desirable five-speed manual transmission and left the factory finished in Cabernet Red with Slate Grey interior trim.

In 1995 (at circa 9,300 miles) '15741' was returned to Newport Pagnell for conversion from right- to left-hand drive, an interior re-trim in tan leather, and repaint in the current, and more desirable, British Racing Green livery at a cost of £47,305 (copy of bill on file).

The Volante was acquired by the immediately preceding owner in 1997 from Aston Martin specialist Desmond Smail. Work commitments in 2008 took the owner to Dubai and the car accompanied him. Whilst in Dubai, the Aston covered circa 800 kilometres and was understood to be well cared-for and maintained with visits to Aston Services Hamburg, sadly these invoices are no longer on file.



Prior to being offered for sale at Bonhams' Goodwood Festival of Speed auction in July 2011 (Lot 485), the car was checked over by Aston Martin specialist Heino Landsberg in Hamburg and found to be in very good order. The total distance travelled from new was estimated in July 2011 to be circa 14,500 miles (23,000 kilometres). The current vendor purchased the car at the aforementioned sale and exported it, since when it has been kept in dry storage (the current odometer reading is 8,051 kilometres). Re-commissioning will be required before further use. Offered with an old German Fahrzeugbrief, this Vantage Volante represents a wonderful opportunity to acquire an exclusive and original manual transmission 'Prince of Wales', now in left-hand drive form and liveried in the most desirable colour combination.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£300,000 - 500,000

€360,000 - 590,000

No Reserve

335 †

The Ex-Sergio 'Checo' Pérez, Russian Grand Prix podium-placed
**2015 SAHARA FORCE INDIA VJM08 FORMULA 1
RACING SINGLE-SEATER**

Chassis no. VJM08-02



- Confirmed ex-Sergio 'Checo' Pérez race-used chassis
- Veteran of 14 Formula 1 World Championship Grand Prix races
- An at least 8-times Formula 1 World Championship points-scoring car
- Nicely patinated visually complete condition
- Distinctive 'nostril-nose' feature contributed to giant-killing performances





1 (main)
Nico Hulkenberg and Sergio Perez
in the thick of the action.
© Motorsport Images

2
Sochi, round 15 - podium finish:
Sebastian Vettel, Andy Cowell,
Lewis Hamilton and Sergio Perez
© Motorsport Images

3
A well-earned 3rd on the podium for
Checo at the Russian GP.
© Motorsport Images

4
Lining up the corner in the VJM08.
© Motorsport Images

Offered in show-car condition less engine and transmission.

The Mexican racing driver Sergio Pérez has really come to the fore in recent Formula 1 World Championship road racing and here Bonhams is delighted to offer direct from works preservation and storage the car in which he really began to confirm his longtime promise during the 2015 season.

We understand from the present Aston Martin Cognizant Formula One team, successors to the Force India organisation and holders of their records, that during the 2015 Formula 1 World Championship racing season, this Force India VJM08's racing career developed as follows:

- Circuit of Catalunya, Barcelona, pre-season testing – Nick Yelloly, 507.4kms
- Circuit of Catalunya, Barcelona, pre-season testing – Esteban Ocon, 442.2kms
- Australian GP, Melbourne – Sergio Pérez – q.15th – 10th points scoring
- Malaysian GP, Sepang – Sergio Pérez – q.14 – 13th
- Chinese GP, Shanghai - Sergio Pérez – q. 15 – 11th
- Bahrain GP, Sakhir - Sergio Pérez – q.11 – 8th points scoring
- Spanish GP, Barcelona - Sergio Pérez – q.18 – 13th
- Monaco GP, Monte Carlo - Sergio Pérez – q.7 – 7th points scoring
- Canadian GP, Montreal - Sergio Pérez – q.10 – 11th
- Austrian GP, Spielberg - Sergio Pérez – q.16 – 9th points scoring
- British GP, Silverstone - Sergio Pérez – q. 11 – 9th points scoring
- Hungarian GP, Hungaroring - Sergio Pérez – q. 13 – Rtd (brakes)
- United States GP, Austin – Sergio Pérez – q.6 – 5th points scoring
- Mexican GP, Mexico City – Sergio Pérez – q.9 – 8th points scoring
- Brazilian GP, Interlagos – Sergio Pérez – q.13 – 12th
- Abu Dhabi GP, Yas Marina - Sergio Pérez – q.4 – 5th points scoring



This surviving works record shows a total of 9,713.6kms running (949.6kms test only) and confirms 'Checo' Pérez's use of the car in no fewer than 14 of the season's Grand Prix races.

However, the published relevant chassis record in the 2015 'Autocourse' Annual – which were as a matter of course double-checked with the competing teams pre-publication each year – also lists chassis 'VJM08-02' as having been used by Pérez in additional later season races, as follows:

Belgian GP, Spa-Francorchamps - Sergio Pérez - q. 5 – 5th points scoring
 Italian GP, Monza – Sergio Pérez - q.7 – 6th points scoring
 Singapore GP, Marina Bay – Sergio Pérez - q.13 – 7th points scoring
 Japanese GP, Suzuka – Sergio Pérez - q.9 – 12th
 Russian GP, Sochi – Sergio Pérez – q.7 – 3rd points scoring/podium finish

At the time the Force India team - if they did indeed authorise publication as above - would have been claiming for this car not only no fewer than twelve World Championship points-scoring finishes, amongst which are three fifth places, but also a hugely significant podium finish for driver and team in the year's Russian Grand Prix at Sochi. Works record checking regarding these 2015 VJM08 cars - of which only four were built - remains currently in progress, and should be completed by the time of the Revival Meeting Sale.

'Checo' Pérez was at that time works team driver with the Sahara Force India F1 team, alongside as his team-mate the long-promising German Nico Hulkenberg. The Silverstone-based team, retaining many of the immensely-experienced specialists who had worked there for the previous team entities of Jordan, Midland and Spyker before Indian businessman and airline and brewery magnate Vijay Mallya had bought the organisation in 2007, had gained a reputation as being one of the most effective and resilient of all mid-field Formula 1 forces.

This certainly proved to be true during the 2015 season as Force India stepped up a place in the Formula 1 Constructors' Championship to finish fifth overall, its best finish ever, headed only by the relatively giant organisations of Mercedes-Benz-AMG, Ferrari, Williams Martini, and Red Bull Racing – and beating former Constructors' World Champions McLaren...

Given a difficult beginning to the season, resulting from an enforcedly late start to the car-build programme for cash-flow reasons, this was a terrific result which paid enormous tribute to the team personnel and the core engineering group's technical competence. In fact, under executive team principal Robert Fearnley, chief operating officer Otmar Szafnauer and technical Director Andrew Green, Force India had experienced a season effectively of two halves.



The first eight Championship qualifying races were contested using the VJM08 which essentially was the 2014 car adapted to match new nose regulations for 2015, while from the British GP forward the VJM08B specification was introduced which had been developed (after that late start) in the Toyota wind tunnel at Cologne, Germany.

The team's previously-used wind tunnel in Brackley had accommodated 60 per cent full-size test models, whereas the Toyota tunnel had the volume to accommodate full size. Having missed pre-season testing, Force India began the season in the lower midfield of each race, despite which limitation in sheer performance still saw both drivers, Pérez and Hulkenberg, accumulating useful points finishes. The venues of Bahrain, Monaco, Montreal and Austria were well suited to the Mercedes-Benz-engined Force India VJM08's high power/low drag combination and it proved to be a regular fourth row qualifier. In contrast at circuits which proved more conventionally demanding of high downforce – such as Barcelona – the team cars qualified 17th/18th.

The VJM08 featured an ingenious solution to the problem of combining adequate airflow beneath the nose to the underbody surfaces without resorting to a then-fashionable short nose which posed difficulties in passing the FIA's required crash test. A distinctive 'nostril nose' allowed good airflow and easy crash test approval. The team could not afford multiple crash tests – which were totally destructive of the test pieces – and with this nose configuration they did well to avoid such problems.

With the B-specification aerodynamic package the VJM08 could comfortably qualify well and race very competitively on the high-speed late-season courses such as Spa-Francorchamps and Sochi. As *'Autocourse'* observed at season's end: "The driver pairing gave the team a good band width, in that Pérez remained remarkably adept at eking out good stint lengths on the tyres at tracks where that was necessary, while the more aggressive Hulkenberg could hustle the car further up the grid at some places. In all this was a hugely satisfying season for a team of just 350 people and under financial pressure. As Andrew Green declared: "We set ourselves targets to beat teams we shouldn't beat and make them look a bit silly. When you achieve that, it sends a shiver down your back".

Today this Ford India-Mercedes VJM08 is presented as a telling tribute to all who were involved in this giant-killing car's design, construction, preparation and competitive use, in addition to offering the collector/enthusiast world a perhaps mid-career car from that perennially high-performing Mexican racing driver, Sergio Michel 'Checo' Pérez Mendoza...

As is the case with Lot 342 also offered here, this Force India team race-history Formula 1 car is presented in handsomely-prepared 'show car' form without engine and transmission amongst other detail mechanical and electrical components.

VAT will be charged at the prevailing rate on the Hammer Price and Buyer's Premium.
£70,000 - 100,000
€82,000 - 120,000
No Reserve

2017 BMW SCHNITZER ACL2S COUPÉ

Registration no. LJ66 JZE

Chassis no. WBA2631000V640102

- 1 of only 30 built
- Built to celebrate Schnitzer's 30th anniversary
- Bought from the stand at the Essen Motor Show
- Two owners from new
- 7,253 kilometres from new



BMW's long-time competition collaborators AC Schnitzer celebrated their 30th anniversary in 2017, and to mark the occasion the German firm produced a limited-edition run of 30 special models based on the BMW M240i. Entitled 'ACL2S', Schnitzer's new baby made its debut at that year's Geneva Motor Show and would go on to win its class in the 'Sportscar of the Year' awards. In transforming the M240i, Schnitzer left very little of the original untouched. Maximum power of the 3.0-litre, twin-turbo, straight-six engine was raised to 400bhp from the stock 240i's 335 horsepower, while maximum torque went up from 369 to 442.5lb/ft. Making its own contribution to these improvements was a quad sports exhaust with black ceramic tailpipes.

More obvious were the upgrades applied to the bodywork: a 10-piece wide-body kit; carbon-fibre front spoiler; lower front splitter; roof spoiler; and a carbon fibre wing with Gurney flap. Other upgrades included RS adjustable suspension and 19" forged alloy wheels finished in black and gold, the latter shared with the car's 'ACL2S' branding. The Schnitzer's satin-finish Military Green livery makes it stand out in the crowd, while the interior is trimmed in Racing Green and black leather with contrasting lime green stitching. This car's interior also features colour-coded panels, some of which are additional to the ACL2S specification. Other interior highlights include an AC Schnitzer sculpted steering wheel; alloy control pedals; and Recaro Sportster CS heated front seats.

This ACL2S is 1 of just 30 produced. The vendor confirms that it was purchased directly from the stand at the Essen Motor Show before being first registered in the UK on 1st February 2019. The purchase price was circa £125,000! The current (second) owner purchased the car in 2021, since when it has been kept in secure storage. The current odometer reading is 7,253 kilometres.

BMW's more sporting models have long been renowned for their peerless combination of breathtaking high performance and outstanding refinement, and few more so than this beautiful Schnitzer-modified example. Certain to turn heads everywhere it goes, this rare Schnitzer ACL2S would grace any private collection while at the same time affording the fortunate new owner a most exhilarating driving experience.

£55,000 - 65,000

€65,000 - 77,000

337

2005 ASTON MARTIN VANQUISH S COUPÉ

Registration no. KX05BWU
Chassis no. SCFA14325B501877
Engine no. AM06/10137

- *Very rare colour scheme*
- *Commissioned and driven by Aston Martin's CEO, Dr Ulrich Bez*
- *Featured on the cover of Evo Magazine*
- *Service books available*



An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Styled by Ian Callum, the man responsible for the DB7, the Vanquish employed chassis-construction techniques more advanced than those of any contemporary road car, 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. 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 connoisseur could wish for.

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. Vanquish S production had amounted to 1,086 cars when the model was withdrawn in 2007.

Reportedly, this Vanquish S was originally built for Aston Martin's then CEO, Dr Ulrich Bez, who is said to have stipulated that his car should be the sole example finished in Morning Frost. He must have relented, for a second car with the same exterior colour was built for him in 2007, while a small batch of similar cars was exported to the Middle East towards the end of production. Driven by Bez and occasionally used as a press car, this Vanquish S has been photographed frequently, featuring on the covers of *Evo Magazine* (its original registration retained today is 'KX05 BWU'). In 2008 the interior was re-trimmed in black by Afzal Kahn in Germany, having been green check originally.

The current vendor purchased the Aston in 2020, since when it has been kept in storage. Its previous owner of nine years looked after this car very well, having new ignition coils, tyre pressure sensors, air conditioning pump, clutch and ASM pump, and four new correct Yokohama tyres fitted. The car was last serviced and MoT'd in 2020 and has been in the vendors secure storage since this time. Accompanying documentation consists of a V5C Registration Certificate and the original service books with 14 stamps.

£85,000 - 110,000
€100,000 - 130,000

338 Ω N

1998 ASTON MARTIN VANTAGE COUPÉ

Registration no. not registered

Chassis no. SCFDAM2S3VBR70197

Engine no. 590/70197/M

- *The fastest Aston Martin ever when introduced*
- *Present ownership since 2012*
- *Stored since acquisition*
- *Requires re-commissioning*



"What the Vantage is, and what the Virage, Volante and Zagato are not, is 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..." - *Autocar & Motor*.

'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. 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, while 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 of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the Chrysler Viper V10's 450lb/ft seem puny by way of comparison.



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. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph, and although a true top speed figure proved unobtainable, the car was reported as having already recorded 191mph while on test in France.

The current vendor purchased this Vantage from Byron International in March 2012, at which time it carried the UK registration 'K11 AML'. Stored since acquisition, the car is offered with copies of the 2012 purchase invoice and last UK V5C document. Re-commissioning will be required before returning the car to the road.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£60,000 - 100,000

€71,000 - 120,000

No Reserve

339

Period Competition History

1950 JAGUAR XK120 ROADSTER

Registration no. XKV 186

Chassis no. 660066

Engine no. W1352-8

- The 66th right-hand drive roadster built
- Exported new to Sweden
- In-period competition history
- Restored and extensively upgraded (bills available)
- FIVA Certification
- JDC award winner



"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days." - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coach built, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coach built original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, road holding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.



The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 1,175 were right-hand drive roadsters like that offered here. This XK was completed on 18 April 1950, finished in black with biscuit/red interior and French Grey hood. Chassis number '660066', the 66th RHD roadster built, was dispatched by the works to Swedish racing driver Oscar Swahn, who competed in this car in three rounds of the World Sports Car Series between 1951 – 1953, as evidenced by copies of results sheets on file. This XK is described as a "famous car" in Andrew Whyte's book, *Jaguar – The Definitive History of a Great British Car*. The car features sandcast SU H8 carburettors and C type cylinder head which it is understood were fitted in period.

After display in a Swedish motor museum, during which time the colour scheme was changed from black to Old English White with red interior, '660066' returned to the UK in 2010 and was registered as 'XKV 186'. In 2011 the engine was overhauled by Phoenix Engineering, including re-boring and re-facing the cylinder block; regrinding and balancing the crankshaft; fitting new pistons, bearings, timing chains, adjusted tappets etc. Between 2010 - 2015 various competition modifications were carried out by Phoenix Engineering, Guy Broad Jaguar and Nick Finburgh Limited. These works included installing a Guy Broad (MT75) five-speed gearbox and replacement clutch; replacing the front drum brakes with discs, new wishbones, ball joints and front shock absorbers; fitting electronic ignition, electric cooling fan; installation of an aluminium radiator and expansion tank. (The original gearbox, brakes and hubs are available if required). All invoices for these and additional work carried out on the car are on file for inspection. Over the past twelve years the XK has taken part in numerous rallies in the UK and Europe and is pictured in the book "The XK 120 in Competition" by Dr James Fraser. It also features regularly in Jaguar Drivers Club literature.

£120,000 - 160,000
€140,000 - 190,000

1962 ELVA COURIER MKIII FIA SPECIFICATION FASTBACK COUPÉ

Registration no. 7832 PJ

Chassis no. E1075

- *Goodwood Revival competitor*
- *Present family ownership since 2009*
- *Maintained by Classic Performance Engineering*
- *Raced by CPE's Martin Greaves*



This Elva Courier fastback Coupé was built in 1962 and registered as '7832 PJ' in March 1963. Believed to be the prototype MkIV fastback coupé used for that model's press launch at Epsom, this Elva was built on a MkIII (live rear axle) chassis and featured an oblong rear window rather than the wraparound design of the later cars. The second owner was Peter Cliffe, who retained the original numberplate, and the car, wearing the registration plate '744 NOJ', was featured in Specialist Sports Cars by Peter Filby. The original registration was subsequently retrieved.

Resurfacing with Roger Dunbar, who had acquired the rights to the Elva name, during 1995, the car had been partially stripped. Passing through the hands of John Kempton, Fred Boothby and Jim Lowry, the still dismantled Elva was then bought back by Fred Boothby, who restored it. He competed at the Goodwood Revival with the Elva before selling it to the previous owner in 2006. An occasional class winner, '7382 PJ' ran in the Top Hat, Equipe GTS, Bentley Drivers' Club and Classic Sports Car Club series.

The current owner purchased the Courier in 2009 and has entrusted Classic Performance Engineering with the maintenance of the car and its preparation for Historic race meetings. Successfully campaigned by Martin Greaves of Classic Performance Engineering, the car has run at the Goodwood Revival and in the Pre-63 GT Series. The car is offered with FIA Papers (Class GTS Period F Competition Car) and a history file with ownership history from new. The bodywork is original but the chassis has been completely refurbished and reinforced. FIA compliant modifications made to the car include:

Limited slip differential (3.7:1), Competition shock absorbers, Race-tuned B-Series 1,650cc MGA engine, Four-speed helical gearbox, Weber DCOE45 carburettor, Kenlowe electric fan, Front discs, twin Girling brake cylinders, Racing safety belts, Lifeline fire extinguisher system, Period alloy wheels shod with Dunlop racing tyres

The engine has had a complete rebuild recently with a new steel crankshaft and rods, and the car is ready to race in the many prestigious Historic events and series for which it is eligible.

£30,000 - 35,000

€36,000 - 41,000

341

1969 LOTUS ELAN S4 COMPETITION COUPÉ

Registration no. HHW 51G

Chassis no. C144GLC

Engine no. LP12839LBA

- *Successful Road Sports Championship competitor during the 1990s*
- *Race prepared*
- *Present ownership since 2010*
- *Little used since acquisition*



An Elite-type glassfibre monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. So successful was this chassis design that it still forms the basis of today's Lotus cars. Suspension was all independent with unequal-length wishbones at the front, while a wide-based lower wishbone and modified Chapman Strut, as used in Lotus's Grand Prix cars, was employed at the rear. Rack-and-pinion steering was sourced from the Triumph Vitesse, and there were Girling disc brakes all round. The Elan's engine was a highly-modified 1,498cc (later 1,558cc) Ford Cortina unit topped with Lotus's own twin-camshaft cylinder head, and both gearbox and differential came also from Ford. As development progressed the Elan became more civilised, the final Series 4 - introduced in March 1968 - benefiting from dashboard fresh-air vents and improved interior trim and fittings. The bodyshell was slightly thinner - and lighter - than the S3's and featured flared wheelarches accommodating wider wheels, side repeaters and larger Plus 2-style rear lights. Adequately powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973. Even today there are few more rewarding driver's cars around.

We are advised that this particular Elan S4 was raced successfully in the Road Sports Championship during the 1990s by Mike Freeman and Jeremy Bradburn. There is a large history file with the car containing details of its modifications, which include a race-prepared engine and suspension, roll cage, fire extinguishing system, etc. The current vendor purchased 'HHW 51G' at Bonhams' Silverstone auction in July 2010 (Lot 145), since when it has seen relatively little use. In the vendors ownership the car's engine has been dismantled and rebuilt by respected Lotus specialist Ian Symms including conversion to unleaded petrol, covering less than 2,000 miles since the rebuild. Other new parts include the fuel tank, exhaust system, wiring loom, uprated alternator and the addition of a brake servo. Finished in blue with silver roof and black interior, the Elan is described as in good condition throughout and offered with a V5C Registration Certificate.

£20,000 - 30,000

€24,000 - 36,000

342 †

The Ex-Adrian Sutil race/Nico Hulkenberg practice

2011 FORCE INDIA-MERCEDES VJM04 FORMULA 1 RACING SINGLE-SEATER

Chassis no. VJM04-04



Offered in show-car condition less engine and transmission.

Here Bonhams offers this most attractively presented, much-raced, modern-era Formula 1 car preserved in non-running 'show car' display condition. Its individual racing record during its active period in the Force India team's 2011 Formula 1 World Championship campaign is as follows:

Australian GP, Adelaide – Adrian Sutil – q.16th – 9th
Malaysian GP, Sepang – Adrian Sutil – q.17 – 11th
Chinese GP, Shanghai – Adrian Sutil – q. 11 – 15th
Turkish GP, Istanbul - Adrian Sutil – q.12 – 13th
Spanish GP, Barcelona - Adrian Sutil – q.17 – 13th
Monaco GP, Monte Carlo - Adrian Sutil – q.15 – 7th points-scoring
Canadian GP, Montreal - Adrian Sutil – q.14 – Rtd (accident)
European GP, Valencia - Adrian Sutil – q.10 – 9th points-scoring
British GP, Silverstone - Adrian Sutil – q. 11 – 11th
German GP, Nürburgring - Adrian Sutil – q.8 – 6th points-scoring
Hungarian GP, Hungaroring - Adrian Sutil – q. 8 – 14th
Belgian GP, Spa-Francorchamps - Adrian Sutil – q.15 – 7th points-scoring
Italian GP, Monza – Adrian Sutil - q.12 – Rtd (hydraulics)
Singapore GP, Marina Bay – Adrian Sutil - q.9 – 8th points scoring
Japanese GP, Suzuka – Adrian Sutil - q.11 – 11th
Korean GP, Yeongam – Adrian Sutil – q.10 – 10th points scoring
Indian GP, Buddh International – Adrian Sutil – q.8 – 9th points scoring
Abu Dhabi GP, Yas Marina – Adrian Sutil – q.9 – 8th points scoring
Brazilian GP, Interlagos – Adrian Sutil – q.8 – 6th points scoring

During this 2011 Formula 1 campaign, chassis VJM04-04 now offered here was also driven in pre-race Grand Prix practice by Niko Hulkenberg at Shanghai, Istanbul, Montreal, Silverstone, the Hungaroring, Spa-Francorchamps, Suzuka and Interlagos.

As can be clearly seen from the above racing record, here is a small-team Formula 1 car which punched way above its supposed weight at World Championship level, not least being guided by driver Adrian Sutil to the highly respectable total of 42 Drivers' World Championship points which earned him ninth place overall in the 2011-season's final title table.

During his frontline Formula 1 career Adrian Sutil was (uniquely) a German-Uruguayan driver, having made his motorised competition debut aged 14 in karting. After winning a Swiss Formula Ford title and shining in a parallel Austrian series, he stepped up to Formula 3, won the All-Japan Championship in 2006 and became test driver for Midland F1 in 2006. competed in seven seasons at World Championship level, 2007-2011, then after a bye season in 2012 from 2013-2014. In addition to his Force India career he had previously driven for Spyker F1, and later re-emerged with Sauber and eventually served as reserve drive for Williams Martini Racing.

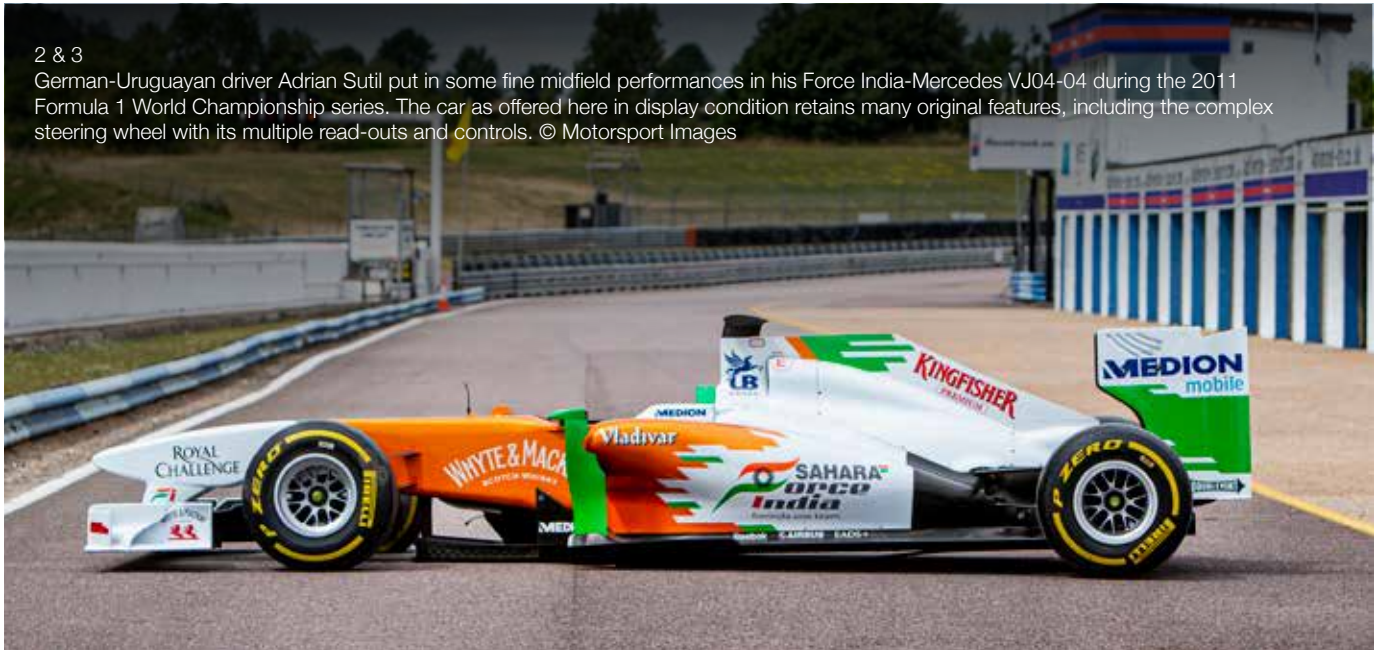
Focus of the Force India VJM04 Formula 1 design, as offered here, was to incorporate the Mercedes KERS unit and to smooth further the peaks and troughs of performance which had dogged Force India's preceding VJM03 model through 2010.

- *Veteran of 19 Formula 1 World Championship Grand Prix races*
- *A nine-times Formula 1 World Championship points-scoring car*
- *Best placing 6th in the 2011 German Grand Prix*
- *Nicely patinated visually complete condition*
- *Genuine steering wheel features instrument displays, controls etc.*



1 (main)
July 24, 2011 - German GP, Nürburgring
- Adrian Sutil in VJM04-04 now offered here on his way to a fine sixth place, World Championship points-scoring for the David-versus-Goliath Force India team.
© Motorsport Images





German-Uruguayan driver Adrian Sutil put in some fine midfield performances in his Force India-Mercedes VJ04-04 during the 2011 Formula 1 World Championship series. The car as offered here in display condition retains many original features, including the complex steering wheel with its multiple read-outs and controls. © Motorsport Images

The McLaren gearbox effectively dictated a switch to pull-rod rear suspension, inherently improved the potential of the underfloor surface generating a 'blown exhaust' extractor effect. Early-season re-working of the rear section's aerodynamic form proved dramatically successful as engineering director Dominic Harlow confirmed. In effect the VJM04 was more competitive at high-speed aerodynamically demanding tracks such as Silverstone and Suzuka. The team was immensely dedicated hard-working and industrious, and it is telling that during 2011 its workforce totalled only some 280 employees – tiny by modern Formula 1 standards.

The Force India Formula 1 racing team was founded in time to enter competition in the 2008 Formula 1 World Championship series. Its background dated back as far as 1991 when former racing driver Eddie Jordan's rapidly-growing équipe first entered the premier-league Grand Prix racing category, operating from its headquarters adjacent to the historic Silverstone circuit in Northamptonshire, England.

Jordan Formula 1 enjoyed many years in World Championship contention, winning four Grand Prix rounds and securing third place overall in the 1999 Constructors' Championship. However, fortunes deteriorated thereafter and eventually in 2005 Eddie Jordan sold the team to the Midland Group. Midland F1 Racing struggled at that level until owner Alex Shnaider sold the team to Dutch-managed entity Spyker Cars in mid-2006.

Spyker F1 took one World Championship point in 2007 and - after driver Markus Winkelhock briefly led the rain-swept European Grand Prix at the Neue Nürburgring - the team was once again sold, this time for 88-million Euros to the hyper-enthusiastic Indian chairman of the United Breweries Group and Michiel Mol, Spyker's contemporary Formula One Director. The venture became renamed the Force India Formula One Team for the 2008 season. Led by the experienced Colin Kolles, with Mike Gascoyne as chief technology officer, and drivers Adrian Sutil and Giancarlo Fisichella, the revised team finished tenth place in that year's Constructors' Championship, best placing being tenth in the Spanish Grand Prix.

Force India retained the same drivers for 2009 when its VJM02 cars were powered by Mercedes-Benz engines, with McLaren-Mercedes gearboxes, hydraulic systems and kinetic energy recovery systems. Force India took its first pole position at the year's Belgian Grand Prix at Spa-Francorchamps, when Fisichella qualified fastest, and finally finished second overall.



For the Italian Grand Prix at Monza, Adrian Sutil qualified second before finishing fourth and setting fastest lap of the race. Ninth in the end-of-season Constructors' table did not reflect vast strides made by Force India that season. Into 2010 the new VJ03 car proved not so competitive, and personnel changes mid-season handicapped team efforts. On January 26, 2011, Force India reserve driver Paul di Resta was then announced as Adrian Sutil's freshly-appointed team-mate, and on February 8 the new VJM04 car was launched publicly. 2011 via an online launch. Designed under the direction of Andrew Green the car used Mercedes-Benz/McLaren motive power and applied technologies, the engine being a V8 delivering some 900bhp.

In the Brazilian GP finale round at Sao Paulo, Adrian Sutil matched his best finish of the season with sixth place, while di Resta finished eighth, the team securing an impressive sixth in the year's Formula 1 Constructors' Championship, only four points behind fifth-placed Renault and remarkable testimony to an under-dog team operating on restricting financing yet delivering arguably the finest Formula 1-return bang per buck in contemporary Formula 1 Grand Prix competition.

VAT will be charged at the prevailing rate on the Hammer Price and Buyer's Premium.
£80,000 - 100,000
€95,000 - 120,000
No Reserve



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

1927 BENTLEY 3-LITRE VANDEN PLAS-STYLE TOURER

Registration no. NF 1870

Chassis no. TN1556

Engine no. TN1556

- *Matching chassis and engine*
- *Re-bodied as an open tourer in the late 1970s*
- *Used sparingly over the last 40-plus years*
- *Present BDC member ownership since 2007*



According to factory records, 'Blue Label' 3-Litre chassis number 'TN1556' was completed in January 1927 with saloon coachwork by H J Mulliner. The car was registered 'NF 1870' and first owned by a Miss Alker in York, who appears to have kept it for 30 years.

The Bentley subsequently passed through the hands of several owners (listed in the accompanying old-style buff logbook) before being acquired in 1964 by Dr Albert Houghton of Pulverbatch, Shropshire. David Hamblin of Church Stretton purchased the car from Dr Houghton in 1977, at which time the odometer reading was 63,000 miles. Some 30 years later the total had risen to just 74,000 miles (currently 75,037). In 1978 the car was stripped to its chassis and a new open body built using full-scale templates taken from a Vanden Plas four-seat tourer. Cabinet-maker Philip Turner of Cannock constructed the seasoned ash frame, which was clad in aluminium panels finished in layers of hessian, cotton wadding and a waterproof outer fabric. All the bodywork forward of the bulkhead remains original.



The seats were re-trimmed in red hide and a new dashboard custom made in mahogany. All the original instruments were refitted together with a period 24-hour aircraft clock, which was on the car when purchased in 1977. A new double-duck hood and tonneau cover were installed also. Mechanically the car was found to be in very sound condition and little work was required on the engine, which is the later 'big crank' type. A coaxial pre-engaged starter has been fitted. The cam gear was rebuilt around 1997 and the dynamo has been rebuilt also. A new up-rated oil pump has been fitted together with an in-line filter. The car has also been fitted with a custom-made exhaust system in heavy-gauge stainless steel.

The front André Hartford friction shock absorbers were renewed circa 2007, as were both front brake drums, which are now finned for better cooling. The rear axle has been fitted with a new crown wheel and pinion to raise the gearing for more relaxed cruising (original components retained). The kingpins likewise were totally rebuilt. Driving lamps are the original Lucas items and the car still has the original torpedo sidelights on the front wings. Modern indicators have been discreetly fitted front and rear for safety reasons.

Mr Hamblin used the Bentley for light touring and also of a trip to Le Mans, keeping the car for some 30 years before offering it for sale in 2007 where it was purchased by the current owner, an enthusiastic BDC member. Regularly MoT'd and used on the road, albeit sparingly, the car has covered only some 1,000 miles in the last 15 years and has been maintained and repaired whenever necessary. In 2018/2019, the Bentley was used for a Breitling watches advertisement, driven by a model. Always kept garaged, this 3-Litre replaced a Flying Spur and is only being sold now to make space for yet another Bentley.

£200,000 - 240,000
€240,000 - 280,000

1965 JAGUAR MKII 3.8-LITRE 'COOMBS EVOCATION' SPORTS SALOON

Registration no. NOO 909C

Chassis no. 233838DN

Engine no. 7B54259

- *Manual/overdrive transmission*
- *Restored in 2014*
- *Circa £30,000 spent over the last seven years*
- *Discreetly upgraded as a 'Coombs' Evocation*



A progressive development of the Mark I, Jaguar's first unitary construction saloon, the Mark II arrived in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mark II's glass area, and the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with independent front suspension by wishbones and coil springs, and a leaf-sprung live rear axle. A Mark I option, four-wheel Dunlop servo-assisted disc brakes were standard. A redesigned dashboard, with speedometer and rev-counter ahead of the driver and minor gauges grouped centrally, established Jaguar's layout for years to come. With the Mark II's arrival, the 3.8-litre version of Jaguar's XK 'six' became available for the first time in the company's medium-sized saloon. Used previously in the Mark IX saloon, this engine produced 220bhp, an output sufficient to propel the top-of-the-range Mark II to 125mph. Transmission options were a four-speed manual (with or without overdrive) or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965.

The superb example offered here has been restored and rebuilt as an evocation of the racing Mark II saloons prepared and entered by Guildford-based Jaguar dealer John Coombs in the early 1960s. A Jaguar/Daimler Heritage Trust Certificate on file reveals that chassis number '233838DN' was originally finished in Sherwood Green with Suede Green trim and left the factory equipped with the desirable manual/overdrive transmission and power steering, which it retains.

The Jaguar was retailed via Pollards Garage, Chelmsford and first owned by G R Tanner Ltd of Heddingham, Essex. Its original registration number was 'MOO 6'.

This car was restored in 2014 and has had some £30,000 spent on it over the seven years. Works carried out include a bare-metal repaint; restoring the interior with new leather, headlining, carpets, and re-veneered woodwork; completely overhauling the engine, gearbox, and running gear; fitting a new stainless steel exhaust system; and detailing the engine bay. The car features reclining seats, a heated rear window, and a centre armrest in leather – all factory-fitted 'extras' – while noteworthy improvements include Coopercraft brakes, alternator electrics, and new chrome wire wheels shod with correct tyres. All restoration works are documented by bills and photographs on file. The vendor acquired the car in November 2021 and has covered only circa 200 miles since. While not necessary, the car passed with a fresh MoT on the 6th of June 2021. This discreetly upgraded 3.8-litre Mark II is offered with a V5C registration document, and the aforementioned restoration records, etc. The original dynamo is included in the sale together with car's original painted bonnet and chrome trim. An opportunity to acquire a well-presented example of an iconic British model.

£50,000 - 70,000

€59,000 - 83,000

345

1973 FERRARI 365 GT4 2+2 BERLINETTA

Registration no. BWP 671M

Chassis no. 17327

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



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

A rare right-hand drive manual transmission model supplied new in the UK via Maranello Concessionaires, this fine example of the ultimate Ferrari of its day was purchased by the immediately preceding owner from a UK auction in 2014. The comprehensive history file reveals that the Ferrari's first owner was Andrew Grima, the society jeweller, he then sold it to Peter Morgan of the Morgan Motor Company who registered it with his private registration number 'AB 16'. The car comes complete with Mr Morgan's engraved umbrella together with the original handbooks, warranty card, tool roll, and bill of sale.

While with the preceding owner the car benefited from considerable expenditure and gained the all-important Ferrari Classiche certification. In February 2016 Maranello Concessionaires carried out extensive works that included replacing the exhaust system; replacing the cam cover gaskets and seals; replacing the steering box; overhauling the suspension; replacing the rear shock absorbers and springs; and fitting four new Michelin tyres at a cost of £34,500. At that time, correspondence from marque expert Tony Willis described the car as the best one he had seen for certification.

The Ferrari appeared on the cover of Classic & Sports Car magazine's September 2016 edition as part of a 'Family Supercars' feature.

In November 2019, MDS Services carried out extensive works that included overhauling the engine; stripping, cleaning and reassembling the carburetors and ignition distributors; rebuilding the differential; overhauling the steering idler box; fitting new exhaust heat shields; and refurbishing the dashboard instruments and steering column controls. MDS's bill for £22,644 is on file (perusal recommended).

Finished in Azzuro (blue) with matching leather interior, this beautiful Ferrari is offered with its Classiche 'Red Book'.

£52,000 - 60,000

€61,000 - 70,000

346

The ex-Peter Scott-Russell

1955 LOTUS-BRISTOL MK X SPORTS-RACER

Registration no. JBW 648

Chassis no. 88

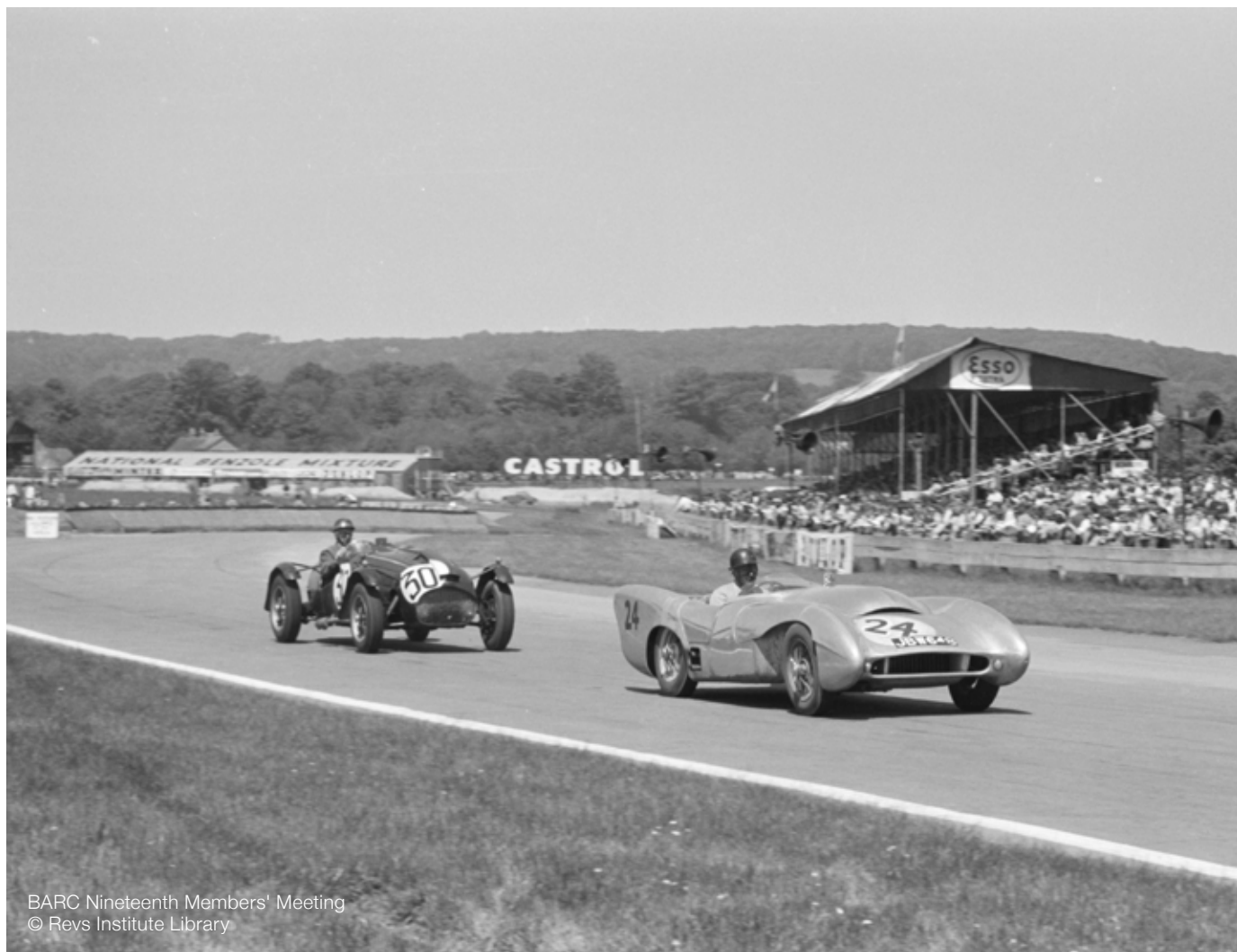
Engine no. BS1 120

- *In-period Goodwood competitor*
- *Returning to Goodwood for the first time since 1955*
- *Known ownership history*
- *An older restoration*
- *Monaco Historic Grand Prix eligible*



BARC Nineteenth Members' Meeting
© Revs Institute Library





BARC Nineteenth Members' Meeting
© Revs Institute Library

Colin Chapman and his energetic young design team at the Lotus Engineering Company - based behind father Stan Chapman's public house, The Railway Hotel in Hornsey, North London - introduced the beautiful Lotus Mark X competition sports car in 1955. At this time Lotus was busy manufacturing the dual-purpose, road/sports Mark VI as well as the Mark VIII sports-racer. Boasting a sleek aerodynamic body designed by Frank Costin, and powered by a 1½-litre MG engine, the latter had proved immensely successful, leading to customers approaching Chapman suggesting that he build a car to accept larger engines. The result was the Bristol-powered Mark X. Among the aforementioned customers were Michael Anthony, Cliff Davis and Peter Scott-Russell, who ordered chassis number '88', the car offered here.

The Mark X was based on the Mark VIII, to which it bore a strong visual resemblance. Beneath the aluminium skin, the spaceframe chassis was altered to accommodate the longer, taller and heavier BMW-based, six-cylinder, Bristol engine; likewise the bodywork, which gained a pronounced bonnet bulge to clear the downdraft carburettors. Disc brakes were fitted all round for the first time on a Lotus, while the fuel tank, fuel pumps, battery and spare wheel were mounted aft of the rear axle to counter-balance the heavy engine. Only some six or seven Mark Xs were made, compared with 270 of its Mark XI successor, only four of which had the Bristol engine. One distinct advantage the Lotus X has over the XI is its generous size, enabling the earlier car to accommodate taller drivers with ease.



Peter Scott-Russell enjoyed considerable success with '88' in its debut season, only to suffer a serious accident the following year during the Daily Express meeting at Silverstone, crashing heavily at Stowe corner. Scott-Russell had raced at various British circuits with the Lotus in 1955/56, including five times at Goodwood, finishing 3rd more than once and beating more powerful cars such as the Jaguar C-Type into the bargain. Prior to the 1956 accident that would enforce his retirement from racing, Scott-Russell had driven a wide variety of cars including a works Triumph TR2 at the 1955 Mille Miglia and a works MG in the 1956 running of the Italian classic. But it is as commentator at the British Grand Prix at Silverstone that Peter is best remembered; indeed, it was he that first coined the phrase: "Silverstone, the Home of British Motor Racing." The history file contains a substantial quantity of contemporary race meeting programmes, including three for Goodwood events and one for the 1955 British Grand Prix at Aintree. Only one other Lotus X has significant in-period Goodwood history. Scott-Russell and 'JBW 648' are featured in Chapter 4 of Anthony Pritchard's book, Lotus – The Sports Racing Cars.

Subsequently rebuilt, 'JBW 648' was advertised for sale by Scott-Russell in Autosport in December 1960: "Gift at £450. Chapman-designed chassis fitted with Bristol engine, Dunlop disc brakes, i.f.s., de Dion rear. In brand new condition, complete except for body." The car's purchaser is not known but in 1972 it passed into the ownership of Ken Rogers. He was followed by Bernard Pigelet (1974) and then Pascal Dousse (1988). The car was painted British Racing Green at this time. In 1990s the Lotus was owned by George Pouponot, who used it on the road for rallying. Some work was carried out on the engine (bill on file).

The current vendor purchased the Lotus from his friend, a prominent figure in the ASI, who had acquired the Lotus circa 2005. The previous owner checked the engine and restored the body, having the nose and front wings remade in aluminium. The rest of the body (centre and rear sections) remains original. The green paint was removed and the car returned to its original bare aluminium finish. In 2013 the Lotus took part in Le Veterane sulle strade dei Vini road rally. We are advised that the engine runs very well and that the car is ready gentle road use but not ready to race. Returning to Goodwood for the first time since 1955, this historic Lotus sports-racer is offered with French registration documents and a UK V5C Registration Certificate.

£250,000 - 300,000
€290,000 - 350,000



347

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

Registration no. G434 YYT
Chassis no. SCFCV81V3KTL15790

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



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

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

Produced to satisfy demands from the USA, the Volante convertible had debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Arguably the ultimate in soft-top luxury, the V8 Volante boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum was nevertheless more than enough for most owners.

Along with the Vantage engine and bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989. This superb V8 Vantage Volante was originally manufactured in left-hand drive configuration and sold new in July 1989. The accompanying copy of its Car Record Card shows that '15790' left the factory fitted with optional X-Pack engine, and was originally finished in Suffolk Red with magnolia trim and off-white hood. Aston Martin Works has confirmed that in December 1989 the car returned to Newport Pagnell and was converted from left- to right-hand drive, and from automatic to manual transmission.



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

The previous keeper purchased this Vantage Volante in 2012 from Bramley Motor Cars, by which time the car had been fitted with a new 7.0-litre R S Williams engine. At time of purchase, the Aston had covered only some 2,000 miles since an extensive restoration. An advertisement on file states that the chassis had been inspected, new sills fitted, and the car sent to marque specialists Bodylines Ltd., the marque specialist panel beaters, were responsible for the car's coachwork restoration. Spray Tec Restorations carried out a bare-metal, glass-out repaint in Black Pearl. A new black mohair hood was fitted at the same time, and the interior completely re-trimmed in light tan hide, which is complemented by matching carpeting extending to the luggage compartment and boot-lid recess.

All interior veneers were refinished, and new pockets fitted to both doors, while the centre console was upgraded with a new raised centre armrest incorporating switches for the two-stage heated front seats. The interior was also equipped with a new and upgraded hi-fi system, controlled by a new Becker head unit providing Bluetooth telephone connectivity, and a DVD navigation system with iPod compatibility. Other noteworthy features include a Nardi wood-rim steering wheel, sunken switch panel, and veneered lid to the centre console coin box. More works included overhauling the differential and raising the final-drive gearing for more relaxed and economical cruising, resulting in a much improved driving experience.

Serviced by R S Williams in 2014, Nicholas Mee in 2017 and most recently by Desmond Smail in June 2021, this extensively restored and concours-winning Vantage Volante comes with a good history file containing the stamped service booklet, V5 registration document, current MoT certificate, and all bills for work carried out.

£240,000 - 280,000
€280,000 - 330,000

348 Ω N

2007 MERCEDES-BENZ SLR MCLAREN '722 EDITION' COUPÉ

Registration no. not registered

Chassis no. WDD1993761M001382

- Limited edition model commemorating Mercedes-Benz's famous 1955 Mille Miglia victory
- Circa 100km on the odometer
- Stored since delivery
- Requires re-commissioning



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

Produced at Mercedes-Benz's AMG performance division, the SLR's engine is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is this state-of-the-art 'blown' motor's torque that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500rpm and well over 500lb/ft between 3,000 and 5,000 revs.

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207mph). The five-speed automatic transmission was specially optimised for very high torque and also offered the driver the option of choosing between different shift characteristics using the Speedshift system.



Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's body/chassis is a carbon fibre composite monocoque. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, lending the SLR outstanding stability when braking from high speeds.

Offered here is an example of the Mercedes-Benz SLR McLaren 722 Edition. The '722' refers to the 1955 Mille Miglia victory of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.). This 722 coupé comes with copies of factory paperwork including its order confirmation to the current owner, as well as photocopies of an EUR1 and EU Certificate of Conformity. The order confirmation lists the following features among others:

Crystal Antimon Grey Metallic paintwork, Semi-aniline black leather upholstery, Garage door opener, Audio 30 APS with radio, Pre-installation for mobile phone, Technical modifications (model year 2007), CD changer, Passenger compartment protection, Larger front brake discs, Seats in XL size.

Offered with a photocopy of its Middle Eastern registration card (issued 26th March 2013), the car has spent most of the time since delivery in dry storage and will require re-commissioning before further use.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£180,000 - 240,000
£210,000 - 280,000
No Reserve

1966 ALFA ROMEO GIULIA GTC

Registration no. KJJ 213D

Chassis no. 760084

- *Ultra-rare right-hand drive model*
- *The 84th of 99 made*
- *Rare Original colour of Hawthorn White*
- *Well maintained and ready to enjoy*



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes.

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

This rare Giulia GTC is the 84th of 99 right-hand drive models made; the whereabouts of only 12 others are known. According to Alfa Romeo Automobilissimo Storica, '760084 was manufactured in right-hand drive configuration in March 1966 and sold on the 25th of that month to Alfa Romeo UK. The colour scheme is recorded as Hawthorn White with black interior, as the car is presented today. The Alfa comes with a copy buff logbook confirming matching numbers.

'KJJ 213D' was resident in the UK until around seven years ago when it was purchased by a Swiss collector, who added it to his collection in Paris where it received a French registration. While in France the Alfa was maintained well with approximately €20,000 spent on works including a repaint six years ago and more recently a new hood.

The previous keeper, a well-known UK Alfa Romeo dealer, imported the car to the UK, and the current vendors brought the GTC from them. Notably during their ownership, they have successfully retrieved the original registration number from the DVLA. We are advised by the vendors that the GTC is in excellent and very original condition, prepared for sale with a freshly rebuilt gearbox, overhauled brakes, a service and carburettor tune.

The car comes with a history file containing various invoices, a 2015 condition report, and a current V5C document. A must for any Alfa collector, this GTC is lovely to drive, very rare and ready for a new owner to enjoy, it would grace any international collection.

£68,000 - 78,000
€81,000 - 92,000

350

1955 JAGUAR XK140 FIA COMPETITION COUPÉ

Registration no. SOM 213

Chassis no. 804394

Engine no. 7B 9411-8

- *Converted to competition specification by Trevor Groom*
- *XK Challenge winner in 2002*
- *Successful Classic Le Mans participant 2002 and 2006*
- *Present ownership since 2019*



Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers. The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time.

This Jaguar XK140 coupé was converted for competition by Trevor Groom, a highly respected XK specialist, in 2001. Modifications include: 2" SU carburetors; high-compression cylinder head (polished and ported with 1¾" valves); straight-through stainless steel exhaust system; alloy header tank and radiator; four-speed gearbox with overdrive; AVO adjustable shock absorbers; adjustable torsion bars; oil cooler; hydraulic power steering and limited slip differential. In addition, the car has a roll cage; internal fire extinguisher system; bucket seats; and two four-point harness seat belts. Trevor Groom had purchased the XK in January 2001, and it is assumed that he converted the car that year as he raced it in 2002 through to 2007.

This car successfully competed in the Classic Le Mans in 2004 and 2006 and won the XK Challenge in 2002 as well as appearing in many other national and international events. In 2002 the car was track tested by Paul Chudeki for Classic Jaguar World Magazine after its victorious 2002 XK Challenge campaign. The current vendor purchased the car in May 2019. The HTP was issued on the 02/02/2016 and is valid until the 31/12/2026. After being stored for nearly 10 years the car was re-sprayed in 2019. During the last three years a number of niggling mechanical issues have been dealt with by a local Jaguar specialist. These have included fitting a manual choke; reconnecting the fuel gauge; fitting a voltmeter in place of the ammeter; fitting new adjusters to all brakes; re-shimming the drums; overhauling the gearbox linkage; tidying up the wiring in the engine bay; repairing the door locks; re-hanging of doors; rebuilding the boot locking mechanism; and fitting door mirrors.

Finished in grey with red leather interior, the car is described as in good condition in all respects and offered with a UK V5C Registration Certificate and current HTP's.

60,000 - 80,000
€71,000 - 95,000

351

1964 PORSCHE 904 GTS COUPÉ

Chassis no. 904/062

- Formerly part of the Marcel Petitjean Collection
- On static display for 27 years
- Known ownership history
- Not used since 1993
- Will be serviced prior to sale
- Eligible for many Historic racing events worldwide





"The final sports racing expression of the Porsche four-cylinder line came in 1964 with the arrival of the 904 GTS coupé. It not only took the first two places in that year's Targa Florio event but was also second in the 1965 Monte Carlo Rally and scored a host of class wins, in addition to numerous other competition successes." – Jonathan Wood, *Porsche: The Legend*.

Having axed its expensive Formula 1 programme at the end of 1962, a commitment that placed a heavy burden on the German manufacturer's limited technical resources, Porsche turned once more to sports car racing as a means of improving and marketing its road car range. The Type 356-based Abarth-Carreras had flown the Porsche flag in international GT racing during the early 1960s, but an entirely new design was now deemed necessary to meet the strengthening opposition.

A minimum of 100 road-usable cars had to be made to meet the FIA's homologation requirements, a stipulation that made a complex spaceframe design like the Type 718 RSK a non-starter, so Porsche's Technical Director, Dr Hans Tomala started with a clean sheet. Colin Chapman's revolutionary Lotus Elite, with its glassfibre body/chassis, had demonstrated the potential of composite materials for structural use in cars, and this technology was embraced in the design of Porsche's new mid-engined GT racer, the Type 904. Tomala though, opted for a chassis comprising a pair of steel, cross-braced, box sections, to which the glassfibre bodyshell was bonded. The engine and suspension were bolted directly to the steel structure, thereby reducing the transmission of noise and vibration to the passenger compartment, problems that had afflicted the all-composite Elite. Designed by Ferry Porsche's eldest son, 'Butzi', the body was manufactured by the Heinkel aircraft company and is widely recognised as one of Porsche's most elegant, while the Zuffenhausen firm's recent Formula 1 experience was reflected in the 904's state-of-the-art suspension, which featured double wishbones all round.



Although developed at the same time as Porsche's new Type 901 six-cylinder road car, which would enter production in 1964 as the 911, the 904 used the 356 Carrera 2's tried and tested Type 587 2.0-litre four-cylinder four-cam engine. The new six would not be ready in time in any case, but with an eye on future developments, the 904's engine bay was made big enough to accommodate it, as well as the 2-litre version of the F1 flat eight. In road trim, the 587/2 produced 155bhp, with 180 horsepower available when fitted with the full racing exhaust system. The five-speed gearbox incorporated internals developed for the 911's transmission, but used a different casing that reflected the 904's mid-engined layout.

The 904 made its competition debut in the USA in February 1964 when an example entered in the prototype class at Daytona failed to finish. At Sebring in March, the 904 scored its first international success, the Cunningham/Underwood car winning its class and finishing 9th overall behind a multitude of Ferraris. While the small-capacity Porsches had always struggled to match the pace of the larger-engined opposition on fast tracks, at the punishing Sicilian Targa Florio, which was run along the lines of a tarmac rally, the nimble 2-litre cars were at much less of a disadvantage. Indeed, the German manufacturer had won the Sicilian classic on three occasions since the race first formed part of the World Sportscar Championship in 1958, and the 904 underlined its pedigree by scoring a debut win in the hands of Colin Davis and Antonio Pucci.

In May, Ben Pon and Gunther Koch took 3rd place at the Nürburgring 1,000kms in a production 904, while at Le Mans all five 904s entered finished, the highest in 7th place overall. The 904's attraction as a competitive customer car was further underlined at the Reims 12 Hours where eight finished in the top 20, the highest in 5th place.

Its exceptional versatility was demonstrated at the start of the 1965 season when the Böhringer/Wütherich 904 finished 2nd overall in the Monte Carlo Rally. There would be no classic endurance racing victories for the Porsche 904 in '65 however, although the car secured numerous podium finishes and continued to dominate its class. Lightweight, spyder-bodied versions were developed for the European Hill-Climb Championship, but even here the compromises enforced by the regulations prevailing at the time of the 904's design told against it. It had been intended to build a second series of 100 904s powered by the 911's six-cylinder engine for 1965, but a change in the homologation requirements made Porsche realise that such a car would not be competitive and the plan was abandoned. The 904's successor would be an all-new 2-litre sports car – the Carrera 6. Of the 120 904s made, 104 were completed with the four-cylinder engine while ten were fitted with the 911's six and a further half-dozen used the F1-type flat eight. The 904's star may have burned only briefly, but it was both bright and glorious.



According to Porsche correspondence from Jürgen Barth (copy on file), chassis number '904/062' was exported from West Germany on 25th March 1964 and delivered new to the official Porsche importer in France, Sonauto, for their customer, Mr Pierre Jaillardon, who drove the car in a hill climb at Lodève just over a month later. Subsequently the Porsche was sold to Mr René Maucort, who would become its most prolific user, successfully competing in rallies and hill climbs throughout 1965 and '66. Following a front-end collision in 1966, the 904 was sold via Contact Garage to José Piger, who took delivery of the car minus its engine and gearbox. Passing through a few more pairs of hands, the incomplete Porsche ended up with Heinz Kurek, who restored it between 1975 and 1979, repairing the frontal damage in the process. From Mr Kurek the Porsche passed via Bruce Canepa to Kerry Morse before being sold to Thierry Reynaud in France in 1989. Mr Reynaud carried out further restoration, changing the car's front end, before selling '062' to Marcel Petitjean in France in 1993. The 904 is currently fitted with a Porsche 911 engine.

The current vendor purchased the Porsche when Marcel Petitjean's collection was auctioned in June 2020. All of the Petitjean collection's cars had been on static display for many years and none were in running condition when sold. Since acquisition, '904/062' has been kept in storage but will be serviced prior to sale. Containing old bills of sale and old registration documents, the history file is worthy of close inspection. The car will also have a report from marque specialist Andy Prill by the time of the Sale and shall also come with a UK NOVA.

£500,000 - 600,000

€590,000 - 710,000

352

1961 BENTLEY S2 CONTINENTAL FLYING SPUR SPORTS SALOON

Coachwork by H J Mulliner

Registration no. 3300 HA

Chassis no. BC99BY

Engine no. B98BC

- Rare and exclusive four-door Flying Spur model
- Current ownership since 2013
- Well maintained by recognised marque specialists
- £32,000 spent during the vendor's ownership



Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, The Autocar wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number BC99BY - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot, making it even more suited to extended touring of far-flung destinations.



The car offered here, chassis number 'BC99BY', is one of only four examples built to Design Number '7508/B' in right-hand drive, with a further two cars built in left-hand drive. It differs from Design Number '7508' by virtue of its smaller rear quarter-light, affording greater privacy to rear passengers, and is commonly known as the 'Four Light' design. The car was completed in September of 1961 finished in black with grey leather interior, and was supplied by E H Organ & Sons Ltd to its first owner, engineering firm Guest, Keen & Nettlefold Ltd for their chairman, Mr Kenneth Peacock. The Bentley was given the registration '3300 HA', which it retains.

Later the Flying Spur belonged to a Mr Cazenove of Cambridgeshire, who had marque specialists P&A Wood maintain and improve the car for him during the 1990s, the works including overhauls of the engine, gearbox and suspension as well as regular servicing. Previously owned by Mr James Dakin, 'BC99BY' was acquired by the current vendor in 2013, who has had the car maintained by marque specialists Frank Dale & Stepsons. FDS carried out general servicing as well as numerous mechanical and cosmetic improvements, including work to the interior and restoration to the woodwork. The vendor has spent some £32,000 on the car with FDS during his ownership. Related bills are on file and the Bentley also comes with others from RR&B Garages (2002-2006) and P&A Wood (1993-2002). Also on file are copies of the factory build sheets; a photocopy of the old buff logbook; an original handbook; and a quantity of old MoTs and tax discs. The car is said to drive beautifully and is ready for the next owner to enjoy.

£80,000 - 100,000
€95,000 - 120,000

353

1961 JAGUAR E-TYPE SERIES 1 'FLAT FLOOR' 3.8-LITRE ROADSTER

Registration no. 205 NKO

Chassis no. 850104

Engine no. R1648-9

- *The 104th right-hand drive roadster built*
- *Professionally restored 1994/1995*
- *Present ownership since 2015*
- *Only 2,339 miles since restoration*
- *Beautiful condition*



"If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game."

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was nevertheless a lot more to the E-Type beneath the skin.

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

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. The rear suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150 whose durable four-speed Moss gearbox it retained.



Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

This pristine example is the 104th right-hand drive roadster built and has the flat floor and various other features that characterise these early models. '850104' was delivered new to Plymouth and has remained in the West Country all its life. In 1994/1995 the Jaguar was fully restored with exceptional attention to detail, the work being carried out by marque expert Jim Rothwell of Rothwell Engineering in Looe, Cornwall. More than £80,000 was spent on this restoration, the meticulously recorded details of which may be found in the accompanying history file together with a photographic record of the process. The file also contains the car's original old-style buff logbook; a quantity of expired tax discs and MoT certificates recording the mileage covered; and a written report on the restoration work.

After the restoration's completion in 1995 the E-Type was sold as the owner had fallen into ill health. The current lady owner purchased the car at Bonhams' Goodwood auction in March 2015, adding it to her extensive private collection. While scarcely used, the car has been correctly and carefully maintained, covering only 2,339 miles since restoration. Testifying to the restoration's quality, the car is described by the vendor as having outstanding paintwork, very good interior, and perfectly working mechanicals. Since acquisition the only repair required was to a faulty starter solenoid. Currently taxed, this beautiful early 'flat floor' E-Type is offered with the aforementioned history file and a V5C registration document.

£140,000 - 180,000
£160,000 - 210,000

354

Believed one of only three right-hand drive examples of this model

**1966 LANCIA FLAMINIA 2.8-LITRE 3C SUPER SPORT
'DOUBLE BUBBLE' COUPÉ**

Coachwork by Carrozzeria Zagato

Registration no. JLK 4D
Chassis no. 326.233.002052
Engine no. 826.200.2061

- Rare UK-delivery example
- Engine and chassis numbers match to the original buff logbook
- Presented in 'Blu Diplomatico'
- Professionally restored (most recently in 2018)
- Long-term private ownership



This striking Zagato-bodied Lancia Flaminia Super Sport features the Milanese styling house's renowned 'double bubble' body form in which low overall lines and a rounded streamlined shape are achieved by the simple but ingenious device of convex head-clearance roof bulges above each front seat.

One of the oldest and most respected of automotive design firms, Zagato was quick to exploit the popularity of the new GT racing category after WW2, supplying factory teams and catering for the privateer scene with roadable cars that could be driven competitively on the racetrack come the weekend. The creator of some of the most memorable designs of this, arguably Zagato's most productive period, was Ercole Spada. Favouring soft fluent, aerodynamic lines, Spada introduced the sawn-off tail on the Alfa Romeo Giulia Tubolare Zagato and was also responsible for the Alfa Romeo Giulietta and 2600 SZs. His creations on Lancia chassis included the Zagato Sport/Super Sport variants of the Flavia, Fulvia and Flaminia.



Introduced at the 1956 Turin Motor Show, the Flaminia retained its Aurelia predecessor's mechanical layout, though Lancia's traditional 'sliding pillar' independent front suspension gave way to a more-modern double wishbone arrangement. Aurelia carry-overs were the 60-degree, 2,458cc, overhead-valve, V6 engine and De Dion rear transaxle with inboard brakes. The Zagato-bodied Sport and Super Sport models shared a shortened wheelbase with the Touring-styled GT/GTL coupes and the Convertible, and all featured disc brakes and increased power. A 2,775cc engine was introduced for 1963, by which time the sportier Flaminias were capable of around 200km/h (130mph).

This example of the last word in old-style Lancia design is one of only 187 Zagato Super Sports made. This particular car was delivered new in 1966 to the UK and is one of only three factory right-hand drive examples it is believed, the other two believed to be in Australia. The accompanying original logbook shows that the Flaminia was first registered on 18th January 1966 to Lancia Concessionaires, Lancia Works, Alperton, Middlesex. The engine and chassis numbers match the original logbook, but unfortunately the Lancia archive does not contain build records for the Flaminia Super Sport Zagato so we have been unable to confirm this with a build sheet. 'JLK 4D' underwent restoration by Peter Harding Classic Restorations in the 1990s, and was restored again in the early 2000s by renowned Lancia specialists Omicron Classico (Omicron Engineering) of Mulbarton, Norwich.

The current owner purchased the Flaminia in 2007 from Richard Thorne Classic Cars of Reading. In 2018 an extensive bare-metal restoration costing €100,000 was completed by specialists in the Netherlands. Works included door skins were made to original specification; the steel battery tray repaired; the aluminium body repaired where necessary; the braking system renewed; bumpers refitted; a re-spray in Lancia Blu Diplomatico; all mechanical items checked; prop-shaft balanced; etc, etc.

The current owner has driven the Flaminia on local outings and trips to Italy and Hamburg, Germany, and in January 2019 exhibited it as part of the 'Lancia special exhibit' at InterClassics in Maastricht, Holland. Infrequently driven since then, the car was checked recently, is ready for use and presented in superb condition we have been advised by the vendor.

This beautiful, original UK right-hand drive Flaminia Super Sport Zagato is offered with an extensive history file containing restoration invoices; MoT test certificates; owners' correspondence; the aforementioned original logbook and its original UK registration no. JLK 4D.

£280,000 - 320,000
€330,000 - 380,000

355 Ω N

**2013 ROLLS-ROYCE PHANTOM
EXTENDED WHEELBASE SALOON**

Registration no. not registered
Chassis no. SCA681L04DUX73788

- *Rolls-Royce's flagship model*
- *Desirable Extended Wheelbase variant*
- *Only circa 170 kilometres on the odometer*
- *Offered from long-term storage*





Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the 6.7-litre V12-powered Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.

In March 2005 an 'Extended Wheelbase' Phantom was at the Geneva Motor Show, which was 250mm (9.8") longer than the standard car. This Extended Wheelbase Phantom currently displays a total of only circa 170 kilometres on the odometer. Stored since its acquisition by the vendor, the car will require re-commissioning before further use. Offered with a photocopy Middle Eastern registration card issued 30th April 2013, it represents a wonderful opportunity to own a little used example of Rolls-Royce's flagship model.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£120,000 - 200,000

€140,000 - 240,000

No Reserve

1967 LANCIA FULVIA COUPÉ TO 1.6-LITRE 'FANALONE' SPECIFICATION

Registration no. VGP 14F

Chassis no. 818.331*007141*

Engine no. 818.540*001342*

- Prepared by former Lancia works driver and designer, Carlo Facetti
- Formerly owned by racing driver Robs Lamplough
- Co-driven by Lamplough and Paddy Hopkirk on the Coppa delle Alpi
- Present family ownership for circa 30 years



The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. Designed by Antonio Fessia, the boxy-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia 'Rallye 1.3', which was further upgraded to 92bhp 'Rallye 1.3 S' specification in 1968. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the works' highly successful rally programme that saw the Fulvia HF1600 secure Lancia's first Manufacturers' World Championship in 1972. HF versions excepted, Series II cars (1970 - 1976) came with the 90bhp version of the later 1,298cc engine and a five-speed gearbox.

Lancia's works team campaigned the Fulvia in 1.2- and 1.3-litre forms, securing a handful of wins at World Championship level, before the advent of the 1.6-litre, five-speed HF1600 for 1969 gave them the means to mount a more serious challenge. Ultimate expression of the Fulvia Coupé, the HF1600 came with a 1,584cc engine producing 115bhp in road trim with up to 165bhp available in rally tune. The 1600HF soon gained the sobriquet 'Fanalone', a reference to its large auxiliary driving lights.

This left-hand drive Fulvia Rallye 1.3 S Coupé has been upgraded to 1.6-litre Fanalone specification for rallying by former Lancia works driver and designer, Carlo Facetti of Milan. The car has a 1.6-litre Fanalone engine, rare five-speed gearbox, aluminium doors and boot lid, alloy wheels, roll cage, bucket seats, sump guard and much more besides. The Fulvia was owned and rallied by 1960s racing driver Robs Lamplough in events including the Coppa delle Alpi with none other than his friend, fellow BRDC member and Monte Carlo rally winner Paddy Hopkirk, in what was his final rally in the early 1990s. For the last 30 or so years the Fulvia has belonged to the lady vendor's family. The car is offered with a V5C Registration Certificate and a quantity of spares to include a jack; four spare wheels; two front uprights complete with brake disc and driveshaft; two brake callipers; a selection of new-old-stock panels; windscreen; and a rear window.

£25,000 - 35,000

€29,000 - 41,000

357

1960 ALFA ROMEO 2000 SPIDER

Coachwork by Carrozzeria Touring

Registration no. 403 XVK

Chassis no. AR 10204 03097

Engine no. AR 00204

- Italian four-seat open-top cruising in style
- Professionally restored in Holland 15-20 years ago
- Electric power steering and other upgrades
- Alfa Romeo Classiche Certificato di Origine on file
- European market car with more attractive bumper design



The famous Carrozzeria Touring's associations with Alfa Romeo reached back to the late 1920s and this liaison was perpetuated into the post-war era. Replacement for the 1900 line, the 102-Series 2000 cars first appeared in 1958 and were unusual in so far as production of the stylish Touring-bodied Spider version outstripped that of the Berlina, with 3,443 examples of the soft-top produced compared with only 2,804 of the saloon. As Anderloni and Anselmi remark in their book, 'Touring Superleggera': 'An order which was important to Touring in quantitative terms was that for... supplying the Alfa Romeo 2000 convertible.'

Classic Alfa (the UK's largest Alfa Romeo parts specialist) purchased this 2000 Spider in 2016 from VSOC in Holland. They wanted a very original example to study and learn from as they were about to start supplying parts for this era of Alfas. With a lack of specialists focussing on the 2000 Touring model, it was important for Classic Alfa to be able to provide quality parts on the back of their own first-hand experience. When searching for the correct base car, only the best would do. This meant finding a European example. A key point being that these were fitted with simpler and more desirable bumpers without rubber over-riders.

A very rust free and original car, it was stripped back to bare metal and repainted in around 2005. Dutch Alfa specialist Jan Steutel rebuilt the engine and went through the mechanicals around 12 years ago. It was then sent to Caresance Classic Cars in Holland who prepared it for touring around Europe. The interior was stripped and the floors rust-proofed; a new soft top fitted, and the seats were retrimmed. A 123 electronic distributor was also added alongside the dynamo being rebuilt. As any Alfa enthusiast will know, this greatly improves the drivability and reliability of these Alfa Romeo Twin Cam engines. To further increase the cars ability to be a comfortable and usable grand tourer, a retro/modern radio with Bluetooth was installed along with extra 12V sockets beneath the dashboard. Related invoices totalling €12,000 for the period January 2014 to September 2015 are on file (this excludes the trimming work). On arrival in the UK, electric power steering was fitted (which transforms these Touring Spiders) and the braking system was completely rebuilt including the master cylinder along with all new wheel cylinders, the were drums re-machined and new brake linings were added all round. According to the vendor, this is a lovely original example in superb order which runs and drives very well and the indicated mileage of just over 54,000 miles (87,000km) is likely to be correct. Offered with an Alfa Romeo Classiche Certificato di Origine. When compared to the Maserati 3500GT and Aston DB4 convertible (also both by Carrozzeria Touring in the same era) – these beautiful, stylish Alfas seem remarkable value.

£75,000 - 95,000
€89,000 - 110,000

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

The Ex-works/Major H.O.D. Segrave

1922 2-LITRE SUNBEAM GRAND PRIX RACING TWO-SEATER

Chassis No: No 1.22

In this centenary year of the 1922 *Grand Prix de l'ACF* race at Strasbourg, northern France, Bonhams is honoured here to be offering this 1922 Grand Prix Sunbeam, one of that admirable British works team's entries custom-made to contest that very race. This is most certainly one of the best-presented 100-year-old Vintage-period competition cars that we have ever been privileged to handle.

It is unfortunate that the Sunbeam works records showing chassis and engine numbers, and details of use in which events by which team driver, have long been lost. Four of these essentially Ernest Henry-designed 1922 GP Sunbeams were constructed and campaigned in period, a single prototype test car having been constructed, tested and modified through the early months of 1922 then being followed by three team cars carefully assembled at Sunbeam's Experimental Department in Wolverhampton, Staffordshire, England, this trio incorporating lessons learned from experience with the prototype while also being specially prepared to assigned team driver preferences in readiness for the great Grand Prix challenge confronting them.

For the Strasbourg race, the three works team cars were assigned to the experienced French star Jean Chassagne (riding mechanic Robert Laly) - race No 9 as 'Sunbeam I' - to Kenelm Lee Guinness (riding mechanic Bill Perkins) - race No 16 as 'Sunbeam II' - and to Major H.O.D. Segrave (riding mechanic Jules Moriceau) - race No 21 as 'Sunbeam III'. The prototype car became the Strasbourg team spare and would be driven in pre-race practice in France by all three team members, as recalled by Segrave himself: "Guinness, Chassagne and myself put in any amount of time on the course".

In the early-1920s the Sunbeam Motor Car Company of Wolverhampton shone as the only substantial British manufacturer possessing the confidence, competitiveness and dynamism to build specialist cars to confront the international motor racing scene's most formidable competition in the pinnacle sporting category of Grand Prix competition.

The technical regulations governing Grand Prix racing were then devised and governed by the forerunner of the modern FIA international authority, then entitled the *Alliance Internationale des Automobile Clubs Reconnus* - 'The International Alliance of Recognised Automobile Clubs'.

The AIACR's regulations for 1922-season Grand Prix racing - which would be the first full series to be run in those post-World War 1 years - slashed the previous maximum engine capacity limit of 3-litres to 2-litres while also reducing minimum weight requirement from 800kg (1,763lbs) to 650kg (1,433lbs). Two-seater body design was mandatory, the car tail was not permitted to extend more than 1.5-metres behind the rear axle, and each competing car had to carry both driver and riding mechanic, their weight having to be at least 120kg (264lbs).

After experience of running their 1921 Grand Prix de l'ACF to 3-litres capacity rules - when they saw Jimmy Murphy's Duesenberg promptly win for America, humbling the home French industry's Ballot team - it was in part the organising *Automobile Club de France* that convinced the AIACR world body to slash Grand Prix class engine capacity on grounds of curbing speed escalation for safety reasons...

- 2-Litre works team car from Great Britain's most successful Vintage-era Grand Prix marque
- As driven by H.O.D. - later Sir Henry - Segrave
- Slimline 'torpedo'-bodied pure-bred racing aerodyne
- Designed by the legendary Ernest Henry - ex-Peugeot, ex-Ballot
- * Renowned for its high performance, fine handling and agility



1 (Main)

July, 1922 - Strasbourg, France - The future Sir Henry Segrave and riding mechanic Jean Moriceau in their Sunbeam before the year's Grand Prix de l'ACF 'French Grand Prix'.

© GPL





Regulations for the ACF's 1922 'French Grand Prix' were not published until the end of November 1921 while the race date was fixed for Strasbourg on July 15, 1922. As the hugely-respected Sunbeam authority Anthony Heal wrote: "The rules were clearly slanted in favour of the French manufacturers, the 2-litre Ballot already being in existence and having shown its potential at Le Mans" (i.e. in the '21 Grand Prix race there). "Little time was available for foreign constructors to design and build 2-litre cars for the race..."

Even so, before Christmas that year three new Sunbeam cars had been entered for the Strasbourg race, and early in December it was announced that the renowned Peugeot and Ballot designer Ernest Henry would be joining the Sunbeam-Talbot-Darracq combine "to take technical control of the Racing Department at Suresnes".

Sunbeam-Talbot-Darracq was an unusual Franco-British motor manufacturing group, first combined in 1920 during immediate post-World War 1 recession. The STD combine had a major plant at Suresnes, Paris, France, while the British Sunbeam operation was old-established in Wolverhampton, Staffordshire, England.

From as early as 1909, accomplished Breton engineer Louis Coatalen had been the Sunbeam Motor Car Company's chief engineer. He had immediately established the policy of "experiment in design and test in racing" which was aimed to enhance the company's reputation and promote the brand.

While pre-Great War both the Darracq and Talbot companies similarly established a racing reputation, post-Great War the Sunbeam-Talbot-Darracq group rather confusingly raced its products variously under the Talbot-Darracq, Talbot and Sunbeam brand names. Into the 1920s, it was Sunbeam that assumed clear priority, first announcing its re-emergence with the fearsome '350hp' high-speed projectile - a V12 aero-engined design which would set the World Land Speed Record, driver Kenelm Lee Guinness achieving 133.75mph in it at Brooklands.

For Sunbeam's 1922 Grand Prix programme, Ernest Henry worked upon his inevitably Peugeot- and Ballot-derived design in STD's Suresnes factory, while liaison between Henry and the Wolverhampton factory, which would be manufacturing the new cars under such intense time pressure, was by established STD racing driver-cum-engineer, former submariner and pioneering aviator, Jean Chassagne. Engineer Wilding of the British experimental department also visited Henry to discuss progress and detail concept.

Inevitably the new 2-litre Sunbeam Grand Prix engine resembled the previous year's 2-litre Ballot which had finished third in the great race on the Le Mans circuit - this was two years before the 24-Hour race was launched there - but it incorporated several new features. The 2-litre GP Sunbeam engine's inclined valves were disposed asymmetrically, the exhaust ports were at the offside and there were ignition and carburetor differences. This power unit was said to develop 88bhp at 4,200rpm, a high engine speed for the time.





Both engine and gearbox were in one unit, mounting directly onto the limber chassis frame instead of within a U-shaped subframe as had become conventional. A fabric-lined cone clutch and four-speed gearbox drove not only the propeller shaft to the back axle but also a lateral shaft powering a brake servo motor. To maintain the lowest possible centre of gravity height overall, the chassis frame was swept up over both front and axles and the suspension leafsprings were underslung. The pedal-operated servo applied cast-iron brake shoes in both front and rear drum brakes via cables with a cockpit-adjustable system for use while the car was in motion. A spare wheel was to be carried longitudinally in the long streamlined tail, as had featured on both the Henry-designed 1914 Peugeot and 1921 Ballot cars.

For these new 2-litre regulations, three French manufacturers developed Grand Prix racing designs derived from their contemporary touring or sports models. Ballot advanced its 2LS sports that Jules Goux had driven in the 1921 Grand Prix while Bugatti used its 8-cylinder Type 29 (a racing adaptation of the Type 30) while new contestant Rolland-Pillain had also developed a straight-8 engine.

Having developed an 8-cylinder power unit for the short-lived 3-litre Formula, Fiat in Italy had adapted it for the 1.5-litre *voiturette* class, and also introduced the first competitive 6-cylinder racing car, its 2-litre *Tipo 804*.

The Sunbeam Motor Car Company's team of cars to contest that year's great Grand Prix used Henry's latest four-cylinder, 2-litre Grand Prix engine with twin-overhead camshafts actuating four-valves per cylinder - so 16-valves in all - and in typical Sunbeam style the design, construction and finish-standard of each power unit was exemplary by contemporary standards. Four 1922 GP Sunbeam cars were constructed, the prototype emerging early in the year and undergoing extensive testing before the following batch of three intended works-team race cars was finalised to take advantage of modifications derived from testing experience. Today all four cars survive making them possibly the world's only complete multiple-entry team of extant 1920s Grand Prix cars.

The actual car we now offer here is that first prototype, its chassis clearly stamped 'No. 1.22', this stamping itself having only been discovered when the frame was first totally stripped of decades of overlying paintwork when the car itself was restored by specialist Paul Grist in the 1970s.

When this first car was initially completed, it was UK road-registered 'DA6436', tested at Brooklands by senior Sunbeam driver Jean Chassagne, and was then taken to the Isle of Man where Sunbeam was contesting the Tourist Trophy race with their new parallel batch of 3-litre 8-cylinder cars, Jean Chassagne incidentally winning that event and defeating the new rival Bentley marque there.



Three further 2-litre GP Sunbeams, completed and road-registered simultaneously as a trio, then followed. They did not enjoy the same amount of pre-race testing but were driven out to Strasbourg together with the prototype or 'test' car, which, by this time, was showing visible signs of its considerable use.

During the first week in July, the Sunbeam team was already practising on the road circuit outside Strasbourg. The three entries were to be driven by Jean Chassagne, Kenelm Lee Guinness and Major Henry O'Neal de Hane Segrave, the latter at that time still proving his pace as a racing driver while being a relatively junior newcomer compared to the established Chassagne and Guinness. However, at one stage the engine of Segrave's 'practice car' – as reports put it – caught fire and before it could be extinguished, damage was so extensive that the car was described as having been "completely ruined". Modern research most notably by Sunbeam authority Bruce Dowell concludes that the car in which Segrave indeed was practicing at that time was actually the first completed of the team's assigned race cars, chassis 'No. 2.22' -, not the prototype "test and practice car" as has come down to us in the form of chassis 'No. 1.22' offered here.

It was as a consequence of the fire that Segrave was provided with the prototype test and/or spare car instead for the Grand Prix itself - so his 'Sunbeam III' entry was effectively transferred from the originally-assigned 'No. 2.22' to 'No. 1.22'. Considering this 'prototype and test car's' reportedly already tired and well-used appearance the moneyed Major was not at all happy. With days to spare he had its body removed from the chassis and despatched across the adjacent river Rhine to a coach builder at Kehl, Germany, which is barely two miles from central Strasbourg, to be freshly repainted. Upon its return its pristine appearance, he would recall, "soothed my nerves". Meanwhile, Jean Chassagne had lapped the 13.38km (8.31-mile) Strasbourg road circuit at an average 75mph, which at that stage boded well for Sunbeam chances in the race. However, when Fiat began practising their drivers Felice Nazzaro (winner for Fiat of the 1907 Grand Prix at Dieppe), his nephew Biagio and Pietro Bordino were soon returning average speeds in the high 70s/80mph range.



Anthony Heal wrote: “The Sunbeams seemed unable to reach peak revolutions on the long straight and it was decided to use a lower axle ratio, which gave rise to big-end trouble. Oil pressure was increased but too late it was discovered that the rev-counters were reading 300rpm too low; with the lower axle ratio the engines were doing close on 5,000rpm. It was not surprising that on the fifth lap both Guinness and Chassagne stopped at the pits to retire with broken valve stems. Segrave, as No 21, had been in the back row for the rolling start but he had worked up to seventh place at the end of the first lap, and was fifth, close behind Bordino’s Fiat on lap seven. He continued to hold fourth place, behind the three Fiats of Bordino, Felice and Biagio Nazzaro until he stopped to refuel on the 21st lap. His Sunbeam was reluctant to restart, (*riding mechanic Jean*) Moriceau having to push it to get the engine going again. The pit stop took 2 mins 26secs but three laps later the car stopped again and Segrave had to retire with the same trouble that had afflicted his team mates...” – “wholesale valve failure”. At the pit stop as Jules Moriceau was refuelling the car the churn he was handling slipped and spilled fuel onto Segrave’s driver’s seat and over his overalls. His instant reaction was to ignore the ice-cold drenching and return to the race but once back in action the corrosive fuel rapidly began to burn into the unfortunate Major’s skin. Within a few miles he was in agony from the chemical burns, and after final surrender as his car’s engine failed he faced several weeks of extensive treatment and acute discomfort before regaining true fitness.

Tragically, meanwhile, a design weakness in the dominant Fiat design’s rear axles led to that in Biagio Nazzaro’s car fracturing, causing a wheel to break free and triggering a catastrophic high-speed accident which the younger Nazzaro did not survive, while his riding mechanic Felice Germano sustained severe head injuries. Team-mate Pietro Bordino’s Fiat retired with a less catastrophic rear axle failure, and while Felice Nazzaro won overall – only being informed of his nephew’s death post-race – extensive cracking was reportedly found on the winning car’s back axle.

But while the Fiats with their *Tipo 404* six-cylinder engines had dominated, Ernest Henry’s stellar reputation was severely compromised by his Sunbeam design’s race failure, and it would be some years later before it was really re-established, long after the end of his much-diminished career.

After the race, all four of these ‘Strasbourg’ cars were returned to the factory, re-furbished and disposed of. However, Segrave subsequently drove one of them in a two-car race at Brooklands on September 30, 1922, winning the ‘2-Litre Championship’ event at no less than 92.81mph, for 8½-miles, while lapping at 99.81mph. This plainly demonstrates the performance potential of these 2-Litre GP cars, comparing very well to the same driver’s speed over the same distance with the 3-litre 8-cylinder Sunbeam in 1921, when he won another race at 94.64mph and set a fastest lap of 101.64mph.



For many years subsequently, and by several of its intermediate owners, this particular car was believed to be 1922 GP Sunbeam chassis number '4.22'. Indeed, the registration document issued when the car was re-registered for British road use as 'EVB 998' (issued in Croydon in January 1946) stated this to be the case.

The reason for this identification was almost certainly the presence, attached to the car bodywork's bulkhead and dashboard, of two plaques both engraved with number '4.22'. It was not until 1977 when many layers of old paint were removed from the front dumb-irons that the actual – and original - chassis number stamping was revealed to be 'No. 1.22'. An interested party extensively publicised a claim that this number had itself been applied during the Paul Grist restoration carried out at that time, but forensic metallurgical examination conducted in 2006 in response found no evidence whatsoever of any previous or alternative stamping having ever been applied at that site, which is entirely consistent with the chassis frame stamp locations found on all three sister chassis frames. It was also alleged that the chassis number stamp typeface differed from that used by the Sunbeam Motor Car Company in period. This is also evidently untrue since the type face or font plainly matches that of the sister cars and on other contemporary Sunbeam cars.

Over subsequent years from the late-1920s the continuous provenance trail of this particular car is well established. It was initially found and bought in 1929 for £10 in a burnt-out state by Jack 'Jock' Leith of Fort William, Inverness-shire, and London SW1 although the fire damage was not the result of the seven-years previously practice conflagration at Strasbourg. Jack Leith, with the aid of Booth & Croft, also in London SW1, re-furbished the car before selling it in 1935 to the young but already established London motor dealer – and in later years the wonderful motor sports photographer - Guy Griffiths for £100.

Guy Griffiths sold it in 1937 to Ken Burness, who in turn sold it in 1939 to a Canadian, Major W.K. Johnson of Colnbrook, Buckinghamshire. Around 1944, it was acquired by John Grosscurth of nearby Maidenhead, who would eventually also acquire the sister 1922 GP Sunbeam 'No. 2.22'. It would appear that Mr Grosscurth died about that time and that both cars amongst others passed to Raymond Grant who sold them to budding motoring writer Douglas Armstrong in 1946.

Two years later a Mrs Cooney of Cobham and Windsor became the owner until she sold this car to contemporary Army officer and incipient car dealer and motor racing owner/driver Colin Crabbe in 1962. His subsequent partner Roger Hancock apparently owned a share in the car but it was eventually bought by Paul Grist about 1973 who set out on a full restoration.

A full summary of this magnificent road-useable Grand Prix racing two-seater car's full provenance is as follows:

Registration number DA6436.
The first car to be built.

1922 Sunbeam Works

1922 Brooklands testing (unpainted), Jean Chassagne driving.

1922 June IoM testing, Jean Chassagne, Kenelm Lee Guinness, Henry Segrave driving.

1922 Strasbourg Spare / practice car, driven by all team members. After his own assigned car had been damaged by fire during practice, Henry Segrave adopted this spare prototype car for the race.

1934 Jock Leith of Inverness for £10 "badly burnt extremely rusty", engine block and head cracked. Leith had the car rebuilt at Pavilion Road, Knightsbridge. Work included repair or replacement of cylinder block, pressure oiling was installed and accordingly the dash drip feed removed. Modified body installed with a 1924 cowl'd radiator, a "square stubby tail" replaced the original. *'Motor Sport'* (October 1934) observed the work and reported "Chassis is stamped No. 4, so it is possibly a practice car". This attribution is incorrect since it was not the chassis but the cockpit and bulkhead plates attached to the bodywork then carried which were stamped 'No. 4'.

1935 March 26, Guy Griffith a motor dealer of London, W9 purchased the car from Jock Leith for £100 "fairly dilapidated" and said it was "dumped as she was ineligible to race". Griffith raised the compression using Martlet pistons, installed new Zenith triple diffuser carburettors and changed valve timing and offered it for sale in December 1935 for £200 "rebuilt last year... many new parts".

1935 Donington Park opening meeting, Guy Griffith, DNF (accident, damaged bodywork, bent front axle).

1935 September 7 - Southport '100' beach race, Guy Griffith No. 12.

1937 G. Ken Burness of London EC3.

1937 Donington Park Club circuit - 1st VSCC event, G. Ken Burness, two podium places.

1938 Prescott, G. Ken Burness.

1938 May 7, Donington Park, G. Ken Burness.

1938 August, Poole Speed Trials, G. Ken Burness (24.45sec).

1941 Major W. K. Johnson (Canadian) of Colnbrook Bucks "His car is labeled No. 4...the chassis having been completely stripped" (*Autocar* 7 February 1941). Riley radiator and supercharger...Louis Giron worked on it". In 1941 the Sunbeam engine was temporarily removed and Riley engine and ENV gearbox fitted.

1941 try-out on road with 1.5 litre Riley engine and ENV gearbox (*Autocar* 13 June 1941).

1942 Body replaced with a new full width two-seater body by John Wyer previously of Sunbeam - later renowned team manager of Aston Martin, then of the Gulf-JW Automotive World Championship of Makes team.

1945 (or thereabouts) John P. Grosscurth of Maidenhead Berkshire, "in bits".

1946 Raymond Edwin Grant of Cippenham for sale, Sunbeam engine presumably rebuilt.

1946 Douglas Armstrong of Farnham Royal, Bucks, prominent motoring journalist (and bon vivant) advertised for sale in *'The Motor'* 1948 April "much modified" for £225.

1948 Mrs Cooney of Chobham and Windsor for £250 labelled Chassis No. 4, Engine No. 4 registered 'EVB998'.

1948. Luton Hoo speed trials, Mrs. Cooney, "scarcely a runner".

1962 Colin Crabbe for £50. Engine damage repaired.

1963/5 Sold to unknown owner.

1973 (or thereabouts) to Paul Grist who recalls receiving the car complete with its Sunbeam engine which he rebuilt. It had been acquired with two SU carburettors which Paul replaced with a pair of matching Solex units. The car was mechanically complete with original radiator, oil tank, fuel tank, gearbox. The brake servo had been removed and the cable actuation replaced by rods.

Both John Wyer and Anthony Heal visited Paul Grist while he was restoring the car, Wyer had been an apprentice at Sunbeam when the cars were being built. Cameron Miller was located nearby and Paul had access to his sister car for comparison.

Rebuilt and rebodied in a 1922 Strasbourg style body. Hitherto unsuspected yet clearly original chassis stamping uncovered when heavily-painted chassis frame stripped bare. Replacement engine and dash/bulkhead plates - note, most significantly not the chassis frame - then stamped with 'No. 1.22' (to match the freshly-discovered original frame stamping), car re-registered accordingly as 'DA6436'.

1974 July Dijon Parade, driven by 1961 Formula 1 World Champion and three-time Le Mans 24-Hour race winner Phil Hill.

1978 Bill Lake. Two large Solex carburetors installed.

1978 Prescott Hill-climb, Bill Lake.

1978 Goodwood, Bill Lake.

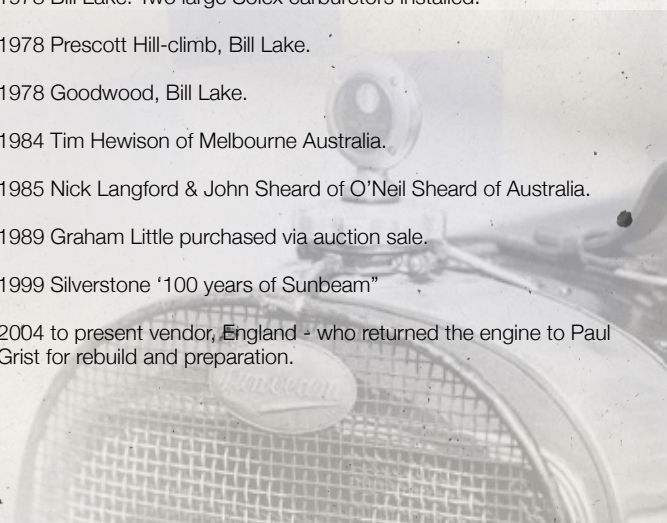
1984 Tim Hewison of Melbourne Australia.

1985 Nick Langford & John Sheard of O'Neil Sheard of Australia.

1989 Graham Little purchased via auction sale.

1999 Silverstone '100 years of Sunbeam"

2004 to present vendor, England - who returned the engine to Paul Grist for rebuild and preparation.





2

July 1922 - Strasbourg, the Sunbeam team line-up before the great Grand Prix de l'ACF 'French Grand Prix' - left to right Jean Chassagne/Robert Laly, Kenelm Lee Guinness/Bill Perkins, and Henry Segrave/Jean Moriceau. © GPL

In 1978 it became the property of Bill Lake of Haywards Heath, Sussex who kept it until 1984, after which it then enjoyed a brief period in Australia before returning into the care of Graham Little of Oswestry, who in turn sold it in 2004 to the present vendor, a committed Vintage car enthusiast with well-tuned appreciation of good engineering and fine workmanship. He recalls how impressed he was by these aspects of the car at first sight, but that when he was offered a brief test drive in it he made the mistake of "not changing my 'office' shoes. I was going quite quickly into the first tight corner I encountered when my wide shoe caught both the brake and throttle pedals simultaneously – and the latter proved far more effective than the former. The result was that I hurtled into that corner far too fast, steered into it in desperation...and then found that the Sunbeam flashed round without any problem whatsoever – it proved as good handling and agile as a Type 35 Bugatti I had driven previously. All things considered, I had to have it."

At that time he was not at all bothered by whichever of the team drivers might have used the car during 1922 testing and development, the Strasbourg race nor perhaps at Brooklands thereafter. It was only into the 2000-and-teens that questions really arose about whether or not it had been Henry Segrave's car in that ultimately abortive *Grand Prix de l'ACF* – as latest expert research appears to indicate.

Overall this is a wonderfully presented, beautifully patinated one-hundred year-old works team racing car from the marque which would – the following year, 1923 – actually win the French Grand Prix at Tours with a Fiat-copy 6-cylinder-engined 2-litre car developed after the experience gained with 'No. 1.22' here and its sisters, the preceding year.

Major Henry O'Neal de Hane Segrave went on to establish himself as Britain's greatest motor sporting star of the 1920s, adding three World Land Speed Records (all set in Sunbeam cars), and the World Water Speed Record while adding the accolade of being not only first person to hold both titles simultaneously but also being the first to travel at over 200mph (320km/h) in a land-borne vehicle. In 1930, shortly after setting his World Water Speed Record in his twin-Rolls-Royce R-Type V12-engined boat *Miss England II* on Lake Windermere, north-west England, he crashed fatally in another run there, reputedly having struck a floating log at around 100mph.

Today this magnificent centenarian Vintage Grand Prix Sunbeam survives as a wonderfully tactile, vibrant, handleable living memorial to its creators at Britain's most prominent motor racing marque of the roaring 'twenties, and to all who drove her then.

£700,000 - 800,000
€820,000 - 940,000

359

**1963 JAGUAR E-TYPE SERIES 1
3.8-LITRE ROADSTER**

Registration no. 66 NMH

Chassis no. 850657

- *UK delivered right-hand drive example*
- *Extensively upgraded*
- *Five-speed manual gearbox*
- *Electric power steering*





"If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game." - John Bolster, Autosport.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'.

Originally supplied by Ritchies of Glasgow, and dispatched on 4th March 1963, this matching-numbers Series 1 E-Type Roadster benefited from considerable expenditure while in the previous ownership (of 15 years) to make it better suited to UK and Continental touring. Upgrades include a five-speed manual gearbox; electric power steering; aluminium radiator; improved brakes; and additional cooling fans. The current vendor purchased the E-Type in 2020, since when the oil and spark plugs have been changed. Used mainly for pleasurable weekend trips, this highly desirable early E-Type is offered with an old-style green logbook and a V5C document.

£90,000 - 120,000
€110,000 - 140,000

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

The following eight lots are offered from the Malcolm Bishop Collection

360

Offered from the Malcolm Bishop Collection

1953 MG MIDGET TD II ROADSTER

Registration no. NXM 285

Chassis no. XXPAG/TD2/27625

- Restored by marque specialists Naylor's in 1989/1990
- Resident in Hong Kong during the mid/late 1990s
- Repainted in 2000
- In very nice order and running condition



"The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest." – *The Autocar*, 15th May 1953.

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body roomier than before but retaining the classic looks of the traditional MG sports car and the well-tried 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering.

Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC. From August 1951 a larger clutch was fitted and associated changes made to the flywheel and bell-housing, subsequent cars being known as the TD II. A runaway sales success with some 30,000 sold, the TD is, paradoxically, rare in the UK, as most went for export to earn vital foreign currency.

Originally dark red in colour, this TD II Midget was restored by marque specialists Naylor's in 1989/1990. In 1995 the MG was taken to Hong Kong where it was entered into various HK club events, shows, tours, etc before returning to the UK in late 1999. The car was repainted cream in 2000 and has a red interior, and it is believed the engine was changed at some time. In very nice order and running condition, this charming little MG sports car is offered with a V5C document.

£20,000 - 22,000

€24,000 - 26,000

361

Offered from the Malcolm Bishop Collection

1913 PEUGEOT TYPE 143 TWO-SEAT RACEABOUT

Registration no. BF 9077

Chassis no. 17186

Engine no. 13776 (Schneider)

- Unique Edwardian-era special
- Constructed over the last few years
- Shaft drive
- Hardly used since completion



"The Peugeot is the French car that still maintains its excellence and is the only firm of long-standing repute still manufacturing two-cylinder engined cars and with a range of models from 8 hp to 50 hp ... it is made apparent that the Peugeot cars are fully worthy of the high place they have taken in the motor world." - Max Pemberton. *The Amateur Motorist*, 1907.

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. Amongst the world's oldest surviving motor manufacturers, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous B  b   light cars in 1900. Step by step Peugeot modernised its designs, adopting the steering wheel in 1901 on the Type 36 and front-mounted engines on all its new models in 1902. From that time forward Peugeot unashamedly copied the Mercedes style in miniature, adopting square-cut honeycomb radiators and reinforced timber chassis; even the twin-cylinder 9hp had mechanically-operated inlet valves in a pair-cast 'T-head' engine. Peugeot produced singles, twins and four-cylinder cars at this time, some with chain and others with shaft drive, the latter becoming universal after 1909.

According to a Peugeot museum note on file, this chassis left the factory in 1913. The chassis, front axle with rear hubs, rear axle, gearbox and Schneider engine were all found disassembled and the project to build a Raceabout commenced in 2018.

According to Mr Bishop's engineers Nigel Green and Peter Wardropper, who worked on the car, front hubs were manufactured and a cradle made to mount the engine. The latter displaces circa 2 litres and has electric starting and magneto ignition. All woodwork is in ash, while the brass 'fuel tank' is a dummy (with the actual tank fitted inside) made by Simon Parker Fabrications, who also made the wings. The radiator too is a dummy, with built-in core. The handbrake and gear change linkages are all fabricated, and the 'monocle' windscreen was made by Peter Wardropper. The Raceabout has hardly run since completion. Offered with a V5C document. Designed to Mr Bishop's personal specifications and beautifully presented, this most interesting runabout will require careful 'bedding in'.

£30,000 - 35,000

€36,000 - 41,000

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.

362

Offered from the Malcolm Bishop Collection

1984 PROTEUS 3.8-LITRE D-TYPE 'LONG NOSE'

Registration no. NMF 27

Chassis no. 3000243W

Engine no. 2A 1038-8

- Built by one of the acknowledged masters
- Aluminium body
- E-Type rear suspension
- 3.8-Litre engine running well





Founded in 1985, Proteus Sports & Racing Cars Ltd, originally of Silchester, Berkshire, has established an unrivalled reputation for quality reproductions of classic sports cars.

Commissioned by Mr Bishop and project-managed to his personal specification by him, this Proteus commenced construction in 2010 when the aluminium body with slightly larger wheel arches and tail fin was ordered from Proteus. The 3.8-litre engine is believed to be from a Jaguar MkX, and the car is currently fitted with an automatic gearbox (a four-speed manual/overdrive 'box is included in the sale). The independent rear suspension is from an E-Type, while other notable features include a full width windscreen; metal tonneau cover; dummy oil tank; Perspex headlamp covers; and a blue-trimmed interior. Accompanying photocopy documentation includes an old-style buff logbook; expired MoTs; and numerous receipts and build notes. The car is offered with its original V5C. Finished in evocative Ecurie Ecosse livery, this well-presented Proteus looks superb and is running well.

85,000 - 100,000

€100,000 - 120,000



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

363

Offered from the Malcolm Bishop Collection

2008 PROTEUS 3.4-LITRE C-TYPE REPLICA

Chassis no. SABTVR0371B207016

- *Built by one of the acknowledged masters*
- *Aluminium body*
- *Used on the Flying Scotsman Rally in 2010*
- *3.4-Litre XK engine*





An acknowledged master in this highly specialised field is Proteus Sports & Racing Cars Ltd, originally of Silchester, Berkshire, which since its foundation in 1985 has established an unrivalled reputation for quality reproductions of classic sports cars. Commissioned by Mr Bishop and project-managed to his personal specification by him, this particular car has an aluminium body purchased from Proteus in 2006 and is powered by a 3.4-litre example of Jaguar's robust and tuneable XK six. Featuring aero screens, green carpets, and black trim to the seats, this exciting Proteus is presented in very nice condition throughout: paintwork, trim and under-bonnet. Used on the Flying Scotsman Rally in 2010, it looks superb and is running well. Offered with a photocopy history file and a current V5C document.

£85,000-100,000

€100,000 - 120,000



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

364

Offered from the Malcolm Bishop Collection

**1923 BENTLEY 3/4½-LITRE SUPERCHARGED
BIRKIN-ERA 'OLD MOTHER GUN' REPLICA**

Registration no. to be advised

Chassis no. 216 (see text)

Engine no. SM3906 (see text)

- *Incorporates the crankcase of the first production 'Blower'*
- *Commissioned to his personal specification by Malcolm Bishop*
- *Built with the assistance of recognised marque specialists*
- *Constructed to the highest standards*





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

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

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished 2nd, 4th, and 5th 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 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.

Bentley made approximately 1,600 3-Litre models (513 to Speed Model specification), the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork. The example offered here was built on the short standard 9' 9½" wheelbase chassis. Dr Clare Hay does not list a coachbuilder for '216', which left the factory fitted with engine number '217' and was delivered new to a Mrs Gilbey in April 1923. The subsequent fitting of Whitehead four-wheel brakes is noted.

The chassis number cannot be confirmed but there is correspondence on file from Julian Ghosh (renowned engineers) that it is '216' (a 3-Litre chassis). Creating a 'Blower' involves the removal of the two pieces of chassis frame that are stamped with its identity, so these are no longer part of the car. Seemingly the engine has been rebuilt around the crankcase of 'SM3906', incorporating Phoenix con-rods, Cosworth pistons, and twin Bosch magnetos. 'SM3906' started life in 'SM3901', which was the first production 4½-Litre Supercharged chassis, registered 'GF 776'. Dr Hay states: "Last recorded owner 1938. Front dumb irons on 3 Litre ch. DE 1207. Parts in other cars." This car's other notable features include hydraulic braking, Zeiss lamps, and a four-branch stainless steel exhaust complete with Brooklands-style 'can'. There are many notes on file detailing works carried out by engineers John Guppy and Adrian Butt, and some work by Clive Oliver. The coachwork was built by Specialist Welding & Fabrication of Okehampton in 2005. Finished in blue livery with matching interior trim, this beautifully turned out car is yet another project completed by Malcolm Bishop to his personal specification and to the standards we have come to expect. It should be noted that the Lot is offered with a photocopy of the original history file and that the personal registration is being retained; it is expected that a new V5C document will have been issued by time of sale.

£600,000 - 650,000
€700,000 - 760,000



365

Offered from the Malcolm Bishop Collection

**1931 BENTLEY 4½-LITRE SUPERCHARGED
VANDEN PLAS LE MANS-STYLE REPLICA**

Registration no. KR 6157

Chassis no. XT3628

Engine no. XT3628

- *One of the final batch of 11 XT-series cars*
- *Originally a Wylder-bodied saloon*
- *Built in its current form by Malcolm Bishop*
- *Exacting attention to detail*





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

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

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

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

The 4½-Litre was produced for four years, all but 10 of the 667 cars being built on the 3-Litre's 'Long Standard', 10' 10½"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.



This 4½-Litre Bentley is one of 657 built on the long (10' 10½") chassis. 'XT3628' is one of the 11 'XT' series cars, which was the final batch to leave the Cricklewood factory. The last chassis by number was 'XT3637'. These cars featured the heavy-crank engine as used in the 'Blower', coupled to the C-type gearbox driving through the rear axle of 15/53 ratio; in addition the late-type front axle with jacking pad was fitted.

Carrying saloon coachwork by Wylder & Co of Kew, Surrey, 'XT3628' was delivered new to one S J Brice of Rochester. The car was registered with the Bentley Drivers' Club in 1946, by which time Vanden Plas open coachwork had replaced the original two-door saloon body. Several owners are noted by the BDC before the car disappeared in 1956 after being sold by its then owner, Guy Makin of Whalley, Lancashire. The Bentley subsequently went to Canada.

When 'XT3628' returned to the UK from Alberta in the 1990s it was still a very original car, albeit with a later touring body, and was acquired at auction in 1996 by George Dodds and Bill Sykes. The Bentley subsequently passed to Malcolm Bishop, who would undertake this painstaking replica to his exacting standards. Much work was carried out by Clive Oliver, George Dodds and Dennis Keen over a period of more than five years. A John Bentley replica Amherst Villiers MkIV supercharger is fitted, the front and second cross members being replaced to accommodate it.

Stamped 'XT3628', the front axle is believed original; likewise the 13/39-ratio rear axle, which is believed to be numbered 'LB2330', making this virtually a matching-numbers car. There are notes on file to indicate a period crankshaft has been fitted and suggestions that the gearbox is original, although it is difficult to discern the number.

Green livery both fabric and metal plus green trim and carpets. The Bentley is finished in classic green livery with matching leather-trimmed interior, the latter boasting full instrumentation. Built with exacting attention to detail, and looking fabulous, this superb Le Mans-style replica is worthy of the closest inspection. Offered with a photocopy history file and current V5C document.

£800,000 - 1,000,000

€950,000 - 1,200,000



366

Offered from the Malcolm Bishop Collection

1935 MG MAGNETTE K3 REPLICA

Registration no. To be advised

Chassis no. KN0328

Engine no. 567A150KN

- Built by the late Peter Gregory
- Present ownership since 1999
- Little used since acquisition
- Excellent condition



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

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



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

There have been many replicas of the K3 constructed over the years, the one offered here being by the respected expert in this highly specialised field, the late Peter Gregory, from whom it was purchased in April 1999 (sale receipt on file). Since completion the MG has not seen much use. The car is supercharged, of course, while other notable features include an ENV pre-selector gearbox, twin aero screens, dashboard-mounted Kigas, André shock absorbers, leather bonnet strap, and spare wheel to the driver's side.

The interior is trimmed in black leather, while a Jaeger tachometer dominates the dashboard alongside the usual full complement of instruments. The car sits on four chromed wire wheels retained by knock off spinners. Twin fuel fillers are located on the rear deck.

Accompanying photocopy documentation includes an old buff logbook, some expired MOTs, and various receipts from Paul Kitcher Vintage & Historic Vehicle Restorations. The car is offered with a UK V5C Registration Certificate.

Like all the cars in the Bishop Collection, this stunning K3 replica has been maintained in an exemplary manner by an experienced historic vehicle engineer. Excellently presented in dark blue with black trim, it runs very well and could be a concours contender anywhere. The attention to detail is remarkable and has to be seen to be believed.

£85,000 - 100,000
€100,000 - 120,000

367

Offered from the Malcolm Bishop Collection

1959 JAGUAR XK150 3.4-LITRE ROADSTER PROJECT

Registration no. To be advised

Chassis no. S824825DN

Engine no. V6671-8

- Originally a fixed-head coupé
- Aluminium body by Proteus (Poland)
- Offered as a rolling chassis
- Project requires completion



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively.

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

Chassis number 'S824825DN' started life as an XK150 fixed-head coupé delivered new to Newquay, Cornwall in April 1959. The engine retains block number 'KJ4699-8' which it had from new. Still to be completed, the project is offered for sale as a rolling chassis in well presented condition: powder coated, painted black and excellent in appearance. The engine, gearbox, transmission, wheels, etc are all in place. Personally commissioned and separate from the car, the unpainted bare aluminium body was ordered from Proteus (Poland) as a two-seat special with louvred bonnet. As yet no trim or instruments are fitted. Sold strictly as viewed.

£50,000 - 60,000
€53,000 - 71,000

368 * N

1989 ASTON MARTIN V8 SERIES 5 SALOON

Registration no. not UK registered
Chassis no. SCFCV8154KTR12663
Engine no. V/585/2663

- Automatic transmission
- Present ownership since 2010
- Matching engine and chassis numbers
- Stored since acquisition
- Requires re-commissioning



Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming 'Series 4', scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler, while the interior became even more opulent, gaining the Volante's wood-embellished fascia together with leather headlining, a restyled centre console and improved air conditioning. The latter was by now standard equipment, as was power-assisted steering, a limited-slip differential, electric window lifts and a heated rear window. Automatic was the standard transmission offering, five-speed manual the option. *Autocar magazine* found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. "It sets new standards of excellence for the company. In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at." Launched in January 1986, the Aston Martin V8 'Series 5' adopted the latest Vantage specification (engine excepted) the following year and thus boasted the Vantage's revised bodywork and 16" wheels.

Fuel injection was reintroduced on the Series 5, on this occasion a Weber system rather than the earlier Bosch. Power output of the standard car was now quoted as 305bhp. Automatic was still the standard transmission offering, five-speed manual an option, and even when equipped with the former the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. The copy of its record card shows that this 'Series 5' V8 was supplied new via Marshalls, Cambridge Ltd on 9th February 1989. The car was delivered finished in Chichester Blue with blue-piped Parchment leather upholstery, and its owner was one J M Topham of East Sussex. The original registration was 'F777 DAV'. The current vendor purchased the Aston from marque specialist Desmond Smail in May 2010 at 58,000 miles recorded. A copy of the bill of sale is on file together with an old V5C document, warranty document, the original warranty card, and service voucher book. Stored since acquisition, the car will require re-commissioning before returning to the road. Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£60,000 - 100,000
€71,000 - 120,000
No Reserve

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

1961 JAGUAR E-TYPE SERIES 1 'FLAT FLOOR' ROADSTER

Registration no. 4778 LJ

Chassis no. 850031

- The 31st right-hand drive E-Type Roadster built
- Early 'Flat Floor' car with welded louvres and outside bonnet locks
- One owner since December 1961 (two owners from new)
- Highly successful competition career
- An older restoration to virtually original specification (replacement engine)



"When the E-type was introduced in March 1961, John Filbee - who had already been using a 3.8 Mk2 - wanted one. But even owning several car dealerships did not circumvent the queue and John was resigned to a long wait. Then, by sheer fluke, he saw an open two-seater offered for sale. His enquiry produced a Mr Armour, standing a full 6ft 5in. Clearly, he was having trouble fitting in the car, he had to cant his head to one side when the hood was erected. John had landed his E-type, chassis number 850031, one of the first batch delivered to the franchised dealers." - *Jaguar World*, October 2004.

John used the E-type (his company car) as a daily driver and was astonished at how far automotive technology had advanced since the Mk2. The E-Type had not been purchased with competition in mind, but after three years ownership John decided to enter it in the hill climb at Great Auclum, a few miles from his home. At the meeting's end he was amazed to learn he had set the 3rd fastest time in the unlimited sports car section! Wondering how he would fare in circuit racing, John entered a race at Mallory Park, driving the E-Type to and from the circuit, and finished 3rd overall.



By this time it was becoming apparent that remaining competitive would involve proper race preparation, which would mean trailering the car to meetings. Already successfully campaigning a Mk2 saloon, race engineer Peter Dodds was recruited to work on John's E-Type. Using Weslake for all engine works, Dodds developed the E-Type over the following years. Modifications were gradual, and at the time of cataloguing John recalled how he used to tow the E-Type to meetings using his Aston Martin DB5, which he states made an excellent tow-car despite Newport Pagnell taking a dim view of the practice. The E-type was becoming very quick and John was always at the sharp end against some formidable opposition; indeed, he recalls once beating a Ferrari 275 GTB into 2nd place to win at Silverstone.

When the RAC introduced Modsports in the 1970s, it was obvious that John's already highly developed E-Type would be ideally suited to the new formula. He soon found himself crossing swords with other E-Types driven by the likes of Warren Pearce, John Quick, and John Burbridge. Despite the tough opposition, countless wins piled up. John did not restrict his competition to circuits. Sprints and hill climbs still held an attraction for him, and he was a regular at the Brighton Speed Trials where the E-Type achieved a terminal speed of 138mph on one occasion.

Following an accident at Mallory Park, the E-Type was rebuilt with new engine frames and the body lightened further. By this time, though, John was approaching 40 years of age and so decided to hang up his helmet.

The E-Type was placed in storage, remaining untouched for many years before John decided to restore it. His intention was to return the car to original specification, while at the same time retaining some of the competition modifications. Repairing the damaged wide-angle cylinder head being deemed too expensive, a '3.8' head, which also had been fettled, was pressed back into service and reunited with the original triple SU carburetors, the latter being judged more practical for road use than the racing Webers. The all-synchromesh gearbox was refreshed, and the vented brake discs and four-pot callipers retained. Given the extent of the changes made to the body for Modsports, it is not surprising that Vicarage found the task of restoring it back to original specification a challenge, but in the end they succeeded brilliantly. Some 30+ years on from restoration, this important, early, Series 1, outside bonnet lock E-Type presents in very good to excellent condition, having been in the same ownership since it was five months old. An unrepeatable opportunity to own one of the earliest E-Types made.

£225,000 - 275,000
€270,000 - 330,000

1967 AUSTIN-HEALEY 3000 MARK III PHASE II CONVERTIBLE

Registration no. YTA 514E
 Chassis no. H-BJ8-L/40398
 Engine no. 29K-RU-H/1512

- Restored in 2014 by Classic Coach Builders, Sittingbourne
- Converted from left to right-hand drive
- Circa 2,000 miles since restoration
- Over £50,000 spent



Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp at a leisurely 4,600rpm, which was good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as the 100/6, though Girling front disc brakes were a welcome improvement.

Introduced in 1961, the Mark II in Convertible form brought with it improved practicality courtesy of a fixed foldaway top and winding windows, while engine improvements in the form of triple SU carburettors and a revised camshaft liberated an extra 8bhp. From now until the end of production, the only model available would be the 2+2, the less popular two-seat version having been dropped. From November '61 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the centre of the transmission tunnel.

The 3000 Mark III with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with increased ground clearance – addressing a long-term criticism – and revised rear suspension incorporating twin radius arms instead of a Panhard rod. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design the 'Big Healey' remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered. By the time production ended in December 1967, over 16,000 Phase IIs - by far the most popular variant - had been built.

This Austin-Healey 3000 Mark III was imported from the US in 2013 and restored and converted from left to right-hand drive in 2014 by the renowned Classic Coach Builders of Sittingbourne, Kent at a cost exceeding £50,000. Only some 2,000 miles have been covered since the restoration. The Healey has a new black mohair hood and cover, while an original-specification vinyl hood (as new) is included in the sale. Said to be in very good condition throughout, the car comes with a memory stick of all restoration photographs, plus a Heritage Certificate, driver's handbook, workshop manual, and V5C document.

£50,000 - 70,000
€59,000 - 83,000

371

2016 LAND ROVER DEFENDER 90 4X4 UTILITY

Registration no. KX16 HBF

Chassis no. To be advised

- 2.2-litre turbo diesel engine
- TransLock/TL4 Storage Drawer
- Circa 3,000 miles from new
- Exceptional condition



Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name: Defender. Making this more than merely a re-branding exercise was the introduction on the Defender of a new turbo diesel engine that brought with it useful increases in maximum power, torque, and fuel economy when compared with the old normally aspirated diesel it was based on. Now boasting bold 'Defender' logos, the Land Rover continued its seemingly inexorable process of development, gaining disc brakes and power assisted steering as standard during the 1990s together with a host of other improvements.

It was inevitable that advances in electronics pioneered in mainstream passenger cars would eventually trickle down to the utilitarian Land Rover, which by the new millennium had gained anti-lock brakes (ABS), Electronic Brakeforce Distribution (EBD) and Electronic Traction Control (ETC), all of which were aimed at improving traction to keep up with its increasingly capable rivals. Steel doors, enabling the use of electric window lifts and central locking for the first time, were new for the 2002 model year.

Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. The kinds of incremental improvements mentioned above would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016.

Finished in Santorini Black with premium Alcantara/leather interior, this last-of-the-line Defender has covered only some 3,000 miles from new and is reportedly in exceptional condition. One of its standout features is the TransLock/TL4 Storage Drawer. The latter is made from high-grade aluminium with standard features that include heavy-duty silent-glide drawer runners; twin key locking handles; removable storage tray; fully adjustable drawer dividers; internal ant-slip mat; chequer-plate top; and a seven-lever lock. Offered with V5C and current MoT. The original seats will be supplied with the car along with all the necessary fixings.

£52,000 - 62,000
€62,000 - 74,000

372

1963 PANDORA-BMC SPORTS-RACING TWO-SEATER

- *Conceived and built in Chichester, West Sussex*
- *No expense spared, expertly executed restoration to original specs*
- *A very attractive sports-racing one-off, beautiful throughout.*
- *Uncomplicated BMC mechanicals*
- *Go-kart like handling*
- *Ferrari 'Sharknose' inspired styling.*



Here we are delighted to offer this most attractive small-capacity sports-racing car which was originally conceived, designed, constructed and raced both near and at the Goodwood Motor Circuit.

This pretty BMC Mini-engined projectile was created by three enthusiastic friends from the Chichester, West Sussex, area, as described by one of them, Roger Phillips:

"Our racing car (yet to be named) was conceived in the White Horse Pub, Chichester. There were three of us; Tony Cowell, a master blacksmith, who wielded a torch as an artist wields his brush, he even used to weld up speedo cables! Alongside him was Michael Homer, and both of them lived a few doors apart in Selsey.

"I joined these lads after noticing Michael's much modified 850 Mini, which had all the Downton bits and went like a rocket.

"We retired to the White Horse after watching some race or other. I think it was the 1961 Boxing Day Brands Hatch meeting and we were all fired up about racing. I had experienced my first ever race earlier that year at Goodwood in my daily driver MGA 1600 MkII...

"Not wishing to risk my daily driver again...I was listening to Michael when he suddenly came up with this wild idea of building our own car. He was full of the news that there was to be a new 1100cc sports racing class and he reckoned he could design and he and Tony could build a super low and light weight car to these new regulations using a BMC engine.

"After the conception, the gestation was long. Michael's brother-in-law was Ray Jackson of H.R. Jackson & Co. in Godalming who were BMC Competition dealers and where Michael worked as a BMC mechanic. The arrangement was that I would fund the cost, Michael would design the car and build the engine and Tony would do all the fabrication. We would own the car jointly and share the driving. We studied a Mike Spence Lotus 20. "When no one was looking I whipped out my tape measure and measured up the suspension layout, wheel-base, track etc. and tucked it away. That was the beginning of my design.

"The Jackson company was growing and getting busier all the time, plus the commute from Selsey was a bind so Michael managed to sweet talk a wonderful lady in Selsey who had a lock up garage that she never used and she kindly offered it to us as a workshop. The lady's name was Pandora and when the question of a name for the car came up we thought that would be a nice name, with the add on of 'Powered by Austin', (Austin sounded so much better than BMC).



"Tony and Michael would work in the business during the week and we would all congregate on the weekends to work on the car. As we arrived at the body stage, much pondering went on whether we build it in fibreglass or aluminium. We started with an aluminium body and I thought perhaps to produce replicas for sale we would inevitably need fibreglass.

"Michael had obtained a 1098cc competition engine, we bought a new VW Transporter gearbox casing and sent it off to Mike Hewland. I was very keen to keep weight low and when it came to lights the regulations stated we had to have front and rear lights. The standard Lucas 7-inch headlight was heavy so we used tiny chrome interior lights as our headlights. And they passed scrutineering!

"We went for white cellulose and green bonnet stripe. Tony sprayed the car and by golly, it looked absolutely fabulous. The first test was down Selsey High Street. We then booked a test session at Goodwood, just six miles away.

"Once that was settled we got down to some decent laps. First race was at Cadwell Park late 1963 - head gasket problems curtailing practice and a light encounter with a tree in the race.

"In 1964 with the car repaired we got an entry for the upcoming Whitsun Trophy at Goodwood but as it was for holders of International Drivers licences only we had to ask Ray Jackson to drive. He qualified with no problems but as he lined up after the warm up lap I could see water already coming out of the breather pipe. I ran out to the grid and told him what I was seeing and said "Just take it around gently and see what happens". I don't think he heard me because he was not gentle by any means and he managed to bring the car home in third place with Roy Salvadori winning.

"I later met Roy at lunch with Stirling Moss, Tony Brooks, Jack Brabham and John Surtees at a Goodwood Revival meeting and he remembered 'that very pretty car'.

"I later found Michael had sold the car to someone in Guildford. Eventually I traced the owners from Graham Cooke who bought the car from Michael through a couple of others and eventually to a young Mr Riley, sadly killed in an accident at Brands Hatch in a Merlyn Formula Ford. In 2005 I got an email from Alastair Brown in Edinburgh. After all these years I was able to confirm that yes indeed he had the Pandora."

From Alastair Brown the car passed to the present vendor, a well-respected specialist preparer/restorer/driver who now offers the restored Pandora here in very close to its original form, plus some important modern-requirement safety modifications.

£45,000 - 55,000
€53,000 - 65,000

373

1956 AUSTIN-HEALEY 100M ROADSTER

Registration no. UXG 881

Chassis no. BN2-L/232493

Engine no. 1B/214994M (not original)

- *Genuine factory-built 100M 'Le Mans' model*
- *Exported new to the USA*
- *Professionally restored by MPH in the early 2000s*
- *Converted from left- to right-hand drive*
- *Extensively upgraded*



Its accompanying BMIHT Certificate shows that this Austin-Healey 100M was despatched on 16th June 1956 to the USA and confirms that it left the factory as a genuine 100M (or 'Le Mans') model. The car was located for the vendor at The Healey Werks of Lawton, Iowa. It was shipped back to the UK in 2002 and converted from left- to right-hand drive when restored by MPH Ltd of Blockley, the rebuild being completed in June 2004. MPH completely stripped the Healey and restored it from the chassis upwards. The original shade of Reno Red was found beneath the right-hand drive steering column aperture blanking plate, which ensured the colour was correct when repainted.

As the car was for road use and not intended for competition, it was fitted with Girling M16 disc brakes and a 3.9:1 rear axle ratio, the original 4.1:1 crown wheel and pinion being severely worn. Although the engine block is not original, the carburetors are correct for the 100M as are the other features including the anti-roll bar and louvred bonnet.

The air box clearance notch alteration was as expected, but there was no kink in the diagonal bracing where the access was sometimes made for the fitting the 100M camshaft. After fitting new pistons and an aluminium cylinder head from Denis Welch (with the steel-faced head gasket), the compression ratio is 8.68:1 compared to the 8.1:1 as originally stated for the 100M and 7.5:1 for the standard 100.

The car has a 140mph speedometer, which was apparently sometimes fitted to the 100M. The vacuum advance has been removed and the mechanism fixed in the distributor to ensure correct engine timing over the engine speed range as advised by Jeremy Welch. We are advised the overdrive is working as originally intended and changes down on the throttle. The throttle pedal is built up to suit the owner. The headlamps have halogen bulbs, and fuel filters have been fitted between the fuel tank and the pump, plus another before the carburetors.



Photographed at Kings Weston House in Bristol by kind permission of John Barbey



The car has been fitted out to suit the vendor and has all the attributes to make it easy to drive in modern traffic without overheating the engine or driver. We are advised that it does not drag its exhaust on the ground and keeps up with motorway traffic when required. In addition to those mentioned above, the car boasts the following notable features:

Up-rated springs to 3000 specification, Denis Welch DWR1 (100M) camshaft, Denis Welch 100M tubular side-exit exhaust system, Denis Welch carburettor heat shield and inlet extensions, Carburettors fitted with 'super dry' seals, Lightened flywheel and balanced crankshaft Spin-on oil filter, Extensive heat insulation, Heavy-duty clutch linkage Alternator instead of dynamo, Kenlowe thermostatic fan and large radiator, Alloy rocker cover and sump, Denis Welch split steering column Horn and indicator switch on dash, Derrington wood-rim steering wheel Mirrors fitted to extended windscreen pivot bolts, Rear leaf springs fitted with Polybushes, Lap and diagonal seat belts, 60-spoke wire wheels shod with Michelin XAS tyres (two years old).

Records are available of all the work done in restoration and subsequently on the car, which has been regularly maintained, with any major work done by Denis Welch Motorsport or John Chatham Cars, both of whom are recognised Austin-Healey specialists. Most recently, the car was serviced at John Chatham Cars in September 2021. New 6V batteries were fitted in 2021. The car has always been garaged and in winter is stored in a Carcoon inside the garage. It is no longer submitted for annual MoT.

The car is described by the vendor as in excellent condition, but does show signs of use as one might expect. The vendor has had a great time both using and working on the car over the years, but recently poor health has made it impossible for him to drive the car regularly.

£80,000 - 100,000
€95,000 - 120,000

374 Ω N

2009 ROLLS-ROYCE PHANTOM COUPÉ

Registration no. UPL 4

Chassis no. SCA3C680079UX29136

- *Rolls-Royce's flagship model*
- *One owner from new*
- *Circa 140 kilometres on the odometer*
- *Stored since acquisition*
- *Requires re-commissioning*



Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the 6.7-litre V12-powered Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.



While the aluminium body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woollen carpets and carefully selected wood veneers. Saloon, coupé and drophead coupé versions were built. This coupé's notable features include the following:

21" Forged Star alloy wheels, Camera system front & rear, Colour keyed boot trim, R-R logo to headrests, Metal steering wheel spokes, Brushed steel package, Single coachline, TV function, Navigation System Professional, Preparation for mobile with Bluetooth interface, 6 DVD changer, Audio integration for iPad, Starlight headlining in dark grey, Glove box with insert preparation, Chromed visible exhausts.

Finished in Diamond Black Metallic with Moccasin leather interior, the car was purchased ex-showroom by the current vendor and has covered only an indicated 140 kilometres. Photocopies of the bill of sale and Middle Eastern registration card are in file. Stored since acquisition, the car may require re-commissioning before further use. A wonderful opportunity to own a little used example of Rolls-Royce's flagship model.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£80,000 - 140,000

€95,000 - 170,000

No Reserve

375

The Ex-Peter Collins/Pat Griffith 1952 Goodwood 9-Hours race-winning...

**1952 ASTON MARTIN DB3 SPORTS-RACING
TWO-SEATER**

Chassis no. DB3-5

Engine no. DP10133 (Supplied with the car)

- 1952 Goodwood 9-Hours Winning Peter Collins/Pat Griffith
- 1953 Sebring 12-Hours 2nd Place George Abecassis/Reg Parnell
- 1952 Le Mans 24-Hours Peter Collins/Lance Macklin
- 1953 Mille Miglia George Abecassis





This beautifully-presented and - within its Historic racing category - provenly competitive Aston Martin DB3 sports-racing car is none other than the legendary marque's contemporary works team-entered winner of the 1952 9-Hours race right here at the Goodwood Motor Circuit, driven on that occasion by the fine pairing of future Ferrari Grand Prix winning driver – and so very nearly the 1956 Formula 1 World Champion - Peter Collins and Pat Griffith.

This two-seat sports-racing car design with its muscularly-handsome Frank Feeley-styled light-alloy bodywork, was introduced by the Feltham-based company in 1952 as its first sports racing prototype. It's 'DB'-series model title derived from the initials of northern-English gear and machine-tool industrialist David Brown, who had bought the already famous Aston Martin sports car marque – for £20,500 – in 1947.

The Aston Martin DB3 was designed for David Brown by German engineering director Dr Robert Eberan von Eberhorst. He was a leading proponent of welded chassis-frame design using large-diameter parallel main frame tubes from which the front and rear suspensions could be hung, the engine and gearbox installed and a lightweight aluminium enveloping body attached. 'Eberan' as he was known had been a leading engineer with the epochal Auto Union Grand Prix team through the late 1930s when he had been principally responsible for the good-handling 3-litre V12-engined, de Dion rear-axled GP cars of 1938-39, in which none other than the Italian champion Tazio Nuvolari had won the Donington and Italian Grand Prix races, defeating the better-funded might of Mercedes-Benz.

Laurence Pomeroy, highly respected Technical Editor of *'The Motor'* magazine, then recommended the Austrian engineer to David Brown who engaged him initially as a design consultant but then as full-time chief engineer.







Eberan would recall: "At Auto Union we looked at our work from a national viewpoint. But David Brown had bought Aston Martin as a hobby, in order to build special cars to his own ideas and to race them accordingly, "

"I was given the task of designing a completely new competitive sports car, new except for the engine which was to be the 2.6-litre Lagonda unit, and which was to be known as the DB3.

"Like the Auto Union it had a tubular, girder-type frame with trailing link front suspension and transverse torsion bar springs. I also gave it a de Dion rear end with transverse torsion bars" – but von Eberhorst was to find that Aston Martin's racing budget was much more restricted than the State-backed Auto Union team's had ever been. "At Aston Martin it was an adventure to build even one standard car- we were always changing the prototype which had to be ready to race immediately." While the methodical Austrian was troubled by such 'Racer' attitudes, he much admired some of the team's contracted drivers, and especially Peter Collins whom he described as "a sort of English Bernd Rosemeyer, a very daring driver. Reg Parnell was very solid and stable but I would leave Aston Martin when I was invited to join the board of directors of the newly-formed Auto Union company in 1953..."

Meanwhile his Aston Martin DB3 sports-racing car's definingly simple yet well proportioned and sleek bodywork, fronted by that distinctive 'portcullis' nose intake grille, proved to be extremely efficient aerodynamically when wind-tunnel tested by the Vickers aircraft company. It was certainly very well thought out, even its underside being carefully faired-in by undertray panelling – unusual for the time.

These DB3 cars were powered initially by the twin-overhead camshaft 2580cc 6-cylinder Aston Martin Lagonda engine, later replaced by an enlarged 2922cc version. While the initial power unit developed some 138bhp, the later, larger variant could deliver up to 163bhp.

The new model made its debut at the BRDC May Silverstone race meeting of 1952, Aston Martin entering four team cars there and seeing drivers Reg Parnell, George Abecassis and Lance Macklin finish 1-2-3 in their 3-litre class.



The Aston Martin DB3 offered here – chassis DB3/5 – was the car driven that Silverstone Saturday by Lance Macklin – son of Sir Noel Macklin, pre-war Invicta sports car manufacturer, then mastermind of the wartime Fairmile motor torpedo boat and gunboat programme. Stylish, always sophisticated and cosmopolitan and very much a young man about town whether it be London, Paris, Rome or particularly Cannes and Nice on the French Riviera, debonair Lance had become very much a mentor to the young Stirling Moss. He would drive Aston Martin 'DB3/5' again in that year's Monaco GP on June 2, run for sports cars instead of the Formula 2 single-seaters which that year qualified for the Drivers' World Championship competition. He recalled how all the DB3 works entries there "...were equipped with the new 2.9-litre engines for the first time and we arrived with high hopes, feeling that we really had a good chance. In practice, even using just 6,000rpm, I was not very far behind the Ferraris, and I felt that by using peak revs we could do very well.

"However, in the race the cars ran very hot and each threw a rod at some stage" – his after 73 punishing laps.

In the Le Mans 24-Hour race on the weekend of June 14/15, Macklin then co-drove the repaired 'DB3/5' with the fast-developing and increasingly exuberant British newcomer Peter Collins. Lance remembered how: "...we got up to third place behind the Mercedes 300SLs with only about three hours to go (but) we both knew the situation was dicey because they'd moved the rear brakes inboard, where they generated so much heat that the oil in the axle was practically turning to water. After practice Peter and I arranged with the mechanics to slacken off the rear brakes, having decided to drive as much as possible without braking and to do what was necessary with the front brakes only. This paid off, as we managed to keep going until about mid-day on the Sunday. I handed over to Peter for the last stint, but he was back again after five or six laps...there was nothing they could do and the Aston was retired. It was a real shame, because we could have finished third." This car had completed 230 long laps in the Le Mans 24-Hour race....



1

June 10, 1952 - Central Le Mans prior to the 24-Hour race - team personnel bringing Aston Martin 'DB3/5' into the scrutineering area for pre-race inspection.

© Motorsport Images

2 (Main)

June 14, 1952 - Le Mans 24-Hours, La Sarthe - Peter Collins tucking 'DB3/5' into Mulsanne Corner at the end of the long straight after sparing his drum brakes as much as possible. Trailing him are the Clark/Keen Aston Martin DB2 Coupe and Plantivieux/Chancel Dyna Panhard X86 Coupe. © Motorsport Images

3

June 14, 1952 - Le Mans 24-Hours, La Sarthe - refuelling stop for 'DB3/5' race No 25 co-driven by Lance Macklin/Peter Collins, the Aston Martin works team's fun-loving and sophisticated young blades. The organising ACO authority's official *plombeur* (dark jacket) ensures all rules are observed.

© Motorsport Images

4

June 14, 1952 - Le Mans 24-Hours, La Sarthe - Lance Macklin dives Aston Martin 'DB3/5' into Arnage corner, a degree of understeer apparent as he is poised to apply power from the 3-litre 6-cylinder twin-cam engine.

© Motorsport Images



3



4

Veteran team driver Reg Parnell then took over 'DB3/5' for the Jersey Road Race around the houses in St Helier, Channel Islands, on July 10, finishing fourth overall, and second in Heat three.

At Boreham aerodrome, on August 2, 1952, 'Uncle Reg' then won the 3-litre class and finished third overall, at an average speed of 86.35mph which provides a clear idea of the car's racing capabilities on a fast, though winding aerodrome course rather similar to Goodwood itself.

While these team cars had proved consistently competitive through that year it was only in their final outing of the season – in the Goodwood 9-Hour race on August 16, 1952 – that they finally won overall, the strong driver team of Peter Collins/Pat Griffith taking the chequered flag in 'DB3/5' as now offered here.

In its preview to the day-into-night race the British weekly magazine 'Autosport' described how: "Tomorrow, at 3 o'clock in the afternoon, 30 sports cars, British and Continental, will begin a nine hours' drive on the 2.4-mile Goodwood circuit in the BARC/'News of the World' International long-distance sports car race. They will range from 1½-litre Cooper and Lester-MGs, HRGs and a Jowett Jupiter to Frazer Nashes, Ferraris, Allards, works-entered Aston Martins and Jaguars, and a lone French Talbot.

"The event will continue until midnight and when darkness falls spectators will witness true Le Mans-style racing, with cars passing at high-speed, headlamps full on, and the pits, paddock and stands bright with innumerable lights."

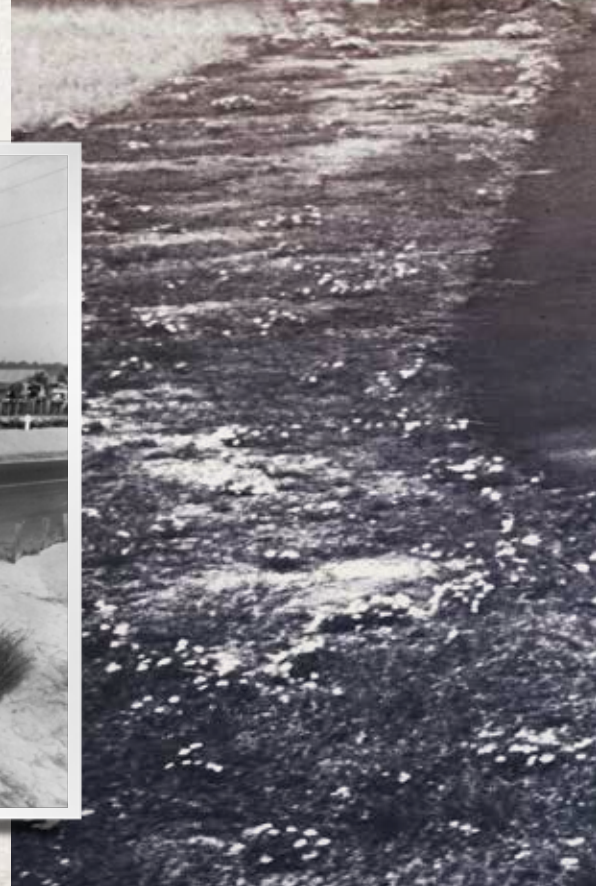
This preview described how the prize fund totalled £2,500, 1,000 guineas of which would go to the car covering the greatest distance in the nine hours of racing. In its full report the following week, 'Autosport' described how: "At no time was the race devoid of interest. First surprise was when Reg Parnell took the lead from Tony Rolt's Jaguar, with the 2.9-litre Aston Martin of the type (DB3) which raced at Monaco. This fast car's run ended when the rear axle overheated, and ignited spilled fuel during refuelling operations. In a moment the car was enveloped in flames, and it was touch and go whether or not the fierce fire would spread to the other pits, and to many hundreds of gallons of 80 octane fuel stored nearby. Unfortunately, three of the David Brown pit staff were injured in attempting to beat out the flames".

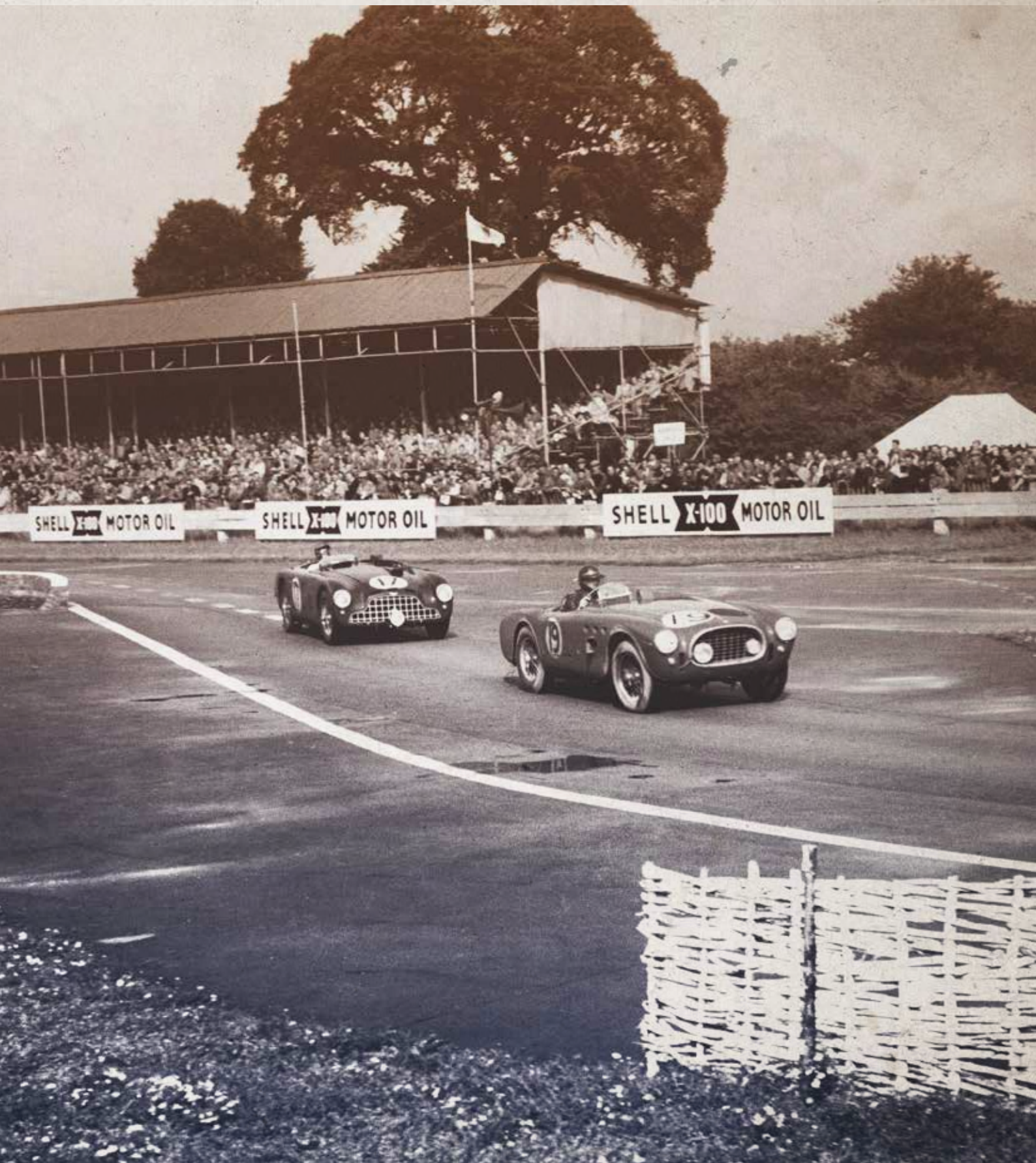
5

June 14, 1952 - Le Mans 24-Hours, La Sarthe - Peter Collins shows off 'DB/5's' soberly-handsome Frank Feeley-styled body lines in this fine shot at Mulsanne Corner.
© Motorsport Images

6 (Main)

August 16, 1952 - Goodwood 9-Hours - Peter Collins in the race-winning Aston Martin 'DB3/5' which he co-drove with Pat Griffith, entering the chicane. GPL







7

March 8, 1953 - Sebring 12-Hours, Florida, USA - Pre-war Brooklands driver Reg Parnell easing himself out of the 2nd-placed Aston Martin DB3 - chassis '5' now offered here. Team patron David Brown (dark blazer) and team manager John Wyer (open light jacket) in attendance.
© Motorsport Images

The fire had erupted shortly before 6pm after with 93 race laps completed with the Parnell/Eric Thompson car - 'DB3/3' - lying third behind two works-entered Jaguar C-Types. Aston Martin's illustrious team manager John Wyer sustained particularly serious burns to his face and arms and, as he was hurried off to hospital, Reg Parnell who took over management duties, reorganised the Aston Martin pits and urged on Collins and Griffith in 'DB3/5'. Dennis Poore brought in the third team car - 'DB3/4' - which he was co-driving with George Abecassis, reporting that only top gear remained. Upon an attempt to restart the car's starter motor jammed, and Abecassis only succeeded in rejoining the race after losing much time.

By 7.30pm that evening the two leading Jaguars had completed 145 laps, but 'DB3/5' lay third only two laps adrift and running well. One report read: "It was evident that the two Ferraris - co-driven by Tom Cole/Peter Whitehead and Bobby Baird/Roy Salvadori - were out to catch the Collins/Griffith Aston Martin. Roy Salvadori caught and passed 'DB3/5' and with three hours to run both Jaguars had completed 194 laps, the Stirling Moss/Peter Walker car leading, while the Salvadori Ferrari was third four laps adrift. But shortly after 9.30 the Duncan Hamilton/Tony Rolt Jaguar went missing; a half-shaft broke. Soon after 10pm the Moss/Walker Jaguar came touring slowly to the pits, where it stopped with a broken rear axle locating arm.

"This put the Baird/Salvadori Ferrari in the lead with 229 laps completed, one ahead of the Collins/Griffith Aston Martin. At 10.23pm Salvadori came in to refuel and hand over to Baird. The Belfast man pressed the starter, there was a click - and silence!". After frantic work, "Baird took off like a scalded cat, with the Ferrari's one-lap lead altered to three in arrears.

"The Aston Martin was circulating steadily, albeit with an odd-sounding exhaust note due to a blown gasket. Salvadori took over the Ferrari... rocketing out of the pit road, only to revolve at Madgwick and stall his motor. Unable to restart owing to the dud battery, he had outside assistance, which cost him one lap docked.

"By 11pm, with one hour to go, the DB3 had turned in 252 laps, the Cole/Whitehead Ferrari 248, the Baird/Salvadori Ferrari 246.

"Then it was all over. Peter Collins crossed the line to win the Nine-Hours Sports-car Race at an average of 75.42mph. Victor's laurels were hung round his and Pat Griffith's necks, and there was a triumphant ceremony in front of the stands, to the accompaniment of many brightly-coloured rockets fired from behind the paddock. For hours after the event, lines of cars still wended their way towards homes and hotels, with the occupants fully determined to repeat the dose in 1953".



Into that new year, Aston Martin's factory team relied upon these proven DB3s for its first three events, the Sebring 12-Hours in Florida, USA, on March 8, the mighty 1,000-mile round-Italy Mille Miglia on April 26 and the Silverstone International on May 9.

Yet again Aston Martin DB3 chassis serial 'DB3/5' excelled, this time in the punishing Floridan enduro at Sebring, team drivers George Abecassis/Reg Parnell driving this car home into a fine second place overall, and winners of the 3-litre category. The car completed 177 laps, 894 miles in the 12-hours, having averaged 74.58mph for the duration...69 long years ago. And finally, in the Mille Miglia 'DB3/5' – again driven by the always exuberantly on-the-limit 'Gorgeous George' Abecassis - had to retire after a crash due to steering failure, as he later explained: "We had shock absorber problems... All the Italian roads that year had a very bad surface – not so much pot holes as ripples, which set up such a high-frequency movement in the shock absorbers that they overheated and became inoperative. You'd go into a corner and the front wheels would start dancing and bouncing and the car would go straight on, in spite of the fact that it was on full lock!"

But George Abecassis was always a particularly brave driver who would never back off. His own HWM team had become such an honoured name between 1949-53 with its Continental Formula 2 racing exploits, that he was most decidedly another great name to be associated with

this wonderful Aston Martin DB3. Not least when given a fearful dressing down in the Goodwood pits by team manager Wyer for having bent one of the other works cars, George celebratorily took his cigarette holder from his mouth to remark, reprovingly "I say, John - steady on... When I crashed my Stirling bomber they gave me the ----- DFC".

It was after this Mille Miglia incident that 'DB3/5's damaged open body was removed and the rolling chassis then sold to established Aston Martin enthusiast and private customer Nigel Mann who had it fitted with a distinctive closed-cockpit grand touring body. He raced the car five times in that configuration, sharing it most notably with Brooklands veteran Charles Brackenbury, best result being sixth overall in the Hyères 12-Hour race in France. With the car returned to open-cockpit form with single-cowl windscreen and a Jaguar D-Type-like headrest, Nigel Mann reappeared at Hyères in 1955, finishing sixth for the second consecutive year.

This historic Aston Martin was subsequently retired from active duty, UK road registered ' UPL 4 ' and subsequently sold to Preston Hopkins, a US military officer based in Japan. Shipment was via Hong Kong as in the Register. The vendor had the pleasure of meeting his son Riley Hopkins at Pebble Beach when UPL 4 was invited to the 2013 Concours. Apparently, DB3/5 made a major sports racing impact in 50's Japan as evidenced by the contemporary publicity. Hopkins returned to the US in the late 1950's and continued his racing activities





on North West And East Coast tracks. Around 1979 it was acquired there by Tony Goodchild, retaining its somewhat DB3S lookalike open-cockpit 'spider' body. Fitted with a twin-plug cylinder head, the car proved itself a strong performer in American 'Vintage' events, with Goodchild campaigning it at Road Atlanta, Pittsburgh and Road America, as well as at his local track - Lime Rock. He even shipped 'DB3/5' to the UK in 1985 to race at Silverstone.

British collector Hugh Taylor eventually returned the car to England in 1990, when he commissioned a full restoration including an authentic Feeley-style 'works' DB3 body.

Working from a wealth of historic photographs sourced by arch-Aston Martin stalwart Brian Joscelyne, Crailville Coachworks did a superb job of remaking the two-piece bodywork while Peter Watts rebuilt the chassis and engine. Later owners have included Aston Martin connoisseur Simon Draper, US based Scott Rosen and, for the past 15 years, the current vendor in whose hands it has been raced extensively at Historic level including multiple Le Mans and Monaco events. DB3/5 won the prestigious RAC Woodcote Trophy for the 2010 racing season and has been a particularly welcome feature of the annual Goodwood Revival Meeting's Freddie March Trophy races for sports cars of that early-'50s 9-Hour race era.

The vendor was advised on the purchase of this historic Aston Martin by seasoned specialists Rick Hall and son Rob of Hall & Hall, both most accomplished racing drivers in their own right. Hall & Hall have prepared and maintained DB3/5 throughout the vendor's racing ownership with excellent reliability and competitiveness being achieved.

"When the DB3 became available it seemed a rarer and more interesting option", Rob told writer Mick Walsh of *'Classic & Sportscar'* magazine. "With the car's history it was eligible for all the top events, and with just 10 built and DB3/5 being an ex-works car, it was more likely to guarantee an entry. The downside was all the period performance limitations, particularly the weight and small brakes."

Hall & Hall were convinced that the DB3's performance could be transformed without resort to modifications that would spoil its originality. A new engine was built around an original spare block with a lighter crank and pistons. The original engine was also rebuilt by Hall & Hall and more suitably used for the Mille Miglia and similar events. The original engine, DP10133 is supplied with the car.

"It now revs a lot easier with plenty of low-down torque, which makes it very tractable," explained Rob, who won the 2017 Revival Meeting's Freddie March Memorial Trophy race in 'DB3/5'.

"It's a nice historic race with very neutral handling. With our stiffer front and softer rear set-up, the turn-in is good through fast corners and you can control it nicely on the throttle. The steering is heavy, but I prefer it that way because it gives more feel. The car seems to suit Goodwood."

And in return Goodwood Motorsport has repeatedly invited this magnificently Britannic sports-racing car, with its 9-Hour race-winning, Sebring 12-Hours second-place history and close connections with so many great British racing heroes of the 1950s back, year after year.

DB3/5 has recently been sympathetically restored by the vendor-owned MRM Motorsport, and is now presented in its original 1952 racing colours with distinctive yellow nose. The dark green colour was used on all of the DB3 works team cars during the 1952 and 1953 seasons. The paint was sourced from renowned Aston Martin Specialist Chris Woodgate who had previously used the colour to restore XMC 76.

The car is accompanied by an extensive documentation file including details of not only its contemporary international competition career in both works and private hands but also of its many Historic event appearances and performances within more recent years. The car is supplied with HTPs valid to 2025 along with its competition roll hoop and extensive wheel and spares package. We very much recommend this lovely car as being worthy of the very closest consideration.

£2,800,000 - £3,300,000
£3,300,000 - 3,900,000

376

1951 JAGUAR XK120 ROADSTER

Registration no. VDR 120

Chassis no. 660545

Engine no. W2826-7

- *Original right-hand drive UK model*
- *Body-off restoration in 2010*
- *Upgraded specification*
- *Significant recent expenditure*





Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking roadster caused a sensation. Ironically, its creation had only come about because delays in the gestation of the MKVII saloon had forced Jaguar to find an alternative method of bringing its new 3.4-litre XK six-cylinder engine to public attention! Conceived as a low-volume model, the XK120 proved considerably more popular than expected, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the body was swiftly re-engineered in steel.

The '120' referred to the car's top speed, any doubts about that claim's veracity being swiftly banished when a carefully prepared X120 achieved 126.4mph with hood and side screens erected and 132.6mph minus its weather protection and equipped with an under-tray. In fact, the XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. From launch until the end of production in the autumn of 1954 the XK120's popularity never slackened, especially in overseas markets that took over 85 percent of total output.

This original right-hand drive Jaguar XK120 roadster was originally supplied by Henley's to its first owner, a Mr Oswald Salvador. The car was first registered as 'MGT 883'. In 2010 the XK was treated to a body-off restoration and several upgrades. The works included galvanising the chassis; replacing the rear springs with nine-leaf Alpine springs; and swapping the original rear axle for a Salisbury unit. In addition, the car was fitted with a thicker anti-roll bar; Mk2 steering bushes; disc brakes all round; and 54-spoke 16" wire wheels. The interior has been re-trimmed in two-tone tan leather with matching carpets. The car was repainted in 2020 in Grey and presents very well. The engine has been fitted with a high performance cylinder head, larger 2" SU carburetors and a raised compression ratio. It also has disc brakes and a five speed manual gearbox for comfortable high speed touring. Purchased by our vendor in 2021, the car benefits from considerable subsequent work, indeed over £20,000 has been spent with Classic Performance Engineering. Works included a new clutch, and while the engine and gearbox were on a stand, a strip and refurbishment was carried out. A full breakdown is available on file. At the annual Jaguar Drivers Club meeting in July 2021, 'VDR 120' was presented the award for best original XK120, showing the quality of the car and the work undertaken. This XK 120 is supplied with a V5C registration document, a Heritage certificate and a history file containing receipts, service details, and MoTs. The original gearbox, disc wheels and brake components can be collected from the vendor post sale.

£80,000 - 100,000
£95,000 - 120,000

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

377

2004 ASTON MARTIN VANQUISH 2+2 COUPÉ

Registration no. LJ04 PXC

Chassis no. SCFAC1334B501278

Engine no. AM3/01131

- *Two owners from new*
- *Extensive service history*
- *Always well maintained*
- *19,700 miles from new*



An entirely new Aston Martin for the 21st Century, and one of the most important models in the company's recent history, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 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.

Dominated by an imposing aluminium centre console, the interior featured 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. Production ceased in 2007, by which time the model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000. The Vanquish lasted in production for six years, with 2,578 being made.

A 2+2 model, this particular Vanquish was ordered at Aston Martin's flagship showroom on London's Park Lane by a gentleman from Surrey, who specified that it should be fully equipped with all the latest extras. The buyer parted with £165,000. The Vanquish has extensive service history with its first owner and in 2013 (at 15,683 miles) was fitted with the up-rated clutch of the later Vanquish S. It would appear that the Aston had very little use thereafter, as it passed to the present owner in March 2014 with 15,753 miles showing on the odometer. During the present ownership the car has been maintained regardless of cost and always serviced by accredited Aston Martin specialists, the service history being continued. The current mileage is only 19,700. A set of new tyres was fitted in April 2020 at circa 19,000 miles.

It is believed that the car was always garaged by the first owner, and as part of the current owner's collection has been kept in excellent storage conditions when not in use. MoT'd to August 2023 (no advisories) and ready to use, this potent modern Aston Martin is said to drive extremely well.

£65,000 - 70,000

€77,000 - 83,000

378 * N

1988 BMW M3 (E30) GROUP N RACING CAR

Chassis no. WBSAK010202190474

- *Delivered new in Italy*
- *Originally road-registered*
- *Converted to Group N racing specification in the mid-2000s*
- *Raced exclusively in Italy*
- *Maintained by Roberto Restelli of Alfa Delta*
- *New FIA HTP applied for*



Although it looked pretty much like a standard E30 3-Series from a distance, the M3 shared only the bonnet with its less-exotic sibling. Necessary chassis improvements included lowered and stiffened suspension, wider wheels, five-stud hubs, ventilated front brake discs, ABS and a limited-slip differential. The gearbox was a five-speed close-ratio Getrag. The M3 debuted at the Frankfurt Motor Show in September 1985 with deliveries of this exclusively left-hand drive model commencing a little over one year later.

This BMW M3 from the model's iconic first series was delivered via the Lodi (in Northern Italy) based BMW dealer Fratelli Carteni and registered in Crema in the province of Cremona on 22nd January 1988. The accompanying original service book records five services when the car was still road registered, the last one at 88,275 kilometres. Subsequently the BMW was transformed in a Group N competition saloon, with the first ACI/CSAI passport dating from 2008. This passport records six races in the period 2008-2010, mainly in Varano but also at Adria and Imola. The car was then sold to the current vendor, a very well respected collector and amateur racer in Northern Italy.

In 2013, an FIA HTP was issued for the car by the Italian ACI/CSAI for Period J2. The owner subsequently campaigned the car in numerous races, always in his native Italy, the last recorded race being at Mugello on 4th/5th September 2015 as part of the Campionato Italiano Autostoriche, where he finished 1st in class.

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.

While in his care the BMW has always been looked after by Roberto Restelli of Alfa Delta in Marnate near Varese in Northern Italy, who had rebuild the engine in 2015, after which the the car was only campaigned in two more races. As the previous FIA HTP has expired, a new passport has been applied for and will be forwarded to the next custodian.

This stunning M3 is offered with a copy of its old Certificato di Proprietà, the aforementioned old racing passports and the original service book and operation manual, plus two folders with related documentation pertaining.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£50,000-70,000
€59,000 - 82,000
No Reserve

379

1997 BENTLEY CONTINENTAL T SPORTS SALOON

Registration no. R516 YVP

Chassis no. SCBZU26COWCH67014

Engine no. 89427L410M/TTW

- *One of only 322 made*
- *Three owners from new*
- *Extensive service history*
- *Circa 90,000 miles from new*





Introduced in June 1996, the Bentley Continental T was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers. The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeo 1.8s, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tyre-shredding 5.8 seconds on its way to a (governor limited) top speed of 156mph; that and an equally eye-watering price - £220,312 at time of launch - made the Continental T Bentley's fastest and most expensive model. Last of the hand-built Bentleys to emerge from the historic Crewe factory, only 322 were produced between 1996 and 2002, most of which were exported.

This Continental T is a relatively rare original UK-delivered car and was ordered from the well-known Roll-Royce and Bentley dealers Broughtons of Cheltenham for a local businessman. Registered in December 1997, this 1998 model incorporates numerous upgrades, not the least of which was an increase in maximum power from the original 400bhp to 426 horsepower. The car's original specification sheet comes with it, listing the numerous extras requested by the first owner, who is believed to have parted with some £230,000 as a result.

Apparently the first change of ownership occurred in 2000 when the Bentley passed to an hotelier in Yorkshire where it was mainly driven by his wife. The current vendor purchased the car from them in 2009. Forming part of his private collection ever since, the Bentley has covered only 10,000 miles in the last 12 years. The current odometer reading is 90,000 miles.

Finished in Atlantic Blue Mica with blue-piped Magnolia leather interior, the latter featuring a full set of dark blue woollen over-rugs supplied by Bentley Motors, this wonderful Continental T is in impeccable condition; it has wanted for nothing in its life and has always been serviced by Bentley main dealers or accredited Bentley specialists. The service book is stamped from new and the car comes complete with all its original handbooks and documents. This is a wonderful opportunity to acquire a thoroughbred sporting motor car - MoT'd to August 2023 (no advisories) and said to drive extremely well - with an impeccable provenance and only three owners from new.

£95,000 - 100,000
€110,000 - 120,000

380

**1959 ASTON MARTIN DB4 LIGHTWEIGHT 4.5-LITRE
COMPETITION SPORTS SALOON**

Registration no. DB 76

Chassis no. DB4/201/R

- *The second RS Williams DB4 Lightweight built*
- *No expense spared preparation throughout its life*
- *Winner of the "Rolex Endurance Challenge" in North America in the hands of Jack Boxstrom*
- *Featured in "Victory One" magazine in 1987*





"When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races."
 - *The Autocar*, 3rd October 1958.

Launched to unbounded acclaim at the London Motor Show in October 1958, the sensational DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era that neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by Willie Watson.

The new car's competition potential had been recognised from the outset and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype driven by Stirling Moss ('DP/199') won its first race at Silverstone. Those wishing to race the latest Aston Martin but unable to obtain a limited-edition DB4GT or its even more exclusive Zagato-bodied variant were forced to use the 'ordinary' road car, and today modified DB4s remain a mainstay of Aston Martin Owners Club and other important historic motor sports events.

The significant Aston Martin DB4 Lightweight offered here, 201R was delivered new by HW Motors in Brooklands as "DB76" to the Earl of Brecknock on the 12th of November 1959, a number the car still retains to this day. During the 1960's, the car was owned by English actor, Christopher Casanove, the star of US TV drama, 'Dynasty.'

After a period off the road, 201R became the basis for the second RS Williams Aston Martin DB4 Lightweight, and was commissioned by John Goate, the much-fabled Aston Martin DB4 GT expert. The DB4 Lightweights quickly began to reign supreme and dominate the Aston Martin Historic racing field. After much success on the UK racing circuit in the capable hands of John Goate, 201R found its way to the United States, along with the original DB4 Lightweight of Lord Downe, that had become famous in its own right having been driven by Le Mans, and sportscar ace, Mike Salmon.



201R was campaigned in the United States by Murray Smith, where the car went on to become arguably the most successful competition Aston Martin in North America. During the 1986, 1987 and 1989 seasons, Murray Smith stormed to victory and won almost every race he entered in 201R. In 1986 201R was pictured and featured in *Classic and Sports Car* (Original article present in history file). Following on from the success of the 1987 season, Murray Smith drove and reviewed 201R for "Victory One Magazine" (Original article present in history file). At the end of the 1989 season, the car was acquired by notable historic racer Jack Boxstrom. Jack instructed Robert and John Clerk of Performance Tune to maintain the car. In the hands of Boxstrom, 201R continued its dominance and its formidable record continued to grow. From 1990 to 1992, 201R competed in 23 races, picking up 21 class wins and finished every race that it started during this period. The pinnacle of 201R's success culminated in Jack Boxstrom claiming the "Rolex Endurance Challenge" Title.

1993 marked the end of 201R's career in North America and the car was returned to RS Williams in the UK where it was subjected to body off rebuild and restoration. The works were completed some three years later in 1996. Upon completion, Richard Williams intended to run the car in house as an RS Williams 'Works' car. However, due to rapid expansion within the business, Richard came to an agreement to sell the car to Martin Angle in 1997. Angle was a newcomer to historic racing at the time of his acquisition of 201R but this didn't stop 201R quickly re-establishing itself as a front runner in the UK Aston Martin Championship along with the Thoroughbred Sports Car Championship. In 2000, the UK Aston Martin Championship contained some of the UK's most prominent historic racers such as Gerry Marshall, Gary Pearson, David Heynes and Ronnie Farmer which made it all the more impressive when Angle lay second in the championship in 201R. Sadly, other commitments meant that Angle had to sit out the remainder of the season.

In 2001, The Heritage GT Series was formed under the banner of the TOCA Series to run as a support series to the British Touring Championship. 201R immediately made its mark on the championship by finishing on the podium in the first round of the new series on the big stage. During the two-driver rounds of the series, Angle regularly shared the driving duties of 201R with ex-Formula 1 driver, Jackie Oliver. From 2001 to 2003, 201R achieved numerous class wins and overall results amongst much more powerful machinery such as V8 Aston Martins and Chevrolet Camaro's. Between 2001 and 2004, 201R competed in over 120 races, and only suffered one mechanical failure.

381

1952 JAGUAR XK120 COUPÉ

Registration no. 474 XUN
Chassis no. 680103
Engine number: W6116-8

- Restored in the mid/late 2000s
- Matching numbers chassis and engine
- Five-speed gearbox upgrade
- Up-rated brakes and steering rack



“We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days.” - William Heynes, Chief Engineer, Jaguar Cars.

Launched at the 1948 Earls Court Motor Show, the stunning-looking Jaguar XK120 caused a sensation, setting set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupe and drophead coupe versions followed, and for customers who found the standard car too slow, there was the Special Equipment package which boosted power from the stock 160 to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising. From launch until the end of production in the autumn of 1954 the XK120's popularity never slackened, especially in overseas markets that took over 85 percent of total output.

Extensively restored over a three-year period with little use since, this XK120 Coupé has benefited from numerous upgrades enabling the owner to enjoy it to the fullest extent whether on a drive to a pub lunch in the country or an extended European tour. '474 XUN' was built new in 1952 and originally exported to the USA. It returned to UK in 2005 where it was restored by James Sidwell and Co and converted to right-hand drive during the comprehensive restoration. Upgrades include a five-speed gearbox, XK150 brakes and steering rack, and a bespoke stainless-steel exhaust system. The car is finished in Jaguar White Gold with red leather, complemented by chrome wire wheels. With only two owners since it returned to the UK, and limited use, the XK still presents very well. Inspected pre-sale by renowned marque specialists CKL, the car comes with a comprehensive history file documenting the restoration and retains its original engine block and cylinder head.

£60,000 - 80,000
€71,000 - 95,000

382

2001 ROLLS-ROYCE SILVER SERAPH PARK WARD LWB

Registration no. Y361 RFM
Chassis no. SCALD62EX1CH07629
Engine no. 61182400799965

- *Top-of-the-range extended-wheelbase model*
- *One of only 27 right-hand drive out of 127 built*
- *Only circa 56,500 miles from new*
- *Extensive service history*



Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and the Silver Seraph's introduction in 1998 was no exception. The most significant break with tradition was, of course, the adoption of BMW engines, the Seraph's power unit being the 5.3-litre, 60-degree V12 of the range-topping 750i. Thus the Silver Seraph became the first V12 Rolls-Royce since the pre-war Phantom III. The ZF five-speed automatic gearbox is likewise sourced from the 750i.

Changes to the body seemed less radical but were no less interesting. While the styling represented a conscious attempt to recall the looks of the Silver Cloud, its method of construction broke new ground for Rolls-Royce in several ways, the Seraph being the first model built on a moving assembly line. The body itself - now fully galvanised - used significantly fewer panels than that of the preceding Silver Spirit and took less time to make, while contriving to be 65% stiffer. Build quality was by all accounts even better than before. Apart from the BMW engine and ZF gearbox, the Seraph also featured suspension conceived by Lotus; Bosch electronics; and design and engineering input from various other motor industry specialists. The car had a base price of £155,175 in the UK and \$220,695 in the USA.

Premiered at the 2000 Geneva Motor Show and introduced for the 2001 model year, the extended-wheelbase version of the Silver Seraph took its name from Rolls-Royce's in-house coachbuilder Park Ward. The Park Ward had 10" (250mm) added between its front and rear doors, with the extra length available in the rear compartment, increasing the legroom for passengers. The Silver Seraph ceased production in 2002 when manufacture of all Rolls-Royce motor cars ended at the historic Crewe factory, by which time only 127 of the top-of-the-range Park Ward variant had been produced: 100 LHD, 27 RHD.

The Rolls-Royce Seraph Park Ward offered here was first registered as 'RR 1' and has been looked after by Rolls-Royce and Bentley specialists N Sandell of Isleworth, Middlesex since 2008. It incorporates all the usual 'extras', including rear vanity mirrors, TV (now digital), picnic tables, parking distance control, footrests, upgraded satellite navigation, DVD player with cordless headphones, rear radio, Bluetooth radio to front, over-rugs, and umbrellas. Currently displaying a total of 56,500 miles on the odometer, this rare car is described as being in excellent condition throughout and comes with extensive service history. The Silver Seraph Park Ward represents the ultimate in 20th Century motoring opulence and still impresses today.

£35,000 - 45,000

€41,000 - 53,000

383

The Ex-John Coombs-entered, Jack Brabham/Bruce McLaren/Roy Salvadori Goodwood Tourist Trophy-contesting

1959 COOPER MONACO-CLIMAX TYPE 49 SPORTS-RACING TWO-SEATER

Registration no. 101 UYR
Chassis no. CM/4/59

- *Period and historic Goodwood race history*
- *Extensive period history – Cuban GP, Bahamas, etc.*
- *Highly original*
- *Well-known provenance*
- *Regularly raced and toured*
- *FIA HTP GB9081 valid to the end of 2025*



It is particularly apt that we offer yet another historic 'Goodwood car' - the rear-engined Cooper Monaco T49 which was entered in the 1959 RAC Tourist Trophy race here by the prominent, highly successful - and in some quarters feared - private entrant John Coombs, the Guildford-based Jaguar dealer.

Having made his name as a highly competitive and competent owner-driver of Cooper, Connaught and Lotus cars, 'Noddy' Coombs fielded this Cooper Monaco in the TT for immensely respected future triple World Champion driver Jack - later Sir Jack - Brabham and his former Cooper works team-mate Roy Salvadori, who was then fresh from his victory (paired with Carroll Shelby) in that year's Le Mans 24-Hour race, driving for Aston Martin.

'Noddy' Coombs insisted upon immaculate preparation and presentation of his cars. He was also renowned for having a personal fuse so short that he once fired on the spot someone he thought was a member of staff at his Guildford distributorship for "loafing around" when the unfortunate fellow was in fact a would-be customer viewing the Jaguars that Coombs had for sale.

Cooper Monaco 'CM/4/59' is recorded within the surviving Cooper Car Company factory records as having been completed in April 1959 for Jack Brabham himself. It was to be delivered (less engine) to Brabham who was described as "Australia – temporary overseas resident", possibly for UK tax reasons. The car was to be prepared by Ken Stratton and run by John Coombs's Guildford garage. It was liveried in the Coombs colours of off-white with blue flashes, and was a sister car to a matching Cooper Monaco also completed by Ken Stratton at Coombs for Roy Salvadori to drive. That sister car used a 4-cylinder 2.5-litre Maserati engine, while 'CM/4/59' for Brabham was first fitted with a 4-cylinder 2-litre Coventry Climax FPF power unit. These non-identical-twin Coombs Monacos of Salvadori and Brabham proved to be the most successful of that British season.

Jack Brabham made his debut in the car at the British Empire Trophy, Oulton Park, meeting on April 11, 1959, finishing third behind the Cooper Monacos of Jim Russell and Roy Salvadori and just ahead of Graham Hill's pole position Lotus 15 while also setting fastest race lap. One week later, at Aintree, Salvadori won the sports car race in the larger-engined sister Coombs car, with Brabham seventh. The Silverstone May Meeting followed, the Coombs Monacos carrying Roy Salvadori to win from pole position, while Jack Brabham again set fastest lap in 'CM/4/59' after qualifying fourth and finishing sixth.



© Colour archive 1960 Cuban Grand Prix Havana. Jack Brabham at the wheel

On May 18, 1959, Jack Brabham contested the Formula 2 Pau GP in France while the Crystal Palace National Open meeting saw 'CM/4/59' driven by 'Palace specialist' Roy Salvadori. Again, the Salvadori/Monaco combination took fastest lap while finishing second behind Innes Ireland's works Lotus.

Into July the British Grand Prix meeting at Aintree, Liverpool, saw the supporting sports car race dominated by the Lotus 15s of Graham Hill and Alan Stacey, with Jack Brabham third. Yet again the Australian star set fastest lap in 'CM/4/59', this time sharing it with Stirling Moss in his new private Cooper Monaco, but it sported a 2.5-litre F1-spec Coventry Climax FPF engine.

A brief Scandinavian tour followed. At Karlskoga, Sweden, on August 9, Brabham finished second to Moss's Monaco, while at Copenhagen's Roskilde Ring in Denmark the following weekend Moss won again, with Brabham third in 'CM/4/59', behind David Piper's second-placed Lotus 15.

Back in England for the 24th RAC Tourist Trophy race, at Goodwood on September 5, Brabham co-drove this Cooper Monaco with his young New Zealander F1 Cooper team-mate Bruce McLaren. For this longest-distance race yet attempted the car was fitted with knock-off hubs borrowed from Rob Walker, carrying wire-spoked wheels in place of its standard Cooper cast-magnesium bolt-on fittings - to speed wheel-change pit stops and perhaps to offer enhanced disc brake cooling. Jack Brabham would recall: "I drove my Coombs-entered Monaco with a 2.5 litre engine fitted in the Goodwood TT but went out early with suspension trouble" - a steering arm bolt had sheared.

Before the year's Formula 1 World Championship-deciding inaugural United States Grand Prix at Sebring, Florida, in December several star drivers ran in the Bahamas Speed Week events at Nassau. On December 4, Jack Brabham drove 'CM/4/59', re-liveried in green and with 2-litre Climax engine, in the Governor's Trophy preliminary race - finishing third despite sustaining a disturbing eye injury inflicted by a flying stone. On medical advice he then non-started in the subsequent Governor's Trophy main event but recovered in time for the Nassau Trophy two days later, winning his class and finishing fourth overall.



Jack Brabham of course clinched his first Formula 1 Drivers' World Championship title at Sebring '59, and on February 28, 1960, he ran 'CM/4/59' yet again, this time in the Cuban GP at Havana, again with a 2.5-litre Climax engine behind his shoulders, only to suffer ignition trouble.

Into April 1960 'Black Jack' finished sixth in the car at Riverside, California, immediately selling it to former USAF pilot-turned car dealer and amateur racer Sam Weiss, who promptly won and set fastest lap in it at Cotati, San Francisco, on April 24. A second place followed at Vaca Valley, but in practice at Laguna Seca poor Weiss overturned the car after a collision and lost his life. Weiss had bought the car on an instalment-payment basis, but Jack Brabham deemed it inappropriate to pursue his estate for completion.

Damage to the car proved relatively minor, and it reappeared in the October 15, 1961, Riverside 200 Miles, entered by Van Housen Motors for driver George Grinzewitsch, but failed to finish. Bob Drake then drove 'CM/4/59' at Laguna Seca, the race dominated by latest-model Cooper Monaco T57s and Lotus 19s driven by visiting Formula 1 stars, including Brabham, McLaren, Moss and Dan Gurney. Van Housen Motors continued to campaign the car into 1962-63 with George Grinzewitsch winning at Cotati in May '62 followed by a fourth at Laguna. A full listing of Grinzewitsch's exploits with the car accompanies this Lot. By 1970, 'CM/4/59' had been acquired by Cooper enthusiast and collector Ken Moore, back in England. He had it road registered and drove it frequently on the public road until

1975 when the car passed to dealer/racer Rodney Leach, for whom it was maintained and prepared by respected Cooper marque specialist Sid Hoole at Kimbolton, in whose care it would remain through many subsequent ownerships. By 1981 it had been acquired by leading German racer Thomas Bscher, sometime chairman of the modern Bugatti company, who retained it until 1991, when it passed to prominent Historic racer Peter Hannen. It was then in David Pennell's hands by 1996, who obtained FIA registration papers dated 20th April 1996 under number 96/1892. In June 1997, it was then acquired by Marshall Bailey who raced the car frequently before selling to Roy Walzer in 2002.

In 2005, 'CM/4/59' was purchased by Julio Gargallo in Spain, acquiring its newly-required Historic Technical Passport on May 8, 2007, number E5026. In March 2012 the car returned to England and its familiar home, the Sid Hoole workshop.

The car's latest owner made his debut in it, appropriately, at the Bahamas Speed Week Revival of December 2012, since when it has competed regularly in Historic sports car racing and in other tours and events, including the Queen's 90th birthday celebration at Buckingham Palace in 2016, at the invitation of the All-Party Parliamentary Motor Group, and the Vernasca Silver Flag in 2017 where the car won the sports car trophy.



© Revs
CM/4/59 driving hard in competition.



© Revs
CM/4/59 driving hard in competition.



© Revs
CM/4/59 driving hard in competition.

As well as racing at Silverstone, Donington, Portimao and Spa Francorchamps, recent years have seen several racing appearances at Goodwood, the scene of its 1959 TT outing. These include the 73rd Members' Meeting in 2015 and the Revival's Sussex Trophy in 2016 and 2017. During the 2016 Revival, the car also featured in the Jack Brabham tribute, driven by members of the Brabham family.

More recently, 'CM/4/59' competed in the Revival's Sussex Trophy in 2019. Significantly that year also saw the car appear in a celebration of the 1959 Tourist Trophy race, as well as featuring in a video which has just been released by Goodwood. In 2020's Goodwood Speedweek the car raced in the Lavant Cup and earlier this year saw 'CM/4/59' in the Robert Brooks' trophy at the Members' Meeting.

As presented today 'CM/4/59' features rear body panelling long-since returned to its original, quite distinctive, TT tail shape, and it is fitted with centre-lock wire wheels as raced in that event. It has a lovely Historic patina and the engine is a Hoole-built 2-litre Coventry Climax FPF unit offering around 180-190bhp as original. This engine was completed in 2018 and has run only in its three Goodwood outings since. Extensive files and history papers accompany the car including features in magazines such as *Classic Cars* and Sweden's *Teknikens Värld*.

This Cooper Monaco with its connections to triple-World Champion Sir Jack Brabham, to Le Mans 24-Hour race-winning driver Roy Salvadori, and of course to the great, marque-creating Bruce McLaren is a very special sports-racing car indeed. With such a well-known and continuous provenance, together with being in fully-operational condition, we have no hesitation recommending it for the closest consideration.

Note: It is an indication of this car's fine repute that a tribute car exists and this blue tribute car may appear in the results of internet searches concerning 'CM/4/59'. In 1993 a car complying with the technical specification of a Cooper T49 Monaco was presented to the FIA for the issue of a Historic Vehicle Identity Form. The car was of unknown provenance or identity and was issued with an identity in the form of a chassis number allocated by the Royal Automobile Club, chassis RAC/107/59/ACP. At that time there seems to have been no suggestion that the car was related to CM/4/59. In 2008, application was made to the FIA for the issue of a Historic Technical Passport for T49 chassis RAC/107/59/ACP. This application came to include a request that the resulting HTP make reference to chassis number of CM/4/59. That car has since come to display a plate referring to CM/4/59 alongside a plate referring to chassis RAC/107/59/ACP.

£260,000 - £320,000
£300,000 - 370,000

1933 ROLLS-ROYCE 20/25HP OWEN SEDAN THREE-POSITION DROPHEAD COUPÉ

Coachwork by Gurney Nutting

Registration no. AGJ 539

Chassis no. GEX28

- One of the most elegant and admired coachwork designs on the 20/25 chassis
- Featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (1967, page 88)
- Formerly part of a private collection in California for over 40 years
- Refurbished since its return to the UK



"This model was introduced to meet requests for a smaller, less expensive car in keeping with the trend after the First World War towards smaller cars for a wider market. Construction was simplified - but standards of workmanship were not compromised." - Edward Eves, *Rolls-Royce, 75 Years of Motoring Excellence*.

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

The Twenty's introduction enabled its makers to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more powerful version of the Twenty's six-cylinder overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile, and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Some of the most widely admired were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.



Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

By general consent, Gurney Nutting's stunning drophead coupés - developed for fashionable retailers, H R Owen - are among the most handsome and best proportioned ever to grace the Rolls-Royce 20/25 chassis. The car offered here, chassis number 'GEX28', is one of these remarkable dropheads, differing slightly from the others by virtue of its extended bonnet, an original feature that enhances the already elegant proportions and further accentuates its resemblance to a Phantom II. 'GEX28' was off test on 10th February 1933 and sold new to a Captain Gladstone. The car's original registration was 'AGJ 539', which it retains. 'GEX28' is featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (1967, page 88).

'GEX28' has spent a large part of its post-WW2 life in the USA, a not unusual fate among Rolls-Royces of its generation, and for over 40 years formed part of a private collection in California. Since returning to the UK the car has benefited from considerable upgrading, including refinishing to an excellent standard in Embassy Black, together with a new top in the correct duck material, and new carpets. The seats have been reupholstered in light caramel leather at some time in the last few years and still present beautifully. 'GEX28' was acquired in late 2021 by the current vendor, who has used it sparingly on pleasurable local trips. Said to drive very nicely, with a smooth and powerful engine, this unique 20/25 drophead possesses all the qualities that make this one of the most desirable models of its decade.

£90,000 - 130,000
€110,000 - 150,000

Barry Ward

1 May 1964 - 20 December 2019



Barry Ward was born on the 1st May 1964. Barry had a lifetime love of classic cars and managed to obtain a Lotus at the age of 18 and an additional Lotus at the age of 21. Hearing about the Classic Car Restoration course at Colchester College he joined and was in his element. He formed a close friendship with Michael Mahy, and on leaving college joined the restoration team at the Mahy Collection in Belgium. Later he helped restorer Ian Le Riche in Jersey, who had been a fellow student at Colchester.

Barry then worked from his Lincolnshire home, restoring cars for clients and developing a love for Alvis and then Lagonda. He researched cars and loved the British classics, recognising the pre-war Atalanta as a truly great and superbly made British car with a most advanced chassis and suspension that set it head-and-shoulders above the opposition.

Barry knew Atalantas were extremely well finished cars, and his research put him in touch with Alan Shattock (son of Dick), who had contributed so much to the Atalanta's development. Alan was grateful for Barry's research, saying it was invaluable to him when writing his book; he was amazed at Barry's knowledge of old cars in general and Atalantas in particular. Alan and Barry both liaised with Martyn Corfield who also loved the cars would go on to re-launch the Atalanta marque in 2011, producing a version to modern standards.

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1937 ATALANTA 4.3-LITRE V12 TWO-SEATER SPORTS SPECIAL

Registration no. to be advised

Chassis no. 1004

- *The fourth Atalanta built*
- *Originally bodied as a coupé*
- *Known ownership history*
- *Offered for restoration*



A short-lived but highly regarded manufacturer, Atalanta Motors of Staines, Middlesex was the brainchild of Alfred Gough (designer of the overhead-camshaft Frazer Nash engine) and undergraduate Peter Whitehead, who provided the financial backing. The marque took its name from the eponymous heroine of Greek mythology, who was notably fleet of foot. Founded in 1937, the firm specialised in hand built sports cars of advanced design; the exclusive and expensive Atalantas being unique among British cars of their day in featuring all-independent coil-sprung suspension. The tubular steel chassis was a substantial, X-braced affair fitted with hydraulic brakes, while the use of Hiduminium alloy for the suspension links and Elektion magnesium alloy for the huge (16"-diameter) hydraulically operated brake drums helped keep unsprung weight to a minimum. Gough four-cylinder engines powered the majority of Atalantas, not that there were many; indeed, it is estimated that no more than 20 cars of all types were built. The Gough engine was available in two capacities: 1.6 (78bhp) and 2.0 litres (98bhp), while in 1938 the company added a Lincoln Zephyr V12-powered 4.3-litre model to the range. Whatever the engine, the Atlanta's performance was excellent, thanks in no small part to its lightweight construction, and many of the cars enjoyed successful competition careers. Most were bodied by Atalanta's neighbours, E D Abbott of Farnham. Sadly, the outbreak of WW2 curtailed development of these exciting designs, and the Atalanta marque was not revived after the war's end. Survivors are exceedingly rare.

First registered 'GMX 822', then 'AXK 800' and now 'GMX 822' again, chassis number '1004', originally a blue coupé with crossways rear seat, was built for Captain N G Watson of Atalanta Motors, one of the company's directors. As the chassis number suggests, it was the fourth Atalanta built. In 1938 Watson managed to acquire an original but bored-out-to 3 litres ex-Lord Howe Talbot 105 team car engine (from 'GO 54') and fitted it in the Atalanta. In 1942 the car was purchased by M E Nixon. John Bland was the next owner, followed by a Mr MacQuaker, who made the body it has now and fitted another Talbot 105 engine and gearbox (from 'AXK 800'). Subsequent owners are as follows: John Winther, Nigel Sims, Derick Brooks, Dudley Mason-Styron, Peter Gregory, Martyn Corfield, Alister Barry Ward, and finally Marion Jane Ward.

Offered for restoration, the car comes with a rebuilt Lincoln V12 engine, not installed or run, plus a substantial quantity of rare spares, new wheels and tyres, Atalanta book, etc. There are no registration documents with this Lot, which nevertheless represents a potentially most rewarding prospect for the dedicated enthusiast.

£60,000 - 90,000
€71,000 - 110,000

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.

386

1938 ATALANTA 4.3-LITRE V12 DROPHEAD COUPÉ

Coachwork by Abbott of Farnham

Registration no. EJB 540

Chassis no. L1010

- *Post-war ownership history known*
- *Restored in the late 1990s*
- *Present family ownership since 2012*
- *Good mechanical condition*



A short-lived but highly regarded manufacturer, Atalanta Motors of Staines, Middlesex was the brainchild of Alfred Gough (designer of the overhead-camshaft Frazer Nash engine) and undergraduate Peter Whitehead, who provided the financial backing. The marque took its name from the eponymous heroine of Greek mythology, who was notably fleet of foot.

Founded in 1937, the firm specialised in hand built sports cars of advanced design; the exclusive and expensive Atalantas being unique among British cars of their day in featuring all-independent coil-sprung suspension. The tubular steel chassis was a substantial, X-braced affair fitted with hydraulic brakes, while the use of Hiduminium alloy for the suspension links and Elektron magnesium alloy for the huge (16"-diameter) hydraulically operated brake drums helped keep unsprung weight to a minimum.

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Whatever the engine, the Atalanta's performance was excellent, thanks in no small part to its lightweight construction, and many of the cars enjoyed successful competition careers. Most were bodied by Atalanta's neighbours, E D Abbott of Farnham. Sadly, the outbreak of WW2 curtailed development of these exciting designs, and the Atalanta marque was not revived after the war's end. Survivors are exceedingly rare.

A Mr James purchased this Atalanta in pieces from the factory around 1939, but that is all that is known of its pre-war history. The car was put on the road around 1946 and sold around 1952. Its colour was changed from black to two-tone blue during the 1970s. 'EJB 540' appears to have been owned, in order, by Howard Miller, Gavin Dawson, Peter Garrod, and Mark Joseland before 1998, which is when Keith Wheeler purchased it at Brooks' Beaulieu auction July of that year. Keith Wheeler then spent thousands of pounds restoring the car, including installing the present V12 engine (complete with Schneider racing camshaft) and Ford gearbox. He sold the Atalanta via a UK auction to Robert Garcia, who exported the car to Houston, USA but did not drive it. Barry Ward purchased 'EJB 540' in 2012 and brought the car back to UK where it returned to the road in 2013. Various works were undertaken between 2013 and 2021 when ownership passed to Marion Jane Ward.

An older restoration, 'EJB 540' would benefit from some cosmetic refurbishment but otherwise is described by the vendor as in good mechanical condition (the engine starts and runs well). Accompanying paperwork includes a V5C registration document, Atalanta book, and MoTs showing the recorded mileage increasing from 84 in 1995 to 5,485 in 2013. An Atalanta key fob and two keys come with the car also.

Exotic, advanced, and exceedingly rare, the mythical Atalanta is rightfully considered by many enthusiasts to be the 'Holy Grail' among British pre-war sports cars.

£120,000 - 180,000
€140,000 - 190,000

387

1939 ATALANTA 4.3-LITRE V12 COUPÉ

Coachwork by Abbott of Farnham

Registration no. FLY 862

Chassis no. L1018

- *Known ownership history*
- *Present family ownership since 2010*
- *Restored between 2010 and 2022*
- *Engine still to be run-in (see text)*





A short-lived but highly regarded manufacturer, Atalanta Motors of Staines, Middlesex was the brainchild of Alfred Gough (designer of the overhead-camshaft Frazer Nash engine) and undergraduate Peter Whitehead, who provided the financial backing. The marque took its name from the eponymous heroine of Greek mythology, who was notably fleet of foot.

Founded in 1937, the firm specialised in hand built sports cars of advanced design; the exclusive and expensive Atalantas being unique among British cars of their day in featuring all-independent coil-sprung suspension. The tubular steel chassis was a substantial, X-braced affair fitted with hydraulic brakes, while the use of Hiduminium alloy for the suspension links and Elektron magnesium alloy for the huge (16"-diameter) hydraulically operated brake drums helped keep unsprung weight to a minimum.

Gough four-cylinder engines powered the majority of Atalantas, not that there were many; indeed, it is estimated that no more than 20 cars of all types were built. The Gough engine was available in two capacities: 1.6 (78bhp) and 2.0 litres (98bhp), while in 1938 the company added a Lincoln Zephyr V12-powered 4.3-litre model to the range. Whatever the engine, the Atlanta's performance was excellent, thanks in no small part to its lightweight construction, and many of the cars enjoyed successful competition careers. Most were bodied by Atalanta's neighbours, E D Abbott of Farnham. Sadly, the outbreak of WW2 curtailed development of these exciting designs, and the Atalanta marque was not revived after the war's end. Survivors are exceedingly rare.



'FLY 862 was first owned by Sir Walter Gilby followed by Donald Hume, Robert Henderson (1950), Leonard Joseland (1951), Mark Joseland (1953), Stanley MacAdie (1973), Alister Barry Ward (2010), and then Marion Jane Ward (2022). Between 2010 and 2022 the Atalanta was fully restored, the bodywork being entrusted to Vintage Cars Ltd of Lymington (now Ashley & James Coachbuilders Ltd). The brightwork was re-chromed by Genius of the Lamp in Birmingham, while leather for the interior upholstery was supplied by UK Hide of Brooklands, Surrey (all bills available). It should be noted that the restored V12 engine is still on its running-in oil.

Modifications from factory specification include extra chrome; French-polished woodwork; vegetable dye leather; custom-spun 'Art Deco' cloth; hand-painted fine lines; logos to spinners and sunroof knob; updated brakes; post-war RGS Atalanta high-ratio differential with inboard brakes; Atalanta custom pedals; and LED lighting (except headlamps). Accompanying paperwork includes an original brochure; Atalanta book; photocopy old-style logbook; old V5 documents; VSCC correspondence; and a V5C Registration Certificate. The car also comes with two sets of keys plus unique fob; a Lalique mascot with illuminated mount; colour co-ordinated Kismet duplex foot pump; and a chrome screw-on stay to turn the boot into a table.

Exotic, advanced, and exceedingly rare, the mythical Atalanta is rightfully considered by many enthusiasts to be the 'Holy Grail' among British pre-war sports cars.

£220,000 - 280,000

€260,000 - 300,000



388

1925 VOISIN C5 FAUX CABRIOLET

Coachwork by Carrosserie Besset

Chassis no. 2770

Engine no. 2968

- *One of the most advanced automobiles of its day*
- *4.0-litre sleeve-valve engine*
- *Restored in Switzerland 1975-2006*
- *Present ownership since 2014*
- *Major professional overhaul on acquisition*



Gabriel Voisin was perhaps France's greatest aviation pioneer. In 1907 he built the first practical aeroplane capable of leaving the ground under its own power, and his Avions Voisin company was the first mass producer of aircraft in the world. But the end of WWI in 1918 brought a halt to Voisin's aviation ventures and forced him to look elsewhere to provide employment for his workforce.

After experimenting with motorised bicycles and a light two-seater economy car, Voisin decided to produce an automobile that would be unrivalled for prestige, comfort and speed. Developed for André Citroën from whom Gabriel Voisin purchased the design, the resulting Knight sleeve-valve-engined 4.0-litre Voisin M1 appeared in 1919. It was one of the first truly modern cars to be delivered after the Armistice and in 1920 was re-designated 'C1' in honour of Gabriel Voisin's dead brother Charles, though the mechanical specification remained the same. A special version took part in speed trails and hill climbs to demonstrate the speed and economy of the Voisin chassis, and in 1921 a C1 chassis taken straight off the production line and fitted with a skimpy aluminium body, beat the legendary Blue Train from Paris to Nice by six hours.

Voisin kept faith with the sleeve-valve engine, developing the design himself and extending it to the smaller models in the range. The work of his engineer, Marius Bernard, the first of these small Voisins was the 1,243cc 8CV C4 of 1921, which was later enlarged to 1,328cc (C4S) and finally to 1,550cc, in which 10CV form it was known as the C7. Although the C4 had only three speeds in the gearbox, this was more than compensated for by the sleeve valve engine's torque and the fact that lightweight coachwork was another of Voisin's obsessions. These attributes made the smaller Voisins highly effective competition cars, and one of them was driven by Dominic Lamberjack from Paris to Milan, beating the Orient Express to provide its manufacturer with much valuable publicity.

The centre of gravity's location and the role of aerodynamics were of the utmost importance to Gabriel Voisin, who, thanks to his prior aeronautical experience, was among the first to take them into consideration when designing an automobile. It is said that couturier Paul Poiret designed the first Art Deco-style fabrics specifically to be used in Voisin's Lumineuse-bodied models.



The Voisins' advanced technology, unconventional looks and necessarily high price made them particularly popular with royalty, artists and other celebrities. The Lumineuse style was favoured by some of the most famous artists of the day, including Rudolph Valentino, Maurice Chevalier and Josephine Baker as well as the radical modernist architect Le Corbusier. One of the first movie stars to achieve universal fame, Valentino owned several Voisin C5s like that offered here. Manufactured between 1923 and 1928, the C5 was powered by a 4.0-litre four-cylinder Knight engine producing a claimed 100 horsepower, which was good enough for a top speed of around 78mph.

Chassis number '2770' carries faux cabriolet coachwork by Besset of Annonay, France, a coachbuilder that specialised in bodying quality makes, most notably Berliet, before concentrating on bus bodies. The car was found in an un-restored condition in a village in France (photograph) and was completely restored in Switzerland over a period of several years (1975-2006).

A unique detail of this particular car is the 'Toit Isothermic' double roof that affords ventilation of the interior, both front and rear by means of adjustable shutters, a precursor of modern air conditioning! Also noteworthy is the servo for the brakes (in 1925!). One of three Voisins owned by the lady vendor, the C5 was purchased at Bonhams' Beaulieu sale in September 2014. Upon acquisition the car was registered in the UK and a major overhaul was carried out by Blakeney costing £9,300. Subsequently the magneto was overhauled and the brakes adjusted, as they were locking on full lock. The Voisin has been shown several times at Prescott where it was photographed in the company of the famous Lidia Bugatti Type 40 (photograph). It is remarkable to note the difference in size, notwithstanding that they are able to reach similar speeds. Described by the vendor as in very good condition, the car is supplied with a V5C registration document, recent bills for maintenance, and an album of photographs of the restoration.

A rare survivor of a marque responsible for some of the most original cars of all time, this rare C5 is, in many respects, a perfect automotive expression of its legendary designer and engineer's creative genius.

£100,000 - 130,000

€120,000 - 150,000

389

1999 ASTON MARTIN VANTAGE COUPÉ

Registration no. E1 AMV

Chassis no. SCFDAM2S6XBR70231

- *The fastest Aston Martin ever when introduced*
- *Three owners from new*
- *Six-speed manual transmission*
- *Present ownership for 12 years*
- *Extensive service history*





This rare right-hand drive six-speed manual Vantage is finished in Pentland Green metallic with dark green/tan leather interior. Although the car is over 20 years old, it has covered fewer than 8,400 miles and is in mint condition. It incorporates several factory-fitted features: traction control, heated front windscreen, CD auto-changer, and rear parking sensors. The car has had three owners: the first for one year in London followed by a second for ten years in Tonbridge, Kent. The current owner acquired the Aston 12 years ago, since when it has been garaged at his home in a secure, modern, purpose-built and de-humidified outbuilding (built to housing standards in 2008). This car has never suffered any kind of accident, scrape or mishap during the present ownership and to the best of the owner's knowledge, never at all.

The Vantage has been used intermittently for long journeys only (each of approximately 100 miles). Servicing has been mainly carried out by Chiltern Aston of Bovingdon. Service records and history for both the current and previous ownership are on file. During the current stewardship, additional servicing on an intermittent basis has been undertaken by the owner's fully qualified mechanic. Works have included an overhaul of the fuel system: tank cleaned and new filters, etc fitted. The mechanical condition is said to be excellent, the Vantage regularly recording zero or virtually zero CO emissions when tested (on several occasions the meter was double-checked by the MoT garage as they initially believed the results to be too good to be true).

Additionally, to the appropriate 'AMV' registration number included in the sale, is the Tracker system, which was fitted in 2010 and is transferable. This Vantage is probably one of the lowest mileage UK examples available and is absolutely stunning in appearance both inside and out. Performance levels are staggering, while the six-speed manual transmission affords reasonable economy considering the power available.

This is a very rare opportunity to acquire an original low-mileage example of this outstanding British high-performance Grand Tourer. It is being sold with great regret by its owner who, at 80 years of age, now feels it is time to pass on the great pleasure of its ownership to another enthusiast.

£120,000 - 160,000
£140,000 - 190,000

The Ex-Bruce McLaren 'Jolly Green Giant'/Roger Penske 'Zerex Special'/Briggs Cunningham for Walt Hansgen/Multiple International Race-Winning - including consecutive wins in the International Guards Trophy race at Brands Hatch, 1963-64

1961-64 COOPER-ZEREX-OLDSMOBILE 'TRANSFORMER' SPORTS-RACING TWO-SEATER

Chassis no. NZ 25438

Here the Bonhams motor car department is delighted to offer for sale by auction the Bruce McLaren Motor Racing Team's first sports-racing car – back at Goodwood for the first time since it started from pole position here in the immensely popular and universally respected young driver/engineer's hands, to start from pole and lead the likes of Jim Clark, Graham Hill and Denny Hulme (and set fastest race lap) in the 1964 RAC Tourist Trophy race.

This incredibly historic 'barn find' Cooper-Zerex-Oldsmobile is offered after returning to its country of origin following no fewer than 57 years – more than 50 spent in storage - in the USA 1965-66 and in South America, 1967-2022.

The great New Zealand-born Grand Prix- and Le Mans-winning driver/constructor Bruce McLaren absolutely shone behind the wheel of this 1964 Cooper-Zerex-Oldsmobile, but this extraordinary competition car truly enjoyed unique fame within racing history even before his tenure.

Most successful racing cars enjoy just the briefest time at the top. Their surviving fabric usually preserves the touch of just one great driver, one great configuration, or just one great race.

It is rare for any frontline racing car to win consistently for more than one or two years. Yet the Cooper-Zerex-Oldsmobile's story saw it as an entity being continually adapted to match developing race regulations over three absolutely jam-packed racing seasons. And during them it won at premier level in each of its sports car guises 1962-64. During those years, this wonderfully historic racing car truly became 'The Great Transformer'.

Its stature even extends beyond its being the taproot of the entire modern McLaren marque. For discerning 1960s racing-car hunters it has become something of a holy grail, having achieved such tremendous premier level success and fame in the hands of so many truly great racing names...

In progressively-developing form it was driven by such illustrious stars as the Americans Walt Hansgen and Roger Penske, before being acquired by the Cooper Car Company's premier-league Formula 1 team leader Bruce McLaren for his embryo new private racing team. During the period 1961-1964 this Cooper-Zerex – powered initially by British-built 4-cylinder Coventry Climax engines, then converted by Bruce McLaren's personal mechanics to accommodate what was at the time regarded as 'a big' American alloy-block Oldsmobile V8 – secured its now legendary status.

The car first achieved immense success in the hands of American racing and entrepreneurial business star Roger Penske – still today, at the age of 85, head of his often-dominant racing organisation while his Penske Corporation manages businesses with consolidated revenues exceeding \$32-billion, operating in over 3,200 locations and employing more than 56,000 people worldwide.

With Roger Penske driving, the developing 'Zerex Special' which formed two of this 'Great Transformer' car's earliest iterations won both the 1962 'Los Angeles Times' Grand Prix at Riverside Raceway and the Pacific Grand Prix at Laguna Seca followed by the year's Puerto Rican Grand Prix at Caguas. In modified form further success followed in 1963 as Roger Penske won both the Sports Car Club of America races at Marlboro and Cumberland, plus the major international Guards Trophy event at Brands Hatch, England.

- *The taproot of the McLaren sports car marque*
- *Multiple international race wins with Bruce McLaren and Roger Penske*
- *This century's most significant 'long-lost' racing car discovery*
- *Continuous, known ownership history since new with Briggs Cunningham*
- *Uniquely significant metamorphosis from F1 to 'Transformer' sports car*
- *Largely complete for straightforward restoration*





1 (Main)
 August 29, 1964 - RAC Tourist Trophy, Goodwood - Bruce McLaren blasts off from pole position in Cooper-Zerex-Oldsmobile No 2, from Jim Clark's works Lotus-Ford 30 and Graham Hill's Ferrari 330P; Denny Hulme in the white Brabham-Climax BT8. © GPL

2
 Same day, same race - Bruce on pole in the taproot Cooper-Zerex-Oldsmobile now offered here. © GPL

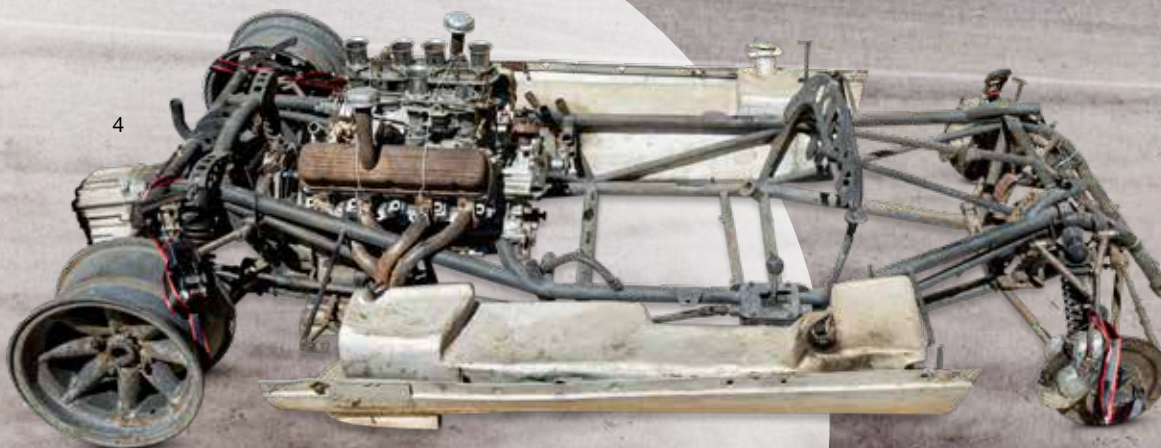
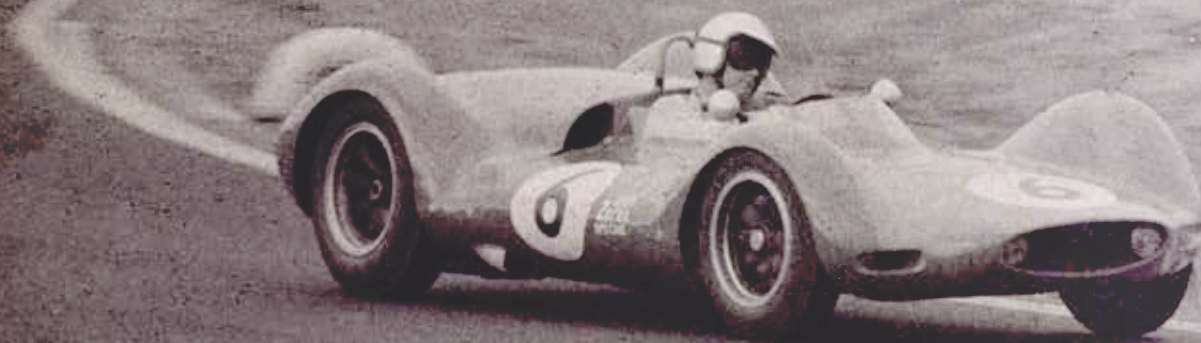


3 (Main)

October 14, 1962 - 'Los Angeles Times'
Grand Prix, Riverside, California - Roger
Penske's lightweight, centre-seat 'Zerex
Special' scooped the race, and the money,
beating Jim Hall's Chaparral, Masten Gregory's
Lotus 19 and Bruce McLaren's works Cooper
Monaco home, 2-3-4. © GPL

4 (Below)

Fine-condition survivor - the McLaren Cooper-
Zerex-Oldsmobile chassis retains the front and
rear end Cooper F1 frames from the interim
Penske 'Zerex Special's of 1962-63.



Bruce McLaren then acquired the car for 1964. Using a 2.7-litre 4-cylinder Climax engine, he won with it in the British international sports car races at Aintree and Silverstone, before having the car converted to use an initially 3.5-litre Traco-modified Oldsmobile V8 engine. Upon completion this freshly-modified Cooper-Zerex-Oldsmobile was hastily finished in the only paint the team could find available on an English Sunday; garden-gate green. And the little team promptly nicknamed their new contender 'The Jolly Green Giant'.

It was hastily shipped to Mosport Park, Toronto, Canada, where Bruce McLaren immediately won the international Player's '200' race upon this debut for his Cooper-Zerex-Oldsmobile with its signature temporary-expedient 'stack pipe' exhausts sprouting high above its rear deck. A fourth, even more illustrious, race win followed for Bruce McLaren and his now green-and-white liveried, tail-piped V8 projectile in the international Guards Trophy race at Brands Hatch on August Bank Holiday Monday, 1964 – the core car's second consecutive Guards Trophy victory after Roger Penske's win the previous year.

The Cooper-Zerex 'Transformer' as now offered here would in essence, during no fewer than eight years' active service, run in no fewer than seven distinct configurations, as follows:



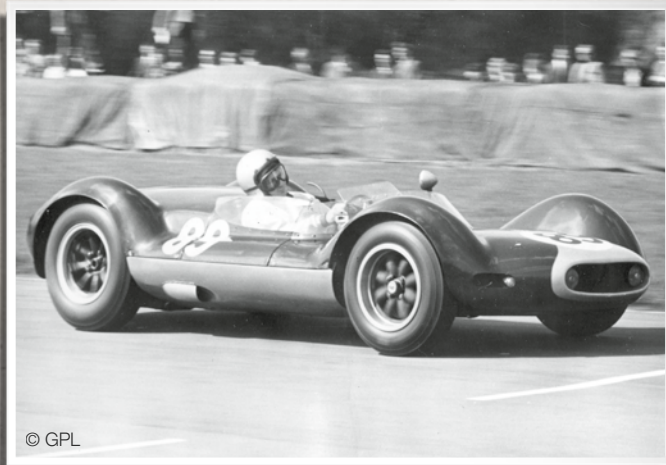
Iteration 1 - 1961 form as a brand-new Formula 1 Cooper-Climax T53P, with 1½-litre four-cylinder FPF engine. Painted Briggs Cunningham white and blue it was crashed by Walt Hansgen in that year's United States GP.



Iteration 2 - Its 1962 rebuilt form saw it converted for the year's major professional West Coast sports-car races. Buyer Roger Penske had it configured with a 2.7-litre four-cylinder 'Indy' Climax FPF engine, distinctive wheel-enveloping bodywork/centre-seated cockpit, and a tiny sports-car-legalising 'passenger seat' within its left-side pontoon. This red-liveried 'Zerex Special', entered by Penske's Updraft Enterprises Inc, promptly won the lucrative professional sports car races at Riverside, Laguna Seca and Caguas.



Iteration 3 – The car was then modified to meet new 1963 rules requiring matching equal-sized seats both sides of the car's longitudinal centreline, the 'Zerex Special' re-emerging with the same 2.7-litre Coventry Climax FPF 4-cylinder engine in a much-modified and rebodied right-hand drive chassis retaining only the F1 Cooper suspension-mounting end frames. John Mecom Racing Team-liveried in metallic mid-blue and white, it was driven by Penske to several wins, including the UK's international Guards Trophy at Brands Hatch.



© GPL



© GPL

Iteration 4 - Early-1964 after sale to Bruce McLaren; still 2.7 Climax FPF-engined but now UK-legal Cooper-Zerex-Climax repainted green with silver stripe. Entered by the Bruce McLaren Motor Racing Team, driven by Bruce to score two significant wins, at Aintree and Silverstone April/May '64.

Iteration 5 - Rebuilt by June 1964; 3.5-litre Cooper-Zerex-Oldsmobile V8 (all-new McLaren straight-tube chassis centre-section re-using original F1 Cooper end frames). Green with silver stripe, BMCLMRT entry driven by Bruce to win the major Player's '200', Mosport Park, Canada.



© GPL

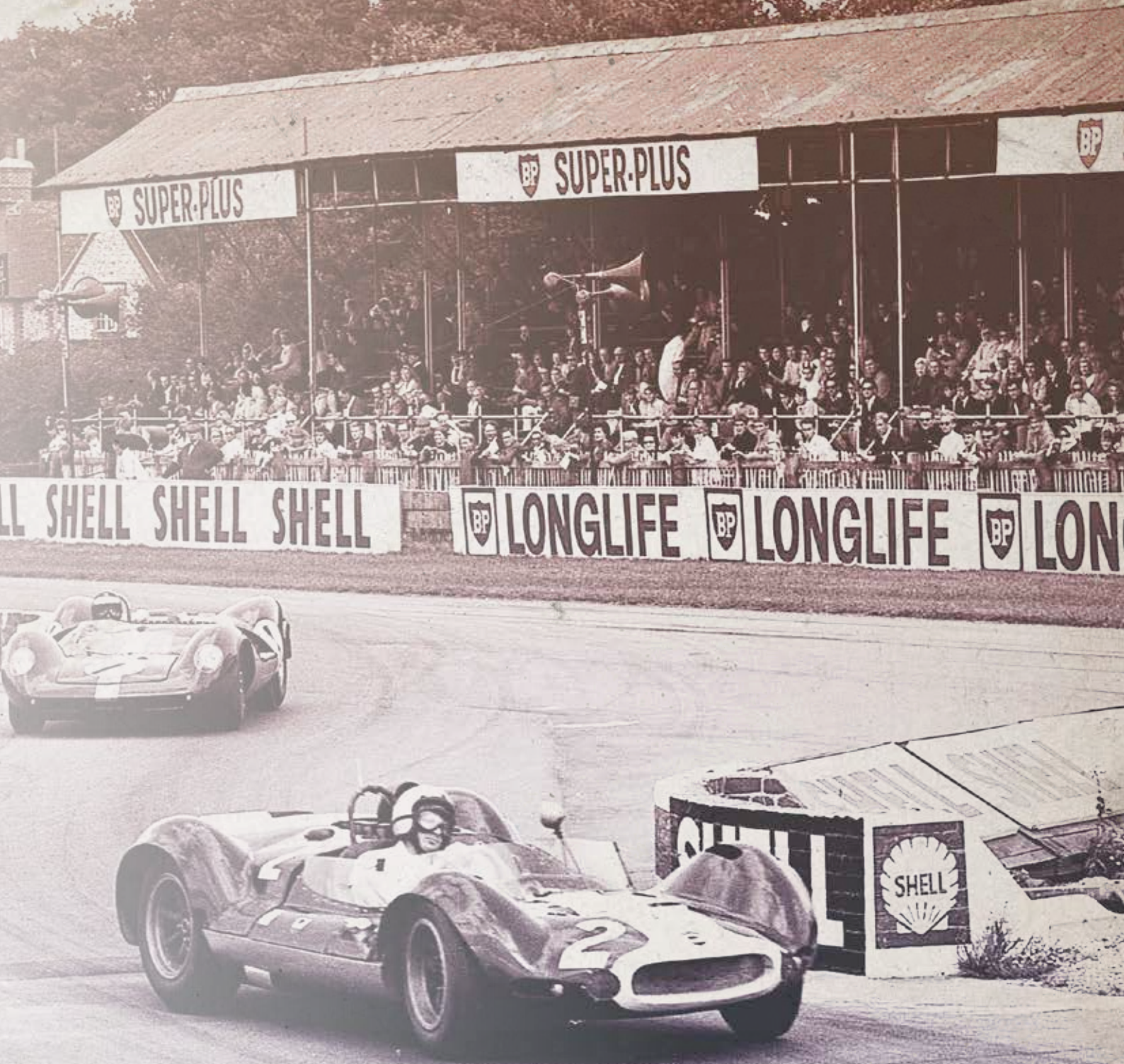


Iteration 6 - August/September 1964, 3.9-litre Oldsmobile V8, top-ducted radiator, repainted green with white stripe. BMCLMRT entry again driven by Bruce to win the Guards Trophy, Brands Hatch, then star in Goodwood's TT.

Iteration 7 - Final form - 1965-66, bought by Texan amateur Dave Morgan, fitted with distinctive 'anteater' nose body - repainted red - otherwise retaining the McLaren straight-tube centre-section chassis with its F1 Cooper extremities. It was raced in SCCA South-Western Region events and in the Bahamas Speed Weeks.



5



5 (Left)

Detail of McLaren-made Cooper-Zerex-Oldsmobile 'straight-tube' chassis centre section and F1 Cooper front end, with foot pedals - on which McLaren and Penske once danced - offset. A ZF transaxle survives with the car.

6 (Main)

August 29, 1964 - RAC Tourist Trophy, Goodwood - A touch of 'oppo': Bruce McLaren in the Cooper-Zerex-Olds pulls away from the legendary Jim Clark's Team Lotus Type 30 with nearly 1-litre larger Ford V8 engine. © GPL

In 1967 Dave Morgan sold the car to a Venezuelan amateur racer in South America, whence it has only now re-emerged.

The car's remarkable career had seen it initially constructed in 1961 as a 1½-litre Formula 1 Cooper-Climax, chassis serial number 'F1-16-61'. That serial fell into the Cooper Car Company's contemporary 'Lowline' Type 53P customer-production series, but the car really emerged as a very near sister of that year's more compact T55 works team Formula 1 cars. They had been specially built for that first season of 1½-litre Formula 1 racing, the Grand Prix capacity limit having just been changed from the 2½-litre regulations under which the preceding Type 53 had been originated in 1960 – when the 'Lowline' Cooper-Climax T53 works cars had dominated the year's Formula 1 World Championship.

Cooper-Climax 'F1-16-61' was a slender Formula 1 racing single-seater, of course with centreline driving position and open wheels, entered by the renowned Briggs Cunningham team for lead driver Walt Hansgen in that year's United States Grand Prix at Watkins Glen.

After being crashed there, the car was bought and repaired by aspiring young American driver/entrepreneur Roger Penske. While he raced a sister true Type 53P in open-wheeler Formula 1/InterContinental early in 1962, he had the ex-Cunningham car converted to carry enveloping sports car bodywork while retaining its central driving position. It was in this lightweight form – the car liveried in bright red and named the '*Zerex Special*' after its DuPont chemical brand sponsor – that he ambushed the more bulky, heavier and less nimble sports car opposition to dominate that year's great American west coast professional series races of October 1962.



7
The immensely admired, much respected,
New Zealand driver/engineer - Bruce
McLaren. © GPL

BRUCE McLAREN ON THE COOPER-ZEREX

Late in 1964, Bruce McLaren's own first-person account of the Cooper-Zerex-Oldsmobile, was presented by his racing journalist friend and contemporary pioneer team-mate, Eoin Young. Bruce himself:

"THEY all told Hansgen he shouldn't have bent it. Then they told Penske he couldn't straighten it. When we heard what he was doing with it, we told him it wouldn't work. When it did, we said it was illegal, so he changed it. Then it was superseded, so he sold it. We bought it. The RAC told us it wasn't right, so we changed it.

"They all told us an American engine would spoil it, but we changed it anyway. Call it what you like—ex-GP car, FUBAR, Zerex, Cooper-Oldsmobile—the record is there to say that this extraordinary set of suspension arms, steering column and odd few feet of chassis (for that's all there is left of the original) has won more sports car races and more money than any car in the last decade.

"Briggs Cunningham had no idea what he started in 1961 when he placed an order for a Cooper F1 car identical to the one that Jack Brabham and I were using that season. It was duly completed and shipped with the works cars to Watkins Glen for the US GP. Painted in smart white and blue Cunningham racing colours, it was entered for Walt Hansgen to drive. Unfortunately in the race Walt got a little involved. I forget the details now, but the car went base over apex at a fair rate of knots and ended up in a pretty sorry state.

"Roger Penske was a name that was fast growing in American road-racing circles. He was, and still is, a young man rightly confident of his abilities in many directions, besides those he certainly has behind a steering wheel. Seeing a bargain, he bought the wreck from Cunningham for what I believe was a mere song.

"Although no engineer, Roger knows his way around racing cars and, more important, he knows how to find and pay the right man for the job.

"It must have been around Sebring time, March, of the next year when he first told a few of us what he intended doing. Sports car racing, particularly the two big races in California in October, was offering some pretty exotic prize money and good racing.

"But the various ruling bodies' ideas of what constituted a sports car were a bit vague, to say the least. Penske got in touch with the race organizers and the rule book group and asked if they would mind if the seat in his sports car was in the middle like some of the earlier Cooper sports cars that were still running, and I gather the reaction was 'Hell no, come right along. We love having you!'

"So Roger hired a top body-builder from Indianapolis for three months, and arrived at Riverside Raceway in the month of October with what was the smallest, lightest, best-looking vehicle for a long time. It had to go—it was simply the F1 chassis with a 2.7-litre Coventry Climax engine in the back – a proven combination with a very light all-enveloping body clipped on. It was more than 200 lbs lighter than the factory Cooper Monaco.

"At Riverside, Roger won something like \$10,000 plus the latest Pontiac pace car; he won again at Laguna Seca the following weekend, and carried off the laurels yet again at Puerto Rico, collecting a small fortune in prize monies and advertising contracts. Roger was not one to leave the business side unexploited, and the car (had been) quickly christened (among other things) the '*Zerex Special*'.

"In the meantime, however, some of Roger's competitors, myself included, were starting to mutter darkly. We weren't mad at Roger, on the contrary, he knew his competitors and knew that no one was going to stop him running his creation. We were upset that the FIA Appendix C rules for sports car racing were being treated so lightly by the Americans.

"One thing was sure, Central-seat sports cars would not be allowed the following year, so the Cheater, or FUBAR ('Fouled Up Beyond All Recognition') as it had been dubbed, was in for its first major structural change.

"I think this was the first time that Roger didn't do a good job. He had the two top rails of the chassis removed from just behind the front suspension to the rear of the cockpit bay, replacing them with new tubes that curved down and out then back in and up, giving room for two seats where there had previously been one. The tube bends would have delighted a master plumber, but I'm afraid they gave the chassis probably one of the lowest torsional rigidity figures ever!

"But it still won races, and Roger didn't have much trouble in walking off with the 1963 Guards Trophy at Brands Hatch. However, the car then belonged to Texan John Mecom. Penske had sold it, but still drove it, and I guess he took the prize money, only now he didn't have to foot the bills. Roger was learning. He had also picked up one or two other things that weren't as apparent to some of us Europeans as they should have been. One was that the days of the 2.7 litre four-cylinder Coventry Climax engine were numbered in sports car racing, and so he started to concentrate on his latest idea—a Cooper-Chevy. Which is about where we came into the affair.

"I had intended to build, or have built, a light sports car to use the 2.5-litre Climax engines from my Formula Tasman Coopers.

"In fact, I had started work on a prototype, but during our season in New Zealand and Australia, Wally Willmott and Tyler Alexander, my two mechanics, and the Mayer brothers, all of whom had been at the last year's series of sports car races in the States, disagreed violently every time I mentioned 2.7 litres. Four or five litres at the least, otherwise they didn't want to know.

"As it turned out they were right. A good modern sports car with between 200 and 300bhp will lap most English circuits as fast as a 'Big Banger', which was my argument, but getting off the line with full tanks and passing cars like AC Cobras, which would be faster down the straights, needs lots of 'pressure' as Penske or Jim Hall would put it.

"So in March when I arrived back in England with the Australasian bit over for another eight months, I had to decide just what McLaren Motor Racing was going to race in Europe. F2 perhaps, but the BMC-Cooper wasn't ready, so that left only sports cars, and I went to the Easter Goodwood meeting to see how many (Ford V8-powered) Lotus 30s would turn up, and how the (new 5-litre V8) Atkins Cooper-Maserati would fare.

"One thing was apparent after a little investigation—any one of the good American sports cars, the Shelby Cooper King Cobras, one of Hall's Chaparrals, Mecom's Scarab or Penske's Cooper-Chev, could win most of the coming season's scheduled sports car races. The only problem was that none of these was for sale. Mecom said he wanted to sell the Cooper-Zerex but we weren't very keen until he offered an aluminium Oldsmobile V8 in the deal as well.

"We made an arrangement and just two days before the April Oulton Park meeting the car arrived in England. We had problems initially, but by the time we had competed at Aintree and Silverstone we had played with the springing and castor angle and felt that it was going as well as we could expect.

"The day after Silverstone we ran a tape measure once more over the Oldsmobile engine and took a hacksaw to the chassis, cutting out the entire section from just behind the front suspension to just in front of the rear. I left a couple of sketches and a wire model with Wally and Tyler and flew down to Monaco for the Grand Prix. A week or so later I returned to find they had made a very smart-looking job of the chassis, and the Oldsmobile was fitting in quite snugly."

Third employee Howden Ganley recalls the cut-out tubes lying left to rust in long grass behind their shed.

"Due to space and suspension geometry considerations we found ourselves committed to use the Type 21 Colotti gearbox from my Tasman Cooper, already a tired unit but trusty it seemed. After much hard work, which I shall gloss over, the team arrived at Mosport Park in Canada and we were lucky enough to win.

"After Mosport we had time to do a little development, both on the chassis and the engine, before the Guards

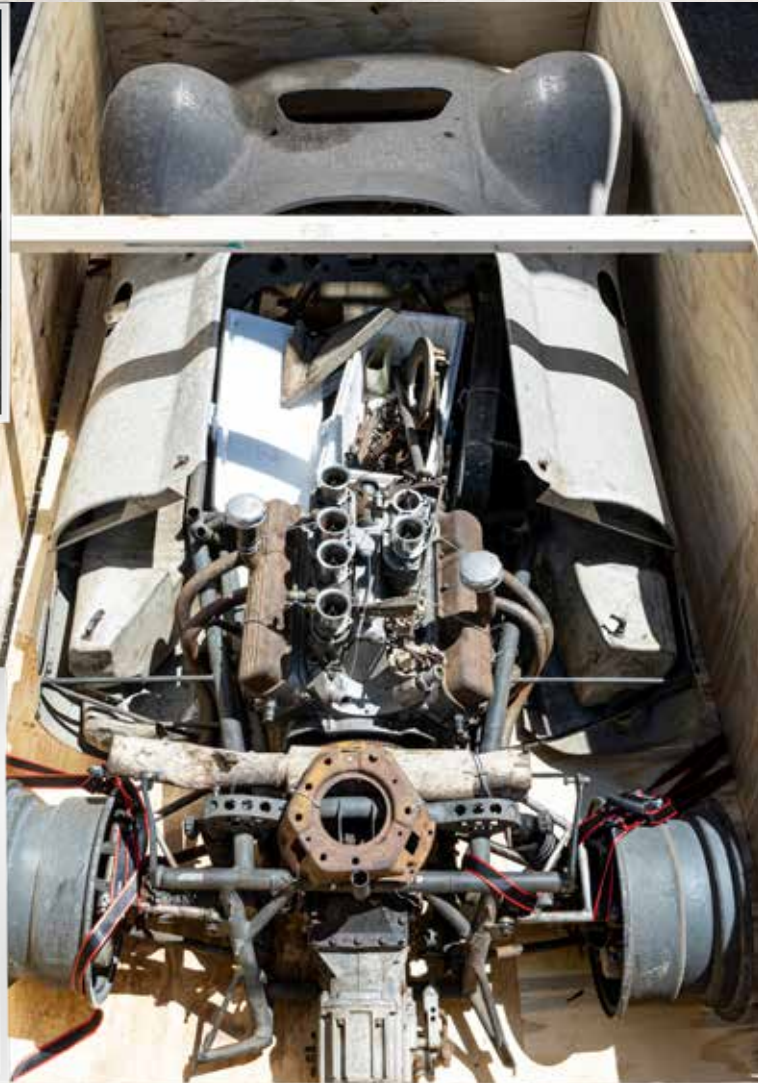
Trophy. We very much wanted to build a nice new car, as neat, clean and efficient in its design as some of the modern GP cars. To do this, of course, meant a lot of experimenting, and a lot of data collecting regarding spring rates, roll centres, cooling requirements, tyre sizes, and a million other things that we wanted to be sure of before we started building our own car.

"I still wasn't sure about these American engines either. At least I wasn't until I saw the Oldsmobile stripped for crack testing and rebuilding. It was perfect. I've never seen a racing engine that looked so sound. Traco Engineering in California had certainly done a good job for us. And that's my sports car saga to date. In one short season we bought a well-used sports car, rebuilt it, raced it, and have incorporated the lessons learned into a brand new sports car—a McLaren. I hope we manage to build in a little of the development that a lot of cars lack."

It is worth being reminded of just how young the McLaren team really were. In 1964 Bruce was 26, Eoin Young 25, and mechanics Tyler Alexander 24, Wally Willmott and Howden Ganley (the future Formula 1 and World Championship/CanAm sports car driver) 23. To them, nothing seemed impossible.



June 23, 1963 - SCCA Nationals, Road America, Elkhart Lake, USA - the 'curly-wurly' or 'plumber's bend' offset-drive 'Zerex Special' chassis form whose centre section would be replaced by the embryo McLaren team in 1964. © GPL



8 & 9
Guards Trophy, Brands Hatch, August 1964
The apple of the eye for many spectators
visiting the paddock, the freshly re-finished,
utterly immaculate Cooper-Zerex-Oldsmobile
before its race-winning performance.



Under intense pressure from the Penske 'Zerex's main rivals, American racing authority then tightened its sports car regulations for 1963, banning the centre-drive option, but Penske and new car owner John Mecom – to whom he had sold the car - had the 'Zerex Special' rebuilt with a brand-new inserted centre-section frame, and two conventional equal-sized seats, one each side of the car's centreline. With offset driving position and controls, the car won still more.

Into 1964 this already great car gained even more significance in Bruce McLaren's hands, becoming the first sports-racing car to wear his distinctive Bruce McLaren Motor Racing Team badge (designed for the young New Zealander by renowned racing artist Michael Turner). After its race wins in Bruce's hands at Aintree, Silverstone and Brands Hatch, plus the Canadian Player's '200', he then used the car to dominate the opening stages of the international RAC Tourist Trophy race at Goodwood, starting from pole position, leading the early stages and setting fastest race lap before the car's clutch failed.

It was after its replacement in September 1964 by Bruce's prototype, entirely McLaren-built, M1 sports car, that this 'Jolly Green Giant'/'Great Transformer' Cooper-Zerex-Oldsmobile was sold to Texan amateur owner-driver Dave Morgan. He campaigned it in US south-western events and at the annual Bahamas Speed Week into 1966 before selling it to Venezuelan racer Leopoldo 'Leo' Barbosa of Maracaibo.

Barbosa contested local events with the car into 1968 and possibly later. It was finally sold to race organiser and car dealer Guillermo 'El Mono' Montero who co-owned Maracaibo's *Autodromo Internacional La Chinita*.

Montero kept it for some years before finding an enthusiastic South American buyer in the current vendor's now-octogenarian father. He ensured that this once-magnificent motor sporting gem has long been preserved in obscurity by the family, stored in dismantled form. It lacks most of its original body panelling apart from its side sills, despite in other respects having survived essentially complete – and upon examination when it first returned to the UK in mid-summer still remarkably original and structurally well-preserved.

Bruce again on the Cooper-Zerex, from his regular column in the weekly *'Autosport'* magazine: "Our first event was at Oulton Park on April 4, but... it was late on the Wednesday before the car arrived in London... just one day to fit a luggage trunk, lights, a windscreen wiper... to turn it into a British-regulation sports car – a week's work in 24 hours. As a result an oil pipe came loose... The car lasted seven laps before the oil pressure disappeared..."

"However, the boys had a clear week before Aintree. In practice I scored best sports car time. I managed to hold a comfortable half-minute lead for most of the race (*but*) if I hope to keep pace with the Lotus 30 and Tommy



10
Bruce (left) with mechanics Wally Willmott, Bruce Harré, Howden Ganley and PA Eoin Young study their prototype McLaren M1 model - Michael Turner's new McLaren team badge below. © GPL

11
Chassis stamping.



Atkins's fantastic 450bhp Cooper-Maserati, (we) will have to start tweaking the Cooper-Zerex." At May Silverstone, Bruce then won by 10.2sec from Roy Salvadori's Atkins Cooper-Maserati V8 "while the Lotus 30 had another attack of teething troubles".

The Monaco GP followed, after which he "...headed back to England to help rebuild our sports car and fit an Oldsmobile V8 engine". *'Autosport'* separately reported "The rebuilt chassis is smaller, lower and stronger with a stressed steel undertray welded on to increase torsional rigidity." Meanwhile, Tyler and Wally had tired of continually removing the forward body to check brake and clutch fluid levels. So they cut a small front-hinged hatch above the master cylinders, held shut by a Dzus fastener. The car was flown out to Canada's Player's '200' race at Mosport, Bruce winning both heats and overall despite being blasted and having its windscreen split by stones thrown up by A.J. Foyt's Scarab.

In later testing at Goodwood, the little nose flap popped open and Bruce noticed it lifting in the airstream. The trio realised there must be a low pressure area there. So why not exploit it to suck radiator air upwards through the nose top, instead of conventionally deflecting it sideways? Tyler snipped a U-shape in the body behind the radiator, then folded the flap down as a deflector. Bruce ran with his now top-ducted radiator and bingo – cooling was improved and high-speed understeer reduced. Bruce then won the Guards Trophy race at Brands Hatch before starting from pole position at the Goodwood TT.

And consider just how different the racing world was then. Bruce on the August Monday race at Brands Hatch: "Busy weekend for drivers competing in the German GP on the Sunday, and the Guards Trophy at Brands Hatch on the Monday.

"We practised the Cooper-Olds at Brands on the previous Wednesday and in the wee small hours of Monday morning we were airborne in Jack Brabham's twin-engined Cessna 310, bound for Brands Hatch. There were feet sticking out of car windows and bleary-eyed types wandering around the paddock there...I caught a few minutes kip in the sun before the race call-up.

"I was thrilled with the preparation of the Cooper-Olds. The car looked immaculate with its new green and white coat of paint, and the mechanics rigged up just as smartly in green shirts and white trousers, made sure the car was first away on the warm-up lap.

"The starter seemed to hold the flag up for ever, but when it finally dropped I was away in a cloud of rubber smoke – sideways! I eased hurriedly to keep the machinery pointing in the right direction and bombed through Paddock Bend just ahead of the field" – and he maintained that lead to the end.

11



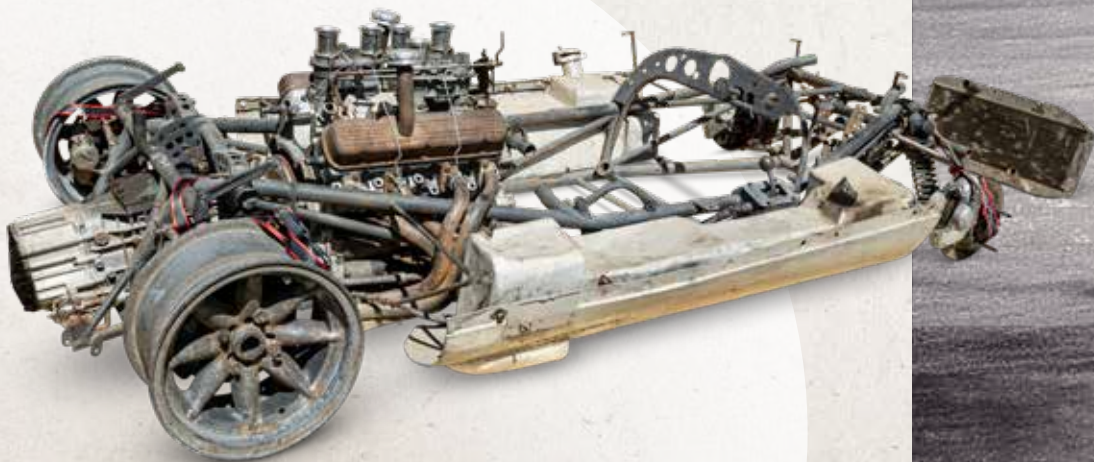
Surviving original team member Howden Ganley – racing mechanic-cum-subsequent Formula 1 and major-league World Championship/CanAm sports car driver, then constructor of Tiga competition cars – was present when the travel-crate was opened to welcome this wonderful 'barn find' back to the UK. After typically thoughtful study he confirmed simply: "For me that is certainly the real car".

While the 1961 Formula 1 Cooper-Climax whose front and rear suspension-mounting frames have been so long retained within the car, bore the chassis serial 'F1-16-61', an intriguing discovery is a surviving chassis number, obviously stamped hurriedly into the left-top chassis rail of the 1964-inserted McLaren centre-section, just by its dash-panel junction. It reads, cryptically, 'NZ 25438' – undoubtedly 'New Zealand' then perhaps a significant date – 25 April 1938? That doesn't match the birthdates of any of the major players, but Howden suggests possibly that of a wife or girlfriend. The revamped frame would have required some form of ID when first hurried overseas to Mosport, or perhaps this was stamped speedily for export to Texas when the car was sold to Dave Morgan?

Such really inconsequential mysteries apart, here is an eminently 'do-able' restoration project which if conducted by forensically-capable specialists – perhaps advised by sole surviving 1964 McLaren team member, Howden Ganley – can surely return this 'Great Transformer' to its full contemporary glory. This really is a golden opportunity to revive what could be considered to be motor racing archaeology's 'find of the century' to active life, looking as immaculate perhaps as it did on those long-gone 1964 weekends when it won its second consecutive international Guards Trophy, and when it started from pole position, led and set fastest race lap in that memorable RAC Tourist Trophy right here, at Goodwood.

We absolutely commend this extraordinary survivor to the market.

Refer to department

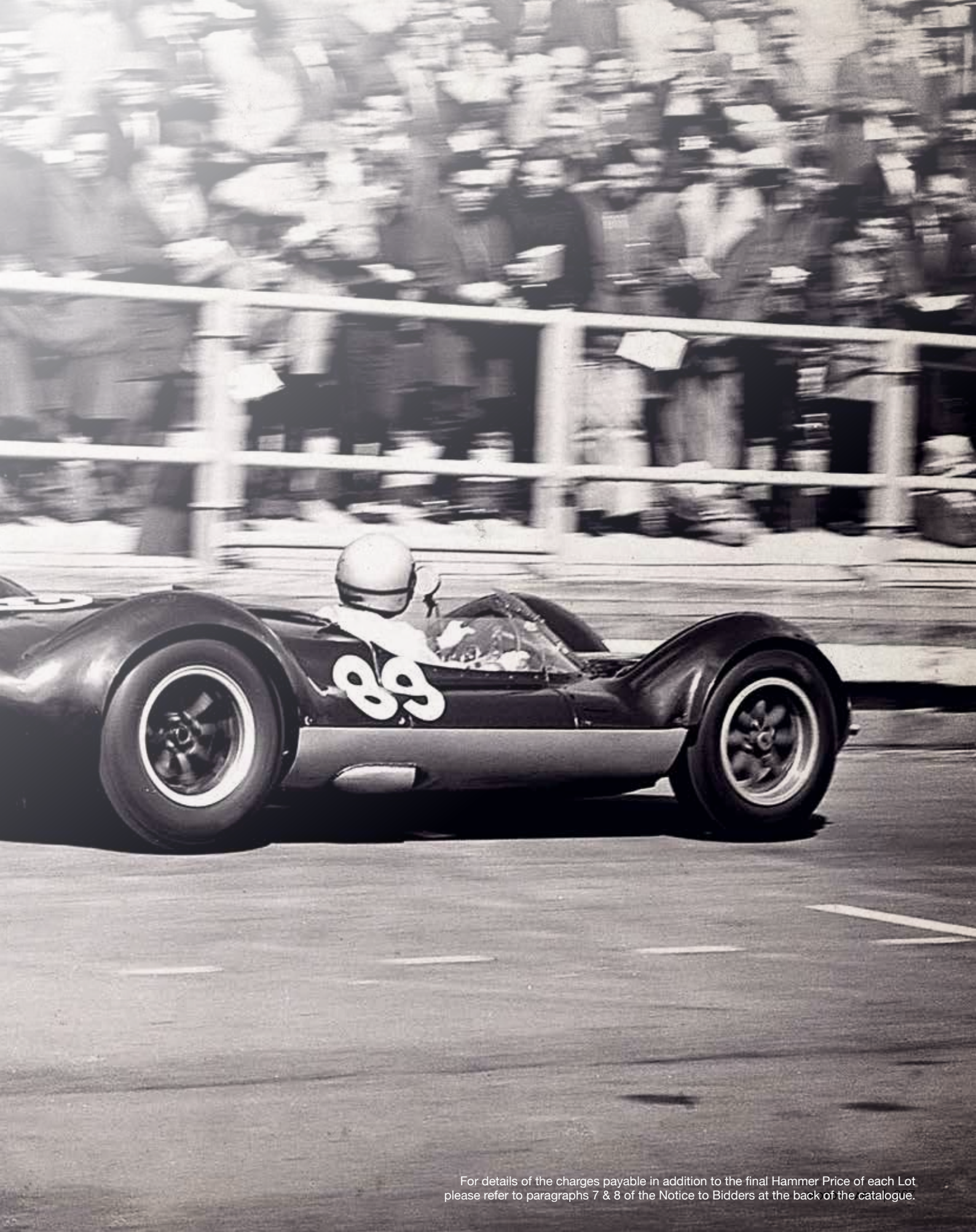


11

Allen Brown of oldracingcars.com, Howden Ganley and Doug Nye uncrate the Zerex-Cooper-Oldsmobile, now back after a sojourn of half a century.

12 (Main)

April 18, 1964 - Aintree '200' meeting sports car race, Liverpool - Bruce McLaren blazing towards his first win in the 2.7-litre Cooper-Zerex-Climax before its conversion to Oldsmobile V8 power. This lovely study shows the UK sports car-regulation luggage trunk added by the young team in the ex-Penske car's tail. © GPL



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.

1944 WILLYS JEEP MODEL MB 4X4 MILITARY VEHICLE

Registration no. XSU 576

Chassis no. MB321545

Engine no. 638632W2

- Professionally restored 2015/2016
- Professionally overhauled 2021
- Restoration bills available
- Ideal period transport for next year's Goodwood Revival & Le Mans Classic



Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Willys-built example was restored in 2015/2016 by military vehicle specialists A&S of East Harling, Norfolk, who also carried out a complete overhaul in 2021 (bills available). Complete with foot pump, starting handle, fire extinguisher and medical kit, this expertly restored Jeep would be ideal period transport for next year's Goodwood Revival meeting. Offered with a V5C document.

£20,000 - 30,000

€24,000 - 36,000

392

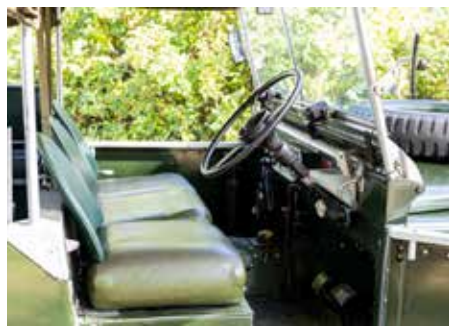
1949 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. DSV 854

Chassis no. 06103004

Engine no. 06103116

- Rare early 'lights behind grille' model
- Original chassis and front/rear body
- New bulkhead and tailgate
- 1st East Anglian Regiment markings



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success following its introduction in 1948 took the company by surprise.

The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. There was permanent four-wheel drive with a lockable freewheel for the front axle, a Rover four-speed gearbox, and a two-speed transfer box offering high and low ranges. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today.

'DSV 854' is a very early and equally rare Land Rover Series I 'lights behind grille' model. The vehicle is understood to retain its original chassis and front/rear body but has been fitted with a new bulkhead and tailgate. Other noteworthy features include the rare winch (fitted from new) and military-type spit-rim wheels. The Land Rover has been restored as a British Army ¼-ton truck with the markings of the 1st East Anglian Regiment (Royal Norfolk and Suffolk).

Offered with a photocopy of the old-style logbook and current V5C, as well as assorted history detailing previous owners etc, the vehicle is described by the vendor as in good condition in every respect.

£25,000 - 35,000

€30,000 - 41,000

393

The ex-'Bill' de Selincourt

1958 TRIUMPH TR3A COMPETITION ROADSTER

Registration no. 33 DNK

Chassis no. TS312490

Engine no. TS31728

- Purchased new by 'Bill' de Selincourt
- Extensive in-period competition history
- Outright winner of the Brooklands Memorial Trophy at Goodwood (1959)
- Professionally restored by Racetorations 2015-2017
- Little used since restoration



The factory had entered the TR series in competitions almost from the start of TR2 production, concentrating mainly on international rallying and long-distance classics such as Le Mans and the Mille Miglia while leaving its customers to fly the flag on short circuits. One of the latter was Rodney Wilfred (Bill) de Selincourt, who purchased this TR3A on 21st May 1958 with the intention of racing the car, primarily at Goodwood. An enthusiastic and talented gentleman driver, Bill de Selincourt competed at Brooklands in 1939 and is notable as the first Briton to win a continental Formula Junior race (at Cahours in 1959), trouncing a field containing five past and future Formula 1 World Championship drivers. He also won the Motor Sport Trophy and the Autosport Championship, and in the early 1960s twice placed 2nd in class at the Nürburgring 1,000km. Clearly he was no slouch. Taking a break from racing mid-decade, Bill returned in the 1970s, racing his TR3A and an E-Type in Modsports events. He passed away on 11th October 2014 in his 94th year, the last surviving driver to have lapped the original Brooklands circuit.

Following his purchase of the TR3A, Bill raced the car extensively over the next two years, culminating in winning the Brooklands Memorial Trophy outright in 1959 with '33 DNK', which is said to be the most successful non-works TR competition car anywhere. It is unclear when the TR acquired its modified nose (no photographs taken of it in 1958 seem to exist) but the car appeared in this new form at Goodwood in March 1959.

Advertised as 'the fastest TR in the UK', '33 DNK' was sold in October 1959 to a T S Petersen and continued to be raced at club level but without its previous degree of success. Known to have been in Great Missenden, Buckinghamshire in 1976, the '33 DNK' then disappeared for almost 20 years before turning up as a 'barn find' in France in the 1990s.

The TR was purchased by marque specialists Racetorations, and from 2015 to 2017 was treated to a complete restoration to exacting standards, resulting in the beautifully presented car we see today. Since completion, '33 DNK' has seen very little use apart from track testing, and is described by the vendor as 'mechanically 100%'. The history file is extensive and contains the original buff logbook; a BMIHT Certificate; a current FIVA Identity Card; a full schedule and photographs of the restoration; TR Action article; and numerous old photographs and articles relating to the car's racing career.

£120,000 - 165,000

€140,000 - 200,000



1964 MORRIS MINI 'COOPER S' 1,275CC SPORTS SALOON

Registration no. GKX 958C
 Chassis no. K-A2S4/553090
 Engine no. 9F-5A-Y/32302

- Rare early 'dry' suspension Cooper 'S'
- Off the road for nearly 50 years
- Restored in 2017
- Goodwood Revival course car in 2019



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry. To many, though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible, and was good for a genuine 100mph - an astonishing performance at the time.

This Cooper 'S' had been taken off the road in 1978 and was a genuine 'barn find' when retrieved for restoration in 2016. Dating from the first few weeks of production, the car was registered in early September 1964 and has the 'dry' rubber-cone suspension like the 1,071cc 'S', preferred by many drivers for its superior stiffness and better roadholding qualities; most 1,275cc cars had the Hydrolastic suspension. The car had been painted in blue/yellow and was returned to its original red/black livery during restoration. Following the rebuild's completion, 'GKX 958C' was used as a course car at the 2019 Goodwood Revival. Offered with restoration bills, dating certificate, and a V5C document, the car is described by the vendor as in good condition throughout.

£35,000 - 45,000
€41,000 - 53,000

395

1967 RIVA JUNIOR SKI BOAT

Chassis no. 219

- One of 626 made
- Mahogany hull
- Restored in 2014
- Engine serviced



Founded in 1842 by skilled carpenter Pietro Riva, the company that bore his name was located at Sarnico, a small town on the shores of Lago d'Iseo in northern Italy. By the 1930s Riva was a leading manufacturer of small racing boats, its products setting world speed records and winning countless races, and after WW2 was quick to exploit the increasing popularity of water skiing. In the 1950s the founder's grandson Carlo transformed the business, creating wooden boats of a style and elegance that surpassed all rivals, gaining the Italian firm an international reputation. Like compatriot Ferrari on the road, Riva enjoyed an imperious profile on the water, being favoured by royalty, industrialists and movie stars: Brigitte Bardot, Sophia Loren and Peter Sellers being numbered among the latter. In 1969 Carlo sold the company to an American firm, Whittaker, whose glassfibre technology was soon employed in manufacturing a new range of boats at Sarnico, many of which were exact copies of previous wooden designs.

The mahogany-hulled Riva Junior was first introduced in 1966 as the ideal runabout, its circa 50mph top speed being more than enough for water skiing. Of 5.7 metres in length and with a beam of 2.17 metres, the Junior was originally fitted with a single 5.7-litre Riva Crusader V8 engine producing 190bhp. Only 626 were built.

This particular Junior was purchased new in 1967 in Genoa by a Mr Boleri, as evidenced by hand-written build sheets supplied with the boat by Riva. The boat was restored in 2014 when the complete rear transom was replaced using correct original materials and the vessel repainted, receiving no fewer than 17 coats of varnish! The engine has been serviced and the boat is described by the vendor as in good condition throughout.

£40,000 - 50,000
€47,000 - 59,000

1973 PORSCHE 911 CARRERA RSR 2.8-LITRE COUPÉ RE-CREATION

Registration no. RSR 73L
Chassis no. to be advised
Engine no. to be advised

- *No-expense-spared build by marque specialists Parr*
- *Built to FIA specification*
- *Completed in 2015 (bills available)*
- *Outstanding condition*



Since its inception, the Porsche 911 has been modified by the factory for various forms of competition including endurance racing, rallying and sprint races. The 911 is often cited as the most successful competition car ever, and in the mid-1970s the normally aspirated Carrera RSR dominated its class in World Championship sports car racing, winning at the Targa Florio, Daytona 24 Hours, Sebring 12 Hours and Nürburgring 1,000kms.

Based on the lightweight 911 Carrera RS announced the previous year, Porsche's RSR GT-category racer collected overall wins in the World Sports car Championship at Daytona and the Targa Florio in 1973, defeating 3.0-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based motor car. Powered initially by a 2.8-litre, 300bhp engine (later versions used a 3.0-litre 330bhp unit) the 911 RSR ruled the GT class for which it had been designed to such an extent that the category rapidly became a Porsche benefit.

Porsche's policy had been to entrust defence of their GT division honours to private owners and the Carrera 2.7 had been developed for this purpose. Although the factory also entered some examples, they usually ran in the Prototype class to avoid direct competition with the Zuffenhausen company's own customers. In similar fashion to the 2.7-litre Carrera RS, the replacement 2.8/3.0-litre RS and RSR models were lightened by the use of thin-gauge steel in the body/chassis unit, Spartan furnishing and some plastic components, keeping weight down to around 1,980lb (900kg). The RS was essentially the road-going version, the RSR the racer, and while 109 Carrera RS 3.0s were sold at a price new of DM64,980 each, approximately 57 of them were further modified and prepared for racing or rallying at a further cost of DM30,000. Most were completed in time for the 1974 season, although a few were built for 1975.

The RSR conversion differed little from that already applied to the RS, with Delrin bushes instead of rubber providing more precise suspension control; centre-lock 917-pattern magnesium-alloy wheels; a lower nose achieved by different front suspension struts with higher stub axles; and wider front brake callipers accepting thicker pads for endurance racing.



The RSR replica offered here is the work of marque specialists Parr of Crawley, West Sussex. One of Parr's existing clients wanted a wide-bodied 911 that would be eligible for FIA Historic road rallies. He loved the RSR look but could not afford the stratospheric price of an original. It was decided that Parr would build an eligible car as close to the original as possible, which would entail sourcing rare parts from all over the world. To comply with FIA regulations, a 1970s donor car was required, which arrived in the form of a 1973 911T sourced from France. Photographically documented, the project was very involved but the end result is stunning. The bodyshell needed a lot of preparation plus the addition of a safety cage and front/rear wheelarch extensions. The shell was then sent away to be dipped and E-coated before being repainted. The twin-plug engine was built as close to factory specification as could be achieved, using many original parts including a correct magnesium crankcase and correct ignition system (sourced from Switzerland). The gearbox likewise was restored using the original case, with modified internals and custom gear ratios. RSR torsion bar suspension was used, with all new components.

Other notable features include custom-made oil coolers; repaired and remanufactured wiring harness; and original and custom-made Fuchs wheels to factory specification. This no-expense-spared project commenced in 2011 and was finished in 2015, and is detailed in Parr's bills on file running to 46 pages. A quantity of spare parts is included in the sale (list available).

Since completion the Porsche has successfully participated in the London to Lisbon Rally (HERO) in 2017 and the Carrera Italiana (Rally the Globe) in 2021. It is eligible for many high-profile FIA race series including the Masters.

£150,000 - 200,000
€180,000 - 240,000

397

The Ex-Team Chamaco Collect/Vic Wilson/Ben Moore/John Berry

**1965 LOTUS-FORD TYPE 30 GROUP 7
SPORTS-RACING TWO-SEATER**

Chassis no. 30/S2/8

- *Known ownership history*
- *On museum display for 31 years up to 2006*
- *Maintained by John Danby Racing for the last 10 years.*
- *Whitsun Trophy front runner*
- *Ready to race*



The car offered here began life – we believe – as a 1964-season Lotus 30 Series 1. It was then modified and up-rated into 1965 as an effective Lotus 30 Series 2, and then again into 1966 as an effective Lotus 30/40 with many of the latest factory modifications incorporated as on the works Team Lotus Type 40 works entries, which had been driven in the 1965 West Coast professional races at Riverside and Laguna Seca by none other than double-World Champion Jim Clark and USAC Champion A J Foyt.

We believe that the provenance of the car offered here dates back to the Lotus 30 series 1 car which was sold to Harrogate-based British private entrant Bernard White, to be driven by his cousin, the Rhodesian-born racing driver Vic Wilson. They ran their Lotus-Ford 30 under the name Team Chamaco Collect, but during the 1964 season they had little luck with the under-developed machine. It was either replaced or up-rated into Series 2 form for 1965 – and when sold to its last long-term owner it was accompanied by a discarded original-type backbone chassis, which might well have been replaced in period during this continuous up-rating process. With the Bernard White-entered Lotus 30 Series 2, Vic Wilson finished 5th in the major Mallory Park International meeting on Whit-Monday, June 7, 1965.

Later in 1965 the ex-White/Wilson Lotus 30 passed to northern private entrant Ben Moore, who used it in club racing to considerable effect. It was then acquired by John Berry – already well-known in Lotus circles for his independent rear suspension Lotus 3/7 with which he had enjoyed phenomenal success against less sophisticated standard Lotus Sevens. Wearing the colours of Thomas Motors of Blackpool, the car would be further modified to the effective Lotus 30/40 specification in which it was preserved on museum display in Germany from circa 1975 to 2006. It was campaigned by John Berry very occasionally in British club and National events, and always put up a spectacular show. In 1980 it was advertised for sale in Autosport, the vendor claiming that it had been raced only 13 times, and on 29th April 1985 it was acquired by its next long-term owner from British specialist dealer Chris Drake, accompanied by the set-aside original chassis backbone. It was at that time part of a batch of cars acquired for the German museum by owner Peter Kaus. There is a letter in the documentation files from Chris Drake to Mr Kaus, dated 13th February 1985, describing how: "Testing on the Lotus 30/40 has been delayed due to two inches of snow at Silverstone, however, we shortly hope to be able to do this and give the car a clean bill of health...".



Tiff Needell at the Goodwood Revival
© Jeff Bloxham

The 'Used Car Sales Invoice' for the car is also featured in the documentation file and is dated 28th January 1985. Shipping documents record delivery to Hannoverlandstrasse, Frankfurt, on 10th April that year. From that time onwards this well-developed and – in its day – successful Lotus-Ford 30/40 spent most of its time under preservation within the museum halls at Aschaffenburg. It is finished in approximate Team Lotus livery of apple-green and yellow, we understand that the Ford V8 engine is a 5.3-litre unit.

A total of 33 Lotus 30s would be built, of which 21 were the original-design Series 1 and only 12 were the up-rated, much more refined – and infinitely more reliable – Series 2 such as this fine example now offered here. In period the Lotus 30s sold for £3,495. This was in fact inexpensive, for each car took some 600 man-hours to construct.

It was in 1965 that this particular Lotus 30 Series 2 first appeared. These Series 2 cars featured the simplified chassis rear end – in which the rear suspension cross-beam no longer had to be removed complete with suspensions in order to service the gearbox (!) – and a revised new body design also emerged with upswept tail spoiler and a vertical oil-cooler duct in the nose. Roll-over bars were fitted in compliance with contemporary Sports Car Club of America standards, and brand-new 10¼" diameter ventilated Girling disc brakes were fitted all round. While 15" wheels were adopted for the works – and some customer – cars, Dunlop's latest low-profile R7 racing tyres ensured that the overall diameters were virtually unchanged.

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.

Both ZF and Hewland LG500 transaxle gearboxes were used on these cars in period. Fitted with newly-developed Tecalemit-Jackson fuel injection the preferred 4,727cc American Ford V8 engines gave a reliable 360-370bhp. However, the contemporary Chevrolet V8 engines were commonly more powerful, and although the Lotus 30 was exceptionally light, the iron-block Ford engines were heavy. It was because of this that moves were made to increase the power available to the Lotus contenders, and a 5.3-litre Ford V8 engine was adopted.

Sold at Bonhams' Goodwood Revival auction in September 2006 (Lot 238), the car has been run for the last 10 years by John Danby Racing. The car was raced regularly after purchase in the Masters Series, Silverstone Classic and similar. It also featured on the BBC's Top Gear when they did a 'Lotus Heritage' piece at Hethel. As the vendor never knows when the car might be called upon, it is always race ready, needing only pre-race checks. It is a regular invitee to the Revival; indeed, on its last outing there it came 3rd in the Whitsun Trophy in the hands of Tiff Needell in monsoon conditions (photograph on file). This is a V8-engined Lotus sports-racing car of the highest profile – a vital inclusion for any Lotus collection – and it is also an immensely powerful and potent Historic sports-racing car which in the right hands and the right events has proven itself a consistent front runner.

£200,000 - 250,000
€240,000 - 300,000

398

1938 SS100 JAGUAR 3½-LITRE ROADSTER

Registration no. CWX 333

Chassis no. 39083

Engine no. M1059E

- *One of only 116 cars with the 3½-litre engine*
- *Matching engine and chassis numbers*
- *Formerly part of the Frederiksen Collection in Denmark*
- *Excellent car for tours and rallies*
- *Offered with copy Jaguar Heritage Trust Certificate and Registry records*
- *FIVA papers*





Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited, powered by a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. SS Cars felt that the introduction of the overhead valve unit justified the adoption of a new name for the series. As SS Cars boss William Lyons later recalled: "I immediately pounced on Jaguar as it had an exciting sound to me". In point of fact, "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, where the design was 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 6-cylinder side-valve engine and 4-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 90 mph, the SS90 was handicapped by the limitations of its side-valve 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 inch wheelbase chassis and a revised version of the 2,663 cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp. In 1938, a 3½-Litre version producing 125bhp was added to the range, the larger engine's extra power making the SS100 a genuine 100 mph car.



Although a fine touring car, the SS100 was marketed as suited 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 SS100 production was prematurely ended by the outbreak of war.

According to the SS100 register published by the Classic Jaguar Foundation, chassis number '39083' was completed by SS Cars on 11th August 1938 and two days later was delivered new by Appleyard of Leeds to a certain W A G Watson. The original colour was Battleship Grey, complemented by a silver interior. The car's first registration was 'CWX 333'.

According to the car's FIVA pass, '39083' belonged to Howard Kerr in Oklahoma, USA from around 1940 until his death in 1965. A wealthy businessman with interests in oil and gas and co-owner of Howell-Kerr Inc, Howard Kerr was an Oklahoma governor and later senator. During his ownership, '39083' was displayed in Oklahoma City in Preservation Hall, home of the Howell-Kerr Collection. It seems that after Mr Kerr's death, his son Robert sold off some of cars, including the SS100.

The car later turned up in Switzerland. According to the history file (in German) that comes with the car, a certain Monsieur Duse in Switzerland owned '39083' "for a very long time", having purchased it from a fellow Swiss who wished to remain anonymous. On 10th April 1979, Monsieur Duse sold the car to a dentist named Jean-Paul Imesh of Sjön, Switzerland. Imesh commissioned a restoration that was carried out by Isidor Elsig in Mollens, Switzerland. Sometime after this restoration was completed, the car was damaged in a fire.



On 12th August 2000, '39083' was acquired by Hans-Dieter Hensel of Meschede, Germany in a deal that, possibly, was brokered by a certain Monsieur Perego in Lausanne. At the time of Mr Hensel's acquisition, the car was in deplorable condition, and it was evident that it had been in storage for an extended period of time. The engine was free, but in poor condition with several non-original ancillaries. It was obvious that the body and interior had suffered some fire damage, while the rear wings, bonnet, grille and headlights had also been damaged by falling objects. The interior was incomplete and partially incorrect, while various unoriginal switches had been used to facilitate repairs over the years.

The car was completely disassembled and the body removed from the chassis. Then followed a 'last nut and bolt' restoration of the engine and all other mechanical parts on the chassis, including brakes, front and rear axles, drive train, suspension and cooling system. The chassis was sandblasted and painted, while the body was stripped to bare metal and repairs to the original panels were performed with great care. Finally, the body was painted in a Gunmetal Grey with clearcoat. A new stainless steel exhaust and fuel tank were manufactured, and the electrics rewired. The brightwork was re-chromed and the interior and tonneau cover restored in accordance with original patterns by professionals in Coventry. All ancillaries, switches and lights were brought back to correct, original specification using original items procured with great difficulty and substantial expense.

In the end, more than 1,300 hours were spent bringing this classic sports car back to life, at a cost of €110,000. Two large folders accompany the car, which contain detailed restoration invoices, as well as an original handbook. By 2007, the car was in the possession of Jürgen Niedermeyer in Frankfurt, and was then acquired by Henrik Frederiksen, passing to a new owner when the Frederiksen Collection was auctioned by Bonhams in September 2015 (Lot 7). The buyer brought the SS100 back to the UK where it passed via a dealer to the current owner. The car remains in very good order, and in recent years has competed in the historic Mille Miglia and was paraded in front of the Royal family at Windsor Castle.

It is difficult to imagine a British sports car that is more classic in every sense of that word than the SS100. The shape is iconic and instantly recognisable. It is a car that is perhaps the purest expression of wind-in-the-hair motoring with nary a creature comfort to spoil the fun. The wind, the noise, the smell of oil and leather – all combine with the powerful engine to blow away the cobwebs and provide a no-nonsense hands-on thrill that no closed car can ever deliver.

£400,000 - 500,000

€470,000 - 590,000

399

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE COUPÉ

Registration no. 5101 VC

Chassis no. 886967

- *Delivered new to Canada*
- *Left-hand drive*
- *Early aluminium dashboard model*
- *All original components and matching numbers*
- *Restored between 2003 and 2009*
- *Recent refurbishment by Bob Houghton*





Introduced in 3.8-litre form at the 1961 Geneva Motor Show, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'. Delivered new to Jaguar of Eastern Canada in Montreal, chassis number '886967' was imported from Vancouver, Canada and registered in the UK in 2018 with all duties paid. All four Canadian owners are known (see list on file) and the car has covered a genuine circa 106,500 miles from new. The accompanying Jaguar Heritage Trust Certificate records the original colour scheme as Opalescent Silver Blue with Maroon interior trim, and the first owner as one R E Udd.

In 2003 a comprehensive 'last nut and bolt' restoration was commenced by the last owner (a professional engineer) and finally completed in 2009. The car was restored to standard specification apart from two safety-related upgrades: four-pot Girling front brakes (early E-Types are well known for inadequate braking performance) and standard seats converted to 'high backs'. A multi-bladed radiator fan has been added for improved cooling (another weak point) and, for convenience, a glove box has been fitted between the seats (as per later 3.8s and 4.2s). A new 'dotted aluminium' trim-panel for the transmission tunnel is included in the sale should the purchaser prefer the original look. The original valve radio is included, but not fitted, and the car could easily be returned to 'factory' specification if desired. Conversion to right-hand drive would be relatively straightforward and inexpensive. The current lady owner purchased the car at Bonhams' Goodwood sale in April 2019 (Lot 54) as a companion to the 'flat floor' E-Type Roadster in this sale (Lot 353). The odometer reading at that time was circa 5,600 kilometres and is now 7,673 kilometres, which is believed to be the distance travelled since the restoration. Since acquisition a new clutch has been fitted, the brakes refurbished and several other adjustments made to bring the car to perfect working condition. These works were carried out by Bob Houghton at a cost of circa £10,000. This beautiful early E-Type coupé is offered with restoration photographs, a UK V5C Registration Certificate, and the aforementioned JHT Certificate. (The original front brake callipers are included in the sale.)

£80,000 - 120,000
£95,000 - 140,000

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

400

1954 PORSCHE 356 PRE-A 1500 COUPÉ

Coachwork by Reutter

Registration no. 937 YUX

Chassis no. 51451

- Delivered new as a 1500S example
- Upgraded 1600 super 90 engine
- Fast road 'Outlaw' specification
- Exceptionally well-presented example
- Featured in *Classic Porsche Magazine*



Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminium-bodied cars built at the Gmünd, Austria-based old sawmill, Porsche began volume production of the steel-bodied 356 Coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then from 1955 in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24 Hours, thus beginning the marque's long and illustrious association with Le Sarthe. Constant development saw the 356's engine progressively enlarged, with 1.3-litre and 1.5-litre units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece bent screen and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.



Sold new via Hoffmans, New York, production was completed on 20th November 1953. Delivered new in May 54' chassis 51451 was finished in Adria Blue, R509 and De Lux USA finish optional equipment. Delivered as a 1500S, (current engine details see text) this example is not to be confused with the 1100 or 1300 examples.

This car was built by a Dario Calandra and formed part of his collection in Canada. Dario, a close family friend of Rod Emory. Rod commented.... We had a hand in the building of this car, it is a very neat car, Dario did a wonderful job building it in the same spirit of the cars we build so much so we awarded it with the honorary Emory badge on completion. Within the 356's history file is a photograph of the car at Emory Motorsports.

Imported to the UK in 2013, the car was bought to use, and the previous keeper spent much time making this already addictive fast road car as reliable and useable as possible. The original engine was removed, and 51451 was fitted with a super 90 engine, bored out to 1800cc. It now develops close to 125bhp and is paired to the cars original four-speed transmission.

Despite its low-slung stance, suspension upgrades took the previous keeper many years to perfect. It now performs compliantly well on A roads, and on motorways. The car boasts a host of very rare and desirable period extras, which include; a Carrera fuel tank with racing style bonnet access, Bosch driving lamps, leather bonnet straps, aluminium Carrera mounted wing mirror, a black half-roll cage, Speedster seat for the driver & the passenger's seat is in the style of the original mechanics seat from a Porsche 550 also included is plexiglass quarter glass windows, brakes were also upgraded to 60mm Carrera GT-spec drums ,Carrera style drop door glass, Racing harness, fire extinguisher, rear seat delete , a quad-exhaust exit system and much more. The decals are self-adhesive and can easily be removed. Works were carried out by Border Reivers.

Sold to the current keeper 2020 for in excess of £300,000, these early 'Pre-A' Porsche 356 models are today considered some of the most collectible and rare Porsche cars ever produced and are admired for their pure and clean design. This stunning example is both quick and well prepared, offering it new owner the opportunity to benefit from the development of its well-known and respected previous keepers.

£195,000 - 250,000
€230,000 - 290,000

401

**1968 MERCEDES-BENZ 280 SL CONVERTIBLE
WITH HARDTOP**

Registration no. PFG 675G
Chassis no. 113044-22-001502

- *Was, until recently, in family ownership for nearly 50 years*
- *Matching numbers*
- *Automatic transmission*
- *Circa 39,000 miles from new*
- *Professionally restored circa 10 years ago*





Bought by the Vendor this year, the Mercedes-Benz 280 SL 'Pagoda' offered here had been in, nearly, 50 years of single-family ownership. It had been first acquired by the prior vendor's father in 1973 who was at the time the proprietor of a Mercedes-Benz dealership in Leicester. During the single-family ownership, the car has been used sparingly and dry stored when not in use. As a result, the car has only covered circa 39,000 miles from new. This mileage is confirmed to be accurate by the Mot History.

Presenting in the stylish colour combination of cream with a brown hardtop and soft top, the car was restored by Mercedes-Benz specialists Truro Motor Services around ten years ago at a cost of circa £10,000, a re-spray being part of the process. TMS were careful to keep the car as original as possible. Fewer than 400 road miles have been covered since then. The SL comes complete with its factory hardtop, which is in reasonable order and boasts a cream headlining.

The Pagoda comes with its original book pack containing the owner's manual and the original service book. The latter charts the car's early life, with the last stamp in 1991 at 31,328 miles. An MoT test was carried out in December 2021 at 38,355 miles, passing with no advisories. Truro Motor Services carried out a service at the same time. Prior to that the car was last MoT'd in June 2014 at 37,912 miles. The only reported fault is a defective fuel gauge, which should be easy to fix. A lovely opportunity to acquire a 280SL Pagoda that had been lovingly cared for by a single family, with specialist marque knowledge, for nearly 50 years.

£80,000 - 120,000
€94,000 - 140,000

402 Ω N

1998 ASTON MARTIN LWB VOLANTE

Registration no. not UK registered

Chassis no. SCFDAM2C6WBR89014

Engine no. 97/89014/A

- One of only 64 LWB Volantes made
- Automatic transmission
- Stored since acquisition in 2012
- Requires re-commissioning



"The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles." - *Fast Lane*.

Later Volante convertibles were built to the V8 Coupe's improved specification, and then in 1998 a further variation on the theme became available. Premiered at the London Motor Show in October, this was a long-wheelbase version of the Volante benefiting from a 200mm stretch that increased rear passenger leg room and luggage space. By the time production of Aston Martin's long running V8 finally ceased in 2000, just 64 of these last-of-the-line Volantes had been built compared with 234 of the standard shorter-wheelbase version.

A previous advert on file states that this right-hand drive Volante LWB was delivered to the dealer Paramount Cardiff and first registered on 1st August 1998. It is further stated that 'the first part of its service history starts with work carried out by Paramount's Stourbridge branch on behalf of a Mrs Williams of Henley-on-Thames'. The car's owner since August 1999, Mrs Williams is said to have continued thorough maintenance through Aston Martin Works Service and Lancaster of Reading. During Mrs Williams' ownership the speedometer was changed at a recorded 31,302 miles. In September 2002 the car was sold to the immediately preceding owner, Kevin Washburn of Gloucestershire, throughout whose stewardship it was maintained and serviced by Trinity Engineering of Cobham. Unfortunately, the car's service history has since been lost.

The current vendor purchased the Aston from Byron International in April 2012 and exported it, since when it has been kept in storage. Re-commissioning will be required before the car returns to the road. An automatic transmission model finished in black with matching hood and interior, this rare LWB Volante is offered with copies of the 2012 advertisement and purchase invoice, and a photocopy of its old V5C registration document ('S585 RDW').

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£60,000 - 90,000

€71,000 - 110,000

No Reserve

403

2008 MORGAN AERO 8 4.8-LITRE ROADSTER

Registration no. To be advised

Chassis no. SA9AERO8048MJ067

- Exported from Australia to the UK in January 2021
- Circa 2,000 kilometres from new
- MoT'd to August 2023
- Supercar performance



"You could park the Aero 8 next to anything short of a gold-plated Bugatti and know that it would win the bulk of attention. The traditional lines and muscular contours manage to refer to Morgan's illustrious sports car past without degenerating into caricature." – *Autocar*.

The revitalisation of Morgan, for decades regarded as merely a niche producer of traditional - essentially outdated - sports cars, is one of the British motor industry's more unlikely success stories of the 21st Century. Morgan's new era began in 2000 with the display at the Geneva Motor Show of the Aero 8, an aluminium-chassis roadster powered by a state-of-the-art BMW 4.4-litre V8 engine driving via a six-speed gearbox. Although its styling had been refreshed and updated, the Aero 8 remained unmistakably a Morgan, and like all of its predecessors offered exhilarating performance courtesy of a high power-to-weight ratio. In the case of the Aero 8, which gained a 4.8-litre engine in 2008, its combination of 362bhp and a 1,180kg kerb weight was good enough for a top speed of close to 170mph, with 62mph coming up in a little over 4 seconds, putting it firmly in the supercar league.

As *Autocar* observed: "Modern Morgans have their dynamics underpinned by the company's extensive - and successful - experience in GT racing; one of the Supersports' original roles was actually to homologate a more aerodynamically efficient body shape to help the competition effort." The result can be seen on the Aero 8.

Its Australian owner exported this Aero 8 to the UK in January 2021, and is only selling the car now because of a change of circumstances. Having covered a mere 2,000 or so kilometres from new, the Morgan remains in pristine condition. The car is offered with a dating certificate and MoT to August 2023, and is expected to be registered by time of sale.

£50,000 - 60,000
€59,000 - 70,000

404

1931 AUBURN 8-98 AERO SPORTS

Registration no. NXS 126

Chassis no. 11068

- *Built by an engineer and enthusiast*
- *WWI Sturtevant 9.8-litre V8 aero engine*
- *Ford five-speed all-synchromesh gearbox*
- *Servo assisted brakes*
- *Electric power steering*
- *Beaulieu concours winner 2020*





Constructed by the vendor, an engineer and enthusiast, this unique special is based on a 1931 Auburn 898 chassis found in Ypres, Belgium where the car was being used as a farm trailer (it had Belgian registration documents). The front axle is Auburn and the chassis is now inverted and under-slung to achieve a low ground clearance. Bodywork is by Simon Parker in brushed aluminium, with all panels removable for ease of access, and it even has the luxury of a small luggage compartment, a rare feature indeed on a sporting special.

Dating from circa 1915, the power unit is a new-old-stock, never previously run Sturtevant Model 5A aero engine sourced from Auburn/Cord/Duesenberg specialist Glenn Pray in Oklahoma, USA. A water-cooled 9.8-litre 'flat head' V8 producing 140bhp at 1,400 revs and bags of torque, it has a pumped lubrication system that runs at 35psi and a Castrol R dripper to the upper cylinders. In common with all aviation piston engines, there are two ignition systems: magneto and battery/coil. The engine runs on ordinary pump fuel. There are two Kenlowe electric cooling fans and a standby electric water pump if required. The original compressed air starting system has been retained, fed by a bottle in the boot, while there is also an electric starter that works on the bespoke flywheel.

Drive is transmitted via a dual-paddle clutch to a Ford MT75 five-speed synchromesh gearbox. The final drive assembly is from a Jaguar E-Type; the inboard discs now converted to sprockets for the twin drive chains! The sprockets give a 2:1 step up ratio to the bespoke rear axle. Brakes are Auburn drums with additional cooling fins and Land Rover hydraulics hidden within. The brakes are servo assisted. To give the car adequate ground clearance, 35" wheel rims (made in New Zealand) were spoked to the original Auburn hubs (drilled for additional spokes). There is electric power steering, while other notable features include a detachable steering wheel and a stainless steel exhaust.

This ambitious project took approximately three years to complete and in 2018 was shown at the opening of the new wing at the Sammy Miller Museum. The Auburn Aero went on to win the Beaulieu concours in 2020. Fewer than 2,000 miles have been covered since the project's completion. Looking like it has just come from the grid of a 1930s Indianapolis 500, this wonderful and unique Miller-style special is guaranteed to stop the traffic wherever it goes.

£150,000 - 160,000
€180,000 - 190,000

405 * N

1970 ASTON MARTIN DB6 MK2 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6MK2/4293/R

Engine no. 400/4690

- One of only 240 DB6 Mk2s made
- Automatic transmission
- Present ownership since 2010
- Stored since acquisition
- Requires re-commissioning





In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¼" the wheelbase was now ¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes, yet another example of racing improving the breed.

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

This Mk2 DB6 was delivered new in the UK finished in Azzurro Blue with dark blue interior trim, optioned with the automatic gearbox and front seat belts. The current vendor purchased the DB6 from Classicmobilia of Milton Keynes in October 2010 and exported it, since when it has been kept in storage. Re-commissioning will be required before the car returns to the road. Accompanying documentation consists of copies of an old UK V5C document; various tax discs; two MoTs (most recent expired 2011); and the 2010 bill of sale.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£120,000 - 150,000

£140,000 - 180,000

No Reserve

406

C.1965 MG EX234 PROTOTYPE ROADSTER

Coachwork by Carrozzeria Pininfarina

Registration no. REW 314R

Chassis no. EX234

Engine no. XSP-3118-4

- *Unique MG prototype*
- *Three owners from new*
- *6,563 miles from new*
- *Well documented*



The unique car offered here is one of the many fascinating 'might have beens' in the history of the MG marque. Its planning began in 1964 when Abingdon's engineers' thoughts turned to a 'next generation' MGB that would have better chassis dynamics: specifically, the new car would incorporate the independent rear suspension intended for the original but abandoned as too expensive. Designer Syd Enever's team was responsible for constructing the prototype, code named 'EX234', raiding the BMC parts bin for the 1,275cc A-Series engine and gearbox, Austin Champ rear axle, and Hydrolastic suspension units. Suspension was by upper and lower wishbones all round, steering was by rack and pinion, and there were disc brakes on all four wheels.

Once completed, the rolling chassis was despatched to Pininfarina in Italy for bodying, and the result contains hints of the master coachbuilder's FIAT 124 Sport Spider and Alfa Romeo Duetto, while at the same time incorporating the sawn-off 'Kamm' tail that would later appear on the Alfa Romeo 1750. EX234 was intended to replace both the Midget and the MGB, and despite being more compact than the latter offered a more generously sized interior. The exterior trim on either side was different: one style being for the GT version, the other for the open roadster.

Back in the UK, EX234 was enthusiastically received by all who drove it. In his book *MG - The Untold Story*, David Knowles has this to say on the subject: "Roy Brocklehurst took the EX234 prototype to Silverstone where, according to Jim Stimson, it was driven by a few trusted experts... including John Surtees. Roy said they told him that the roadholding was as good as any car they had driven."

So why didn't EX234 make it into production? At the time of its inception both the Midget and the MGB were still selling well, and it was felt by senior management that there was no pressing need for a replacement. The project was shelved. Following BMC's merger with Leyland to form British-Leyland, the balance of power shifted within the reconstituted group in favour of Triumph, at least as far as thoughts of a new sports car were concerned, and when the time came it was the Triumph TR7 that was chosen, despite the MG marque's greater popularity in the USA, B-L's most important export market.



In 1977, with only 100 miles on the odometer, EX234 was acquired by the long established MG dealer Syd Beer, becoming part of his MG Museum collection in Houghton, Cambridgeshire. While there it was driven by motoring journalist John Sprinzel, who had been a works MG driver back in the 1950s. In the resulting magazine article (copy on file) he observes that the Hydrolastic suspension "kept the car beautifully flat and smooth through the corners, with none of the usual lurch over uneven bits of the surface. There was also no rear-end steer, and I felt that even without any development input that the handling was far superior to the current Spridget.

"The interior was vast, and for my six foot three inches of height, there was space for legs, knees, arms, and elbows. The small steering wheel was set amongst excellent instrumentation, and occupants were surrounded by interior trim far better than has been normal on Abingdon products, with comfortable seats and two compact extra back seats with better legroom than in the MGB GT. There was excellent visibility and really good braking... "All in all, I concluded my little road test by thinking this would have been a delightful successor to both the B and Midgets, with good looks, great performance, and probably the continued money-making record of many years of Abingdon sports cars."

In June 2016 the car was offered for sale by the Beer Family Trust at Bonhams' Goodwood Festival of Speed auction (Lot 209) where it was purchased by the current vendor. EX234 had covered only 374 miles at time of purchase and now has a total of 6,563 showing on the odometer. Mechanically the car is in working order, although the vendor advises us that the Hydrolastic suspension needs to be overhauled.

This unique and historic MG prototype is offered with a V5C registration document and a copy of the original factory specification sheet. We understand that the engine is to Cooper 'S' specification. The car also comes with a factory hardtop, intended for use on the GT version, and has a folding convertible hood made of an attractive flocked material rather than the vinyl used for contemporary MGBs and Midgets. This vehicle is quite simply a 'must have' for the serious MG collector.

£70,000-90,000
£95,000 - 140,000

407

Ex Bill Skelly, Goodwood 1950, Silverstone 1951

**1949 LEA-FRANCIS 12/14 'SKELLY'
SPECIAL FORMULA 2 SPORTS-RACING
TWO-SEATER**

Registration no. KMA 709

Chassis no. C7098

Engine no. SC3725

- Extensive period competition history
- Continuous ownership history
- Well maintained throughout its life
- Purpose built competition special
- Development dry sump engine



Chassis 7089 was ordered through Rossleigh Ltd, Lea-Francis Glasgow agents, order number SRS192, invoice C9943, with the chassis being sent by rail on 7th March 1949. Notes on the delivery from the archive history of Lea-Francis (copy in file) note that the engine was to be collected by the customer separately.

A gentleman who undoubtedly knew about both racing and Lea-Francis was William Skelly, whose father ran a Morris, Ford and Lea-Francis dealership in Motherwell. He was a student apprentice in 1949 and with the help from such people as John Wire, Norman Dewis (chief tester at Lea-Francis, before his famous Jaguar career) and Albert Ludgate built up a Lea-Francis special designed for racing in 1949, based on the sports chassis 7089. Young Mr Skelly decid

ed that a chassis length of 8 ft 3 inches was far too long for racing, so he shortened the chassis to 7 ft 9 inches. The engine side was left to Albert Ludgate who installed one of his 'pets', a dry sump racing engine. Fitted with minimal bodywork but an identifiable radiator grill, this Lea-Francis special was soon ready for the track, and undoubtedly a super looking special. The car fared well in competition, starting with a class win at Bo'ness Hillclimb in 1949.



Through attending Coventry technical College William Skelly became friendly with Ken Wharton, a well-regarded 'specials' builder and known as one willing to drive anything on wheels in any kind of competition from driving tests to Grand Prix who helped him further develop the car. Skelly entered the car into the 1950 Formula 2 race at Blandford Forum and driven by Ted Lund it finished in 1st place. Skelly painted the car red (the same colour as it presents today) but was forced to paint it green for the 1950 Handicap Race at the Ulster Trophy Meeting. The new colour scheme didn't slow the car and it finished a respectable 6th Place. Most notably the car also took part in the 1950 Isle of Man TT Manx Cup, Dundrod, and the Whitsun Trophy at Goodwood finishing 6th. Other notable results within the cars extensive period competition history include Goodwood in March 1951, and again at the Manx Cup in 1951. The car finished 4th at Silverstone in heat 1 of the International Trophy meeting 1951.

After much competition successes Mr Skelly decided to move on from the Lea-Francis, and it was sold in 1952 to Colin Escott, the cousin of Frank Sytner. The car is believed to have inspired Ken McAlpine to build the Connaught A-type Grand Prix car.

The car changed hands again in 1964 before being bought by a Mr Majzub around 1980. There is paperwork listing the continuous ownership history on file, and the car has formed part of some significant worldwide collections within the last 20 years. Ivan Dutton brokered a deal to Julian Majzub in 2003, the car then passed to Martin Overington before being sold to our vendor in 2018.

Never offered on the open market before, this unique Special is offered with a large history file, full of competition notes and results also includes an original buff logbook, expired HTP paperwork for Period E, and a host of bills and receipts.

As a period build competition special, 'Skelly' offers its new custodian the chance to own a Formula 2 Open-Two-Seater which is eminently eligible for worldwide road and race competition, having formed part of some significant collections. With its freshly rebuilt competition engine and new zero miles gearbox, '7098' is also offered with wings and lights, allowing for road use. Offered on the open market for the first time in its life, this is an exciting proposition.

£110,000 - 140,000
€130,000 - 170,000

1965 PORSCHE 911 'SWB' FIA COMPETITION COUPÉ

Registration no. Not Registered
 Chassis no. 302039
 Engine no. 903084

- Early '0-Programme' short-wheelbase model
- Youtube video star
- Highly developed and immensely successful Historic racer
- Immaculate and ready to race
- FIA HTP expiring 31.12.2025



'302039' in action at Spa
 ©Jeff Bloxham



'302039' in action at Spa
 ©Jeff Bloxham

This particular Porsche 911 is one of the most famous on the planet, being the star of a much-watched youtube video (getting on for 1 million views) of it competing at Spa with Duel Motorsport's Pascal Pandelaar at the wheel. Chassis number '302039' is one of the early, short-wheelbase cars. It belongs to the '0-Programme' series built from the start of production in August 1964 up to the introduction of the 'A-Programme' model in August 1967, and thus represents the Porsche 911 in its earliest and purest form. Manufactured in October 1965, '302039' was delivered new on 29th July that year having been ordered by VW Pacific of Culver City, USA for first owner Chartes Cassidy of Riviera, California. The original colour scheme was Bali Blue with a black interior, while tinted glass was fitted all around.

The car spent most of its early life in the USA, the last American title being issued in August 1991 to Edwin Kissel of Rolling Hill, California. In 1996 the car was shipped from California to Holland, most likely having spent over 30 years on the dry West Coast, but would not be registered in its new home until 2001. Its then owner became involved in Historic racing, and in 2004 decided to have the car converted to full FIA racing specification. He sent the car to the well-known and highly respected Porsche tuners in Holland (Duel Motorsport), who were engaged in the construction of a limited series of top-specification 911 competition cars. This car belongs to that series and is one of the most developed and extensively tested examples. A full and detailed listing of its specification may be found in the accompanying history file.



The owner in question was the well-known Dutch Historic Porsche racer, Roman Caresani, who is a regular front-runner in a Porsche 904 GTS. He raced this 911 for many years with great success, and it became known as the '107' car, as that was his racing number. Caresani participated seven years in a row in the Dutch historic NK-HTGT Championship, finishing 2nd overall in the Championship on three occasions. He also managed 1st overall three times in the Championship's GTS11 Class. He raced the 911 in the famous Spa Six Hours on seven occasions, with a best result of 5th overall; he also had three top-10 finishes and four top-20 finishes, plus various podium places in class GTS11 and three wins in Class GTS11. Various GTS11 class wins were also collected at Brands Hatch, Magny Cours, Silverstone and Assen. In addition, the 911 raced in various 3- and 4-hour races in the FHR Langstrecken Cup at the Nürburgring, Hockenheim, Spa, Zolder, Zandvoort and the Nordschleife where various class wins were achieved.

In early 2011 Roman Caresani took delivery of his Porsche 904 GTS and so agreed to sell '107' Porsche 911 to a friend, who immediately started competing with the car in historic racing, mainly in the Dutch NK-HTGT races. During all its racing years this 911 has been maintained and developed to the highest level by the same tuner who constructed the car. Its condition is immaculate with the engine and gearbox having only covered a handle of hours since since a complete overhaul on a single Goodwood Trackday and it presents in race ready condition. Included in the sale are various spares, such as four Fuchs 5.5Jx15 rims; an extra gearbox casing (for repair); open race exhaust; set of fog-lamps plus fittings for endurance-racing; various manuals and miscellaneous small parts. An AIM lap-timer and an inboard camera are inside the car. This wonderful Porsche 911 is ready to be race and is eligible for the most prestigious historic racing events and series across Europe including the Porsche 2.0 Litre cup (it would need to be updated to current series regulations), Le Mans Classic, Goodwood Revival, Peter Auto as well the infamous Tour Auto and Modena Cento Ore upon road registration being granted. In the right hands, this fantastic 911 could be a front runner once again.

£160,000 - 200,000
€190,000 - 230,000

1958 ASTON MARTIN DB MK III SPORTS SALOON

Registration no. UYR 410
 Chassis no. AM300/3/1506
 Engine no. DBA/1107

- One of only 551 made
- History up to 1988 in AMOC Register
- Major refurbishment and upgrading while in previous ownership
- Present ownership since 2014
- Matching numbers example



Recognising the need to widen the appeal of the already successful DB2, Aston Martin responded with the DB2/4, introducing its new four-seater model in October 1953. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. The 2.6-litre 'six' came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised Mark II model being manufactured by the Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 Mark II was readily identifiable by its subtly altered lines, the most significant change being 19mm increase in roof height that afforded greater headroom.

Two years after the introduction of the DB2/4 Mark II came the DB Mark III - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally, the most obvious change was the adoption of a DB3S-style grille, this restyled nose giving the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver. The engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph.



A desirable disc-braked, overdrive transmission model, right-hand drive chassis number '1506' was sold new via Brooklands of Bond Street on 21st March 1958 and first registered as 'UYR 410'. We are advised that the car's full history up to November 1988 is recorded in the AMOC Register and that in August 1991 it was first registered in France under number '945 JMM 75' (subsequently '6873 TW 02'). Bought by a previous owner in Paris in June 2000, the car displayed a total of 68,382 miles on the odometer at that time and, reputedly, had previously been restored by Stratton Motor Company. While in that owner's care '1506' benefited from considerable expenditure with recognised specialists including Garage Lamy, Garage Parinello, Eric Peyrou and Carrosserie Lecoq. Work carried out involved major refurbishment, including an engine rebuild, replacement gearbox, chassis overhaul and an interior re-trim in addition to routine servicing/maintenance. Upgrades include Cosworth pistons, competition valves, electronic ignition, stiffened and lowered suspension, Aeroquip brake hoses, silicone brake fluid, stainless-steel exhaust, FIA cut-out, fire extinguishing system and a cylinder head converted to unleaded compatibility.

The immediately preceding owner purchased the Aston at Bonhams' Goodwood Revival Sale in 2007 (Lot 215). Following its acquisition, the car formed part of his private collection in the North of England where it has been professionally stored and looked after by his in-house mechanic. FIA papers, FIVA passport and invoices totalling €96,000 (approximately £67,200) come with this superb DB Mark III, which is presented in excellent condition both bodily and mechanically. The car also comes with its current UK V5C document.

£120,000 - 140,000
£140,000 - 170,000

410

1990 ROLLS-ROYCE CORNICHE CONVERTIBLE

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. H649 HWW

Engine no. SCAZD00A7LCH30246

- *Single family ownership from new*
- *Extensive service history*
- *Professionally stored in recent years*
- *Circa 86,500 miles on the odometer*



Recalling the firm's glamorous *Grandes Routières* of pre-war days such as the Phantom II Continental, the coachbuilt variants of the new Rolls-Royce Silver Shadow and T-Series Bentley were limited to just two: a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodysells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior. Construction involved shuttling the bodysells between the Crewe factory and H J Mulliner Park Ward's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible.

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

In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995. This Sky Blue Rolls Royce Corniche Convertible, with cream leather seats, and lambs wool fur rugs has been owned by the same family from new and thoroughly maintained over the years. It comes with two files containing a substantial amount of historic paperwork including invoices for some services and minor works, MoTs, etc. Used infrequently, the Corniche currently displays a total of circa 86,500 miles on the odometer and in recent years has been kept in a professional storage facility.

£50,000 - 60,000

€59,000 - 71,000

411

1972 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. XFJ 757K

Chassis no. 1S 1260

Engine no. 7S 5943 SB

- UK delivered, right-hand drive example
- Three former keepers
- Present ownership since 2003
- Extensively rebuilt and upgraded
- Five-speed Getrag manual gearbox



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever. Built in two-seat roadster and 2+2 coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This V12 E-type roadster was delivered new in the UK in February 1972 to the A J Beal Ltd dealership in Exeter. The accompanying JDHT certificate lists the colour scheme as Signal Red with black interior, and the original registration as 'XFJ 757K'. According to the V5C, the car has had only three former keepers, the last of whom registered it in 1987. Its late owner acquired the E-Type in 2003.

'XFJ 757K' benefits from an extensive programme of improvements, including total chassis/body rust-proofing and the installation of a Getrag five-speed gearbox. Other specification highlights include Harvey Bailey anti-roll bar kits front and rear; Spax adjustable gas dampers all round; 3.54:1 differential (complementing the Getrag 'box'); Lumenition electronic ignition; copper brake pipes and Aeroquip stainless steel hoses; up-rated radiator core; additional cooling fans; 12-branch exhaust manifolds; stainless steel exhaust pipes and main silencers; and a Pioneer six-speaker stereo system. Much of the work involved was carried out by marque specialists WP Automotive (Lister). A detailed list of the car's exceptional specification is on file together with an article on the restoration written by the late owner, published in the September 2005 edition of Jaguar Enthusiast magazine (inspection recommended).

Noteworthy features include a black-piped Parchment/beige leather interior; Beige carpets with rubber mats; MotoLita steering wheel; hood cover; black soft-top; fitted suitcase in the boot; and chrome wire wheels (the original steel wheels may be collected from the consignor). The history file contains various notes and receipts; an MoT certificate expiring in July 2023; and the aforementioned V5C, magazine article, and JDHT certificate.

£70,000 - 80,000

€83,000 - 95,000

412

**1971 MERCEDES-BENZ 280 SL CONVERTIBLE
WITH HARDTOP**

Registration no. FVN 263J
Chassis no. 113044-22-014722
Engine no. 13098322009448

- *UK-delivered right-hand drive model*
- *Automatic transmission*
- *Two owners from new*
- *Present ownership since 2013*





"For those who value engineering finesse and high quality construction, it's alone in the field," enthused Road & Track magazine, while its manufacturer considered the 280 SL, "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)".

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

The last of a popular and extremely successful line begun with the 230 SL of 1963, the 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph (193km/h) top speed was no greater but it was significantly quicker off the mark, its 0-60mph (0-97km/h) time of 10 seconds being a whole second better than its predecessor's.

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

Its late custodian purchased this automatic transmission 'Pagoda' from its elderly first owner in 2013. The original owner had a number of cars and so the Mercedes - bought 'to have a bit of fun with' - was kept garaged and used sparingly, and had covered only some 59,000 miles by time of purchase (the current odometer reading is 61,612 miles). Shortly after changing hands, the SL was featured in the Mercedes-Benz Club's magazine (January 2014 edition, copy article on file).

Unfortunately, the service book has been lost, but the car (cherished by its two owners) is known to have had two new wings and a repaint in white. The windscreen is new, as are the carpets, while the canvas hood appears to have been replaced relatively recently and the interior trim is good. Described by the vendor as in overall good condition for its age and mileage, the car is offered with a V5C Registration Certificate and MoT to May 2023.

£140,000 - 150,000
€170,000 - 180,000

413
No Lot

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

1935 ROLLS-ROYCE PHANTOM II AIRLINE SALOON

Coachwork by Barker & Co

Registration no. CGK 891

Chassis no. 56UK

Engine no. RX25

- *Epitomising the very best of 1930s style*
- *Professionally restored between 2008 and 2011*
- *Maintained and improved with no expense spared*
- *Extensive history file*
- *Ready to enjoy*



Chassis number '56UK' was delivered in September 1935 and owned by Frederick Miles, who at that time was a director of Philips & Powis Aircraft based at Woodley near Reading, Berkshire. In 1936 Rolls-Royce bought into Philips & Powis, which produced aircraft under the 'Miles' name and became Miles Aircraft Limited when their share was sold in 1943. The car was originally delivered to Major Len Cox ('Cx' in factory parlance) who was the company's sales manager in London. Recorded as 'stock' on the chassis cards, it passed to Frederick Miles in November 1937. With the Phantom comes a picture of it outside the Art Deco-style Woodley aerodrome terminal behind a Miles Monarch aircraft and with a uniformed chauffeur at hand.

The coachwork by Barker – body number '6965' - is a very sporting swept-back design that appears very 'aero'-like from the side. Erected on the long chassis, the car has a wind-up division with ample room to the front and rear. Although not a Continental model, it was specified on the build sheets to have Continental features including Continental-type rear springs.

In November 1945 Miles sold the Phantom to a Mr R B Davies of Chester. The two old-style buff logbooks record further ownership changes. In 2007 the car was acquired by the nephew of the late Sir James Cayzer, a well-respected R-REC luminary and collector of Rolls-Royce motor cars.

Described as 'a magnificent and important car in absolutely first rate condition,' '56UK' comes with bills for the period 2008-2011 totalling over £100,000 for works carried out by marque specialists Frank Dale & Stepsons, including the installation of a new cylinder head and an overdrive. It is thus in superb mechanical order with a rebuilt engine and everything done that needed doing. Accompanying invoices are comprehensive, meticulous and detailed.



The car is finished in a pleasing scheme of pale grey over medium grey. Twin trumpet horns adorn the front, mounted either side of a central fog lamp. A single side-mount spare wheel sits on the driver's side running board. The interior is delightful, with pale blue leather to all the seating surfaces, complementary pale grey carpets and satin-finish burr walnut in abundance. Small tools are located in a foldout panel to the passenger front foot-well. A large sunroof slides back easily for semi alfresco motoring. The front windows are of an interesting, unusual yet practical design; when the winder is turned in one direction the window moves backwards a couple of inches allowing for quarter-light style ventilation; when turned the other the window rolls down in a conventional manner. The engine bay is well detailed with all large tools in their appointed places including a plug-in inspection lamp.

On the road the car is everything a late-series Phantom should be. The engine starts instantly and runs silently, and the synchromesh gearbox is smooth and precise. In overdrive top the car cruises at 70mph in a calm, quiet and relaxed manner, with temperatures and pressure steady and well within limits, the steering being 'pin sharp'.

'CGK 391' had a inspection six years ago by Rolls-Royce engineer William Allan, who pronounced it mechanically first class and an outstanding example. Immediately after the Allan inspection, the car was sold to a noted South African collector who has kept it in the UK to be maintained regardless of cost and has used it once or twice a year, taking the car as far north as Northumberland and south to Brittany. During this last stewardship, a substantial sum of money has been spent with marque specialists Kenworthy Engineering on numerous detail improvements with the brief to make the car as good as it can be in all respects. All chrome work has recently been re-plated. Thus we have here a close-to-perfect Phantom II ready for rallies and extended use, which wants for absolutely nothing and is a pleasure to drive. Epitomising the very best of 1930s style, this magnificent Phantom II is offered with the aforementioned invoices, copy chassis cards, two old-style continuation logbooks, current MoT and a V5 document.

£90,000 - 120,000
€110,000 - 140,000

415

**C.1954 ASTON MARTIN DB2/4 3.0-LITRE
SPORTS SALOON**

Coachwork by Mulliners of Birmingham

Registration no. PGH 334

Chassis no. LML791

Engine no. VB6J/243

- *One of 565 made*
- *Present ownership for 43 years*
- *Professionally restored circa 12 years ago*
- *Circa 500 miles since restoration*





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

In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. Bodies were supplied by Mulliners of Birmingham until the advent of the Mark II version in October 1955, when Tickford - recently acquired by Aston Martin's owner, David Brown - took over.

Designed at Lagonda by Willy Watson, under the supervision of W O Bentley, the 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The DB2/4's top speed was now 118mph with 60mph reachable in around 11 seconds, making it one of the fastest British-built cars of the day. In total, 565 of all types had been produced by the time the Mark II version arrived in October 1955.

This DB2/4 was purchased by the vendor on the 5th of February 1979 and has enjoyed 43 years of single ownership, being meticulously cared for by the owner during that time. A restoration of the bodywork was carried out by Four Ashes Garage around 12 years ago, while the engine has been rebuilt around a new Vitus Engineering cylinder block (cracked original block with car) by Tim Stamper. The rear suspension has been restored also, with new hubs and new brakes. The interior leather is original but the carpets are new. The original steering wheel is with the car but some refurbishment is required. Only some 500 miles have been covered since the restoration. The car comes with a substantial file of restoration invoices as well as copies of the original road test results, original engineers handbook, a spares catalogue and an engine and valve timing technical drawing. A DB2/4 MK1 and MK2 instruction book is also included in the sale.

£95,000 - 115,000
£110,000 - 140,000

416

1963 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

Registration no. 6829 WK

Chassis no. 880285

Engine no. RA8801-9

- *Delivered new to the USA*
- *Imported from California in 2013*
- *Restoration completed in 2022*
- *Originality maintained as much as possible*



The accompanying Jaguar Heritage Trust Certificate reveals that this left-hand drive E-Type Roadster was completed as a Personal Export Delivery for a Mrs E Geddes and registered in the UK as '6829 WK' (a Coventry registration). The original colour scheme was Opalescent Silver Blue with dark blue interior trim and black hood.

Believed to have spent the vast majority of its life in California, the car was taken off the road in 1979 to await restoration at the hands of its elderly Los Angeles-based owner. Suffering deteriorating health, he sadly passed away before starting the project. His widow kept the car until 2013 when it was repatriated to the UK via Harry Fulford, the founder of E-Type UK, and acquired by the current vendor. The mileage at that time was deemed to be less than 37,000. Documented during its UK restoration, a Pennzoil service sticker suggested an oil and filter change at 37,000 miles. Sadly this sticker did not survive the restoration. However, the total is corroborated by the accompanying California Certificate of Title, so the current mileage is warranted as genuine.

In the course of this amazing 'last nut and bolt' restoration the bodyshell was stripped to bare metal and restored on a rotisserie with new reinforced inner sills by Martin Robey. New heavy-duty engine frames and a front 'picture frame' cross-member were supplied by E-Type Fabs, while a new aluminium radiator with integral cooling fan was sourced from NAR.

The engine was stripped back to the bare block and the cylinder liners pushed out. The block was then acid dipped and bored to take Rob Beere 'top hat' liners, then bored back to standard 3.8-litre dimensions. The block and front cover were decked. The cylinder head was gas-flowed by Rob Beere and fitted with RBR fast road cams, valves and springs, plus all new cam followers, collets, etc. The crankshaft was reground and converted to accommodate a Rob Beere rear main bearing lip seal. Despite there being no evidence of this car having any competition history, the original and very rare Jaguar lightweight competition flywheel (fitted from new) has been retained. T&L Engineering dynamically balanced the bottom end. JE 9.0:1 compression pistons were fitted to Arrow Sportsman con-rods, and the engine also boasts a Rob Beere high-flow oil pump and spin-on filter. The carburettors were reconditioned by David Lonsdale at Classic Carburettors, and 123 electronic ignition fitted together with a WOSP Dynator and high-torque starter motor. Zircon plasma-coated exhaust manifolds discharge into a OE Jaguar Heritage exhaust system. Prior to installation in the car, the engine was run in for three hours on the MASS dynamometer, producing a more than healthy 262bhp and 258lb/ft of torque (printout on file).



Turning to the transmission: the original matching-numbers gearbox was deemed a bit noisy on early road tests, despite having been overhauled, so it was decided to install a complete new gear set (almost impossible to find today but held in stock by the vendor for more than 25 years). At first there was no improvement in the first gear noise, but after 300 miles of road testing the noise has reduced. It is the vendor's belief that had original 'box been persevered with it too would have become quiet. The original (restored) gearbox is included in the sale. The differential was overhauled with all new bearings, seals and PowrLok plates and has a 2.88:1 final drive ratio for comfortable fast cruising. A complete new prop shaft was installed.

The brakes were rebuilt with all original Dunlop pistons and stainless steel sleeves, and were nickel zinc plated. The original Dunlop master cylinders were stainless steel sleeved and nickel zinc plated, and even retain their original plastic part number tags. Clutch master cylinder likewise. New brake rotors were fitted front and rear. The suspension's front wishbones were nickel zinc plated, while everything likely to wear was replaced and Polybushed. All wiring looms were renewed; a new hood and interior installed by GB Trimming; and Dynamat sound and heat barrier fitted throughout.

The vendors have made every effort to keep this E-Type as original as possible. With the sensible exceptions of the WOSP Donator and high-torque starter motor, for the vendors it is mission accomplished! Total expenditure on this vehicle has exceeded £150,000+VAT, and all work has been carried out to the highest possible standard. The entire restoration is supported by an extremely comprehensive photographic record within the history file (available on request prior to auction).

£140,000 - 180,000
€170,000 - 210,000

417

1930 RILEY BROOKLANDS SPORTS TWO-SEATER

Registration no. UT 8254

Chassis no. 8079

Engine no. 13418

- One of the finest pre-war sports cars
- Known ownership history
- Highly original (including the body)
- Restored in the mid-1990s
- Engine and gearbox rebuilt by Keith Pointing in 2012



"Almost as soon as these new (9hp) models arrived on the scene, interest was shown in the engine by J G Parry-Thomas, who joined forces with Reid Railton to produce an 1,100cc racing chassis which Railton drove to undreamed-of success at Brooklands. Later, after Thompson and Taylor had developed the chassis, Riley put into production the 9hp Speed Model, which quickly became a legend as the Brooklands Nine. It was a Brooklands Nine which won the Rudge Whitworth Cup at Le Mans in 1934." - As *Old As The Industry: Riley 1898 - 1969*, David G Styles

Introduced in 1926, Percy Riley's 9hp, 1,087cc, twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars, none more so than the rare and highly desirable Brooklands Speed Model, 110 of which were made between 1928 and 1932. The production Brooklands boasted a chassis shortened to an 8' wheelbase from the standard Nine's 8' 10.5" and was low-slung in the extreme, it being possible for the driver to touch the ground while normally seated at the wheel! Body construction varied considerably, ranging from wood-framed, steel-panelled, two-door types intended for touring, to the lightweight, door-less, alloy ones used at Le Mans. The engine differed from the standard Nine's by virtue of its water pump, high-compression pistons, different camshafts, four-branch exhaust manifold and twin carburettors, in which form it produced around 50bhp at 5,000 rpm.



The Brooklands was enthusiastically received by the British motor racing fraternity as it provided a most competitive entry into the 1,100cc sports car class (Class G), hitherto dominated by Continental makes. As well as the aforementioned 1934 team award at Le Mans, Riley Brooklands successes included various Class G world records, a class win in the RAC Tourist Trophy, an outright win at the 1932 Ulster Tourist Trophy and victory in the JCC 1,000 Miles Race and countless other events at Brooklands.

A well-known Brooklands, chassis number '8079' comes with a VSCC eligibility form confirming all its components to be original. This car was built towards the end of 1930 and purchased on 31st December 1930 by Mr A Newton, who registered it on New Year's Day 1931. Between 1939 and 1973, '8079' belonged to Mr Urban Burrows of Sneinton Dale, Nottingham. During Mr Burrows' ownership the Riley featured in The Autocar's 'Talking of Sports Cars' series (26th March 1943 edition). In 1973 ownership passed to Mr Barry H Parkinson of Preston, who would keep the car for the next 20 years. Passing to Isle of Man resident Mr Alan Smith in 1993, the car was restored over the next two years and in 1995 was sold at auction to Mr William John Hearne. The current vendor has owned '8079' since 2012, and had the engine and gearbox overhauled by Keith Pointing that same year.

The engine was rebuilt using an Arrow crankshaft and con-rods; new white metal bearings; new pistons; cams to fast road profile; and new timing gears, while the cylinder head was overhauled with new valve guides and springs. The gearbox was stripped and rebuilt with all new bearings, as was the rear axle, the brakes being overhauled at the same time. A new reconditioned magneto was purchased and fitted. It is believed that the Brooklands has seen only limited use over the last 10 years.

One of only a handful of examples that retain their original body, '8079' has to be one of the most original Riley Brooklands still surviving. Only rarely is a car such as this, with unbroken, continuous history and exceptional mechanical integrity, offered for sale. This is a wonderful opportunity for the discerning collector to own an immaculate example of one of Britain's greatest sports cars with the knowledge that it is one of the few 'proper' examples. Accompanying the car is a history file containing period and later paperwork and photographs, MoT certificates, etc and a report written in 2012 by the Riley Register's DVLA Liaison officer, Mr Gordon Ager confirming its originality.

£85,000 - 100,000
€100,000 - 120,000

418

**1929 ROLLS-ROYCE PHANTOM I
NEWMARKET ALL-WEATHER TOURER**

Coachwork by Brewster

Registration no. SV 9167

Chassis no. S339LR

- *One of only circa 60 'Newmarket' bodied tourers*
- *In excess of £70,000 spent over last 7 years*
- *American built*
- *Formerly HR Owen London Display Piece*



Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.



Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signalling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.

This example of the American-built left-hand drive Rolls-Royce Phantom I is fitted with the most handsome and practical Newmarket all-weather tourer coachwork by Brewster, an \$18,800 option at the time. S339LR was delivered new to John F.Dillon in Beverly Hills, via W.C Darling on Boxing Day 1929. According to build records, circa only 60 Phantom 1's were delivered with 'Newmarket' Coachwork. In the early 1950's, the car moved to Texas and was still in Houston by the late 1970's. During 1991, S339LR joined the collection of renowned Swiss enthusiast, Hans Luscher. After restoration by the Real Car Company in 2002, the car passed into the hands of a British collector. During their ownership, the car was used sparingly but subjected to meticulous maintenance including significant work to the engine. The car once again changed hands in 2010 and between 2010 and 2014 was repainted in the resplendent Royal Blue that it presents in today. In 2014, S339LR was acquired by HR Owen where it was used as their main display piece in their central London. S339LR found its way to its most recent and final home in 2015. During the last seven years, over £70,000 has been spent on maintaining and caring for the car (all invoices on file) and this is testament to the condition in which it presents today. A fantastic opportunity with an extensive history file, S339LR presents in lovely condition and would be a tremendous addition to any pre-war collection.
£90,000 - 120,000
€110,000 - 140,000

419 * N

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6/2959/R

Engine no. 400/2967

- Delivered new in the UK
- Manual transmission
- Matching engine and chassis numbers
- Stored since acquisition in 2008
- Offered for restoration



"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.

A manual transmission model, '2959/R' left the Newport Pagnell factory finished in Dubonnet Rosso with black Connolly leather trim. The guarantee form lists the following items of non-standard equipment: 3.73:1 limited-slip differential; chrome road wheels; heated rear screen; 3-ear hubcaps; and a power operated aerial. The DB6 was retailed via H R Owen and sold new to a customer in London, but unfortunately the original purchaser's name has been obliterated on the copy guarantee form. The Aston was subsequently registered in the UK as 'NHV 255E'. The current vendor purchased the car from marque specialist Desmond J Small on 2nd May 2008 and exported it. A copy of the bill of sale is on file together with copies of build details and an old UK V5 registration document. Stored since acquisition, the car will require re-commissioning/restoration before returning to the road.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£100,000 - 130,000

€120,000 - 150,000

No Reserve

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



420

1957 JAGUAR XK140 SE ROADSTER

Registration no. UKG 972

Chassis no. 800046

Engine no. G3795-8

- SE model with C-type cylinder head
- One of only 43 examples delivered to the UK
- Re-commissioned 2012-2020
- Known ownership history
- Running beautifully



"For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety." - Jaguar Cars Ltd.

One of only 73 XK140 roadsters manufactured with right-hand drive, and one of just 43 car delivered to the UK, chassis number '800046' is the 46th built and was delivered with SE model equipment, with the desirable C-type cylinder head.

The car was supplied by the Jaguar factory to the Imperial Motor Mart in June 1957. It was first registered on the 11th of July 1957 in Hertfordshire to Burgess (Minerals) Ltd. Within a few weeks the car had been transferred to Mr Parsons of Cardiff and he transferred his personal registration 'LXO1' to it.



The XK140 was then sold to a Mr Leonard Beecher of London in 1960 and registered as 'UKG 972' which remains with the car to date. The next two owners were a Mr Jones of Kent (1963-1966) and Mr Lockwood of Croydon (1966-1967) who seem to have used the car sparingly.

In 1969 the car was purchased by Mr Ian Campbell. He was a dedicated Jaguar enthusiast and set about restoring the car to its former glory. An exceptionally high-quality restoration ensued, and the history file contains a photographic record of this process. It was at this time that the colour was changed to Old English White with Red interior, and how the car presents today. Mechanically, the engine and gearbox were stripped and rebuilt. A photographic album detailing the restoration is available within the history file. Unfortunately, the owner lost his eyesight and the car remained garaged, but not used, for a number of years.

Upon his death, the XK was bought by the present owner, who commissioned a specialist garage to overhaul the mechanicals and get the car back on the road again. The braking system was overhauled and a new stainless steel exhaust system installed. A new mohair hood was fitted together with side curtains to the original design. The bodywork had any dents and scratches repaired before receiving a complete re-spray. Some of the over-riders were re-chromed. This re-commissioning was carried out between 2012 and 2020. On file are original receipts for the restoration and repair work undertaken, together with MoT certificates for the period 1978- 2002.

There is an original set of tools in the boot and the spare wheel is present also. The only notified deviation from factory specification is the sensible fitting of a Kenlowe electric cooling fan. The car comes with extensive history including the original sale document, old-style logbook, and a detailed history of each of the car's owners. According to the vendor, 'UKG 972' runs beautifully and has been lightly used since 2006.

£90,000 - 120,000
€110,000 - 140,000

1981 VAUXHALL CHEVETTE HSR HATCHBACK

Registration no. LDW 333X
 Chassis no. 9B08RJY157605
 Engine no. 3375633

- *Rare 'homologation special'*
- *One of only 18 known survivors out of 33 built*
- *Known ownership history*
- *Engine top-end rebuilt*
- *Re-sprayed circa 2013/2014*



Introduced for 1980, the Vauxhall Chevette HSR was a development of the preceding HS, incorporating better location of the rear suspension and flared wheelarches to clear wider wheels/tyres. The HS hatchback had been launched in 1976, although there were none for sale until January 1978. Vauxhall's first 'homologation special', the Chevette HS was powered by the Magnum's 2.3-litre slant-four engine, upgraded with Vauxhall's own twin-cam 16-valve cylinder head, which delivered its 135bhp maximum via a Getrag five-speed close-ratio gearbox. Up-rated suspension and brakes, wide-rim alloy wheels, and front and rear spoilers completed the picture, all these components being sourced from other high-performance models in the General Motors family. Dealer Team Vauxhall (DTV) was running the 'factory' competitions programme at the time, with both circuit racing and rallying being Bill Blydenstein's responsibility from 1976. Blydenstein's 'Droop Snoot' competition entries had traditionally been finished in silver, and this evocative colour scheme was carried over to the Chevette HS, which also featured tartan interior trim and additional instruments. Only 400 examples were built of the HS, this being the minimum required by the FIA for homologation, and only some 33 examples of the HSR are understood to have been built.

Writing in his book, A-Z of Works Rally Cars, Graham Robson states: "The HSR took over in 1980, immediately proving that it was an excellent tarmac car and a competitive gravel-specification car as well. DTV's most successful year followed in 1981, when Tony Pond won five international events." Representing the very best of DTV's output, this rare Chevette HSR is one of 18 known to survive out of 33 built. The first owner ordered the Chevette directly from Gerry Johnstone at Bill Blydenstein's DTV operation (see letter on file). All its owners are known. The car was laid up for seven years following a head gasket failure but the engine top-end was then been rebuilt circa 2006 with high-compression pistons, ported cylinder head, Weber carburettors, Janspeed manifold, etc. In addition, the undercarriage was stripped, repainted and rebuilt with Bilstein suspension and springs, new ball joints, etc. The car was re-sprayed circa 2013/2014 and in 2018 was fitted with a new ZF limited-slip differential. Accompanying paperwork includes a V5C registration document; Droop Snoot Club letter of authentication; and a quantity MoTs for the period 1993-2017. The original carburettors, air box and manifold come with the car. A fun car to drive, making all the right noises and giving all the feedback one could wish for, the Chevette HSR was one of the truly great 'Hot Hatch' models of its day, possessing the added cachet of being produced in strictly limited numbers.

£45,000 - 60,000

€53,000 - 71,000

422

1957 DAIMLER FERRET MKII

Registration no. WYJ 528

Chassis no. 05-CC-33

Engine no. B60-6A-17860

- Restored circa 1992
- Long term ownership
- Run annually but used sparingly
- Equipment includes a replica Browning M1919 .30 calibre machine gun



This Ferret Scout Car was purchased by the current owner in 1993. Nothing is known about the history of the vehicle when it was operated by the British Army. Having bought the Ferret at auction, the previous owner undertook a major overhaul including repainting it in its present colour scheme as well as a major service. He also re-equipped it with much of the original equipment it would have had when in Army service. Most of this kit is still with the vehicle, either inside the crew compartment or in one of the external containers. A full list is available together with other documents including the Rolls-Royce maintenance manual for the engine and an original servicing manual used by the REME.

Since its purchase by the current owner, the Ferret has been run at least once a year but only for relatively few miles. If it has not been 'given a run' for a while, the engine has been started and it has been driven a short distance to check all is in working order.

For the last several years a battery charger has been attached to the electrical system to keep the batteries in good condition. The current batteries were replaced in 2014 when the vehicle was checked over, various oils topped up, and the fuel tank drained. Around that time, there had been a problem with the original fuel system so a new electric pump was fitted together with a fuel filter, which has worked well ever since. It is recommended to run the vehicle on E10 with a lead replacement additive.

The Ferret's last longer run was 11 months ago when it was taken to Derbyshire: it performed well and there were no mechanical defects found. More recently it was started and driven around for photographs to be taken in late July of this year, and will be driven into position for the Goodwood sale.

The current owner is selling for two reasons: firstly, he has lost the right to drive vehicles over 3.5 tonnes due to age and the Mark 2 Ferret is over that weight. Secondly, it is stored at premises his family owns and the space is now needed for other purposes. The vendor has enjoyed owning and driving the Ferret but the time has come for it to have a new home and, perhaps, be used more than it has been recently. Offered with a V5C document.
£20,000 - 25,000
€23,000 - 29,000

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AUCTIONEERS SINCE 1793



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Scan for Details

*In single family ownership for over four decades
Numbers matching, Rudge wheel*

1957 BMW 507 SERIES II ROADSTER WITH HARDTOP
Offered without reserve

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*Concours standard restoration
to original specifications*

1948 ALFA ROMEO 6C 2500 SS CABRIOLET

Coachwork by Pinin Farina

€600,000 - 800,000 *



*Matching numbers example,
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1939 BMW 327/28 CABRIOLET

€280,000 - 340,000 *



**1957 LANCIA AURELIA B24S CABRIOLET
WITH HARDTOP**

€300,000 - 350,000 *



THE ZOUTE SALE[®]

Final call for entries

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 9 October 2022



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**1958 PORSCHE 356 ZAGATO SPEEDSTER
'SANCTION LOST'**

€300,000 - 450,000 *

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

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Bourne DD Rally, 1960s



Owned by R. Pollock With S. Jackson at the wheel, 1946



Sidney Bourne, Silverstone 1950s



'LJ 4313' in the 1950s



Bourne, 1960s

Private Sale

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Chassis no. S91
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The Contents of The Old Rectory, Chilton Foliat

London, New Bond Street | 6 December 2022

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charlie.thomas@bonhams.com

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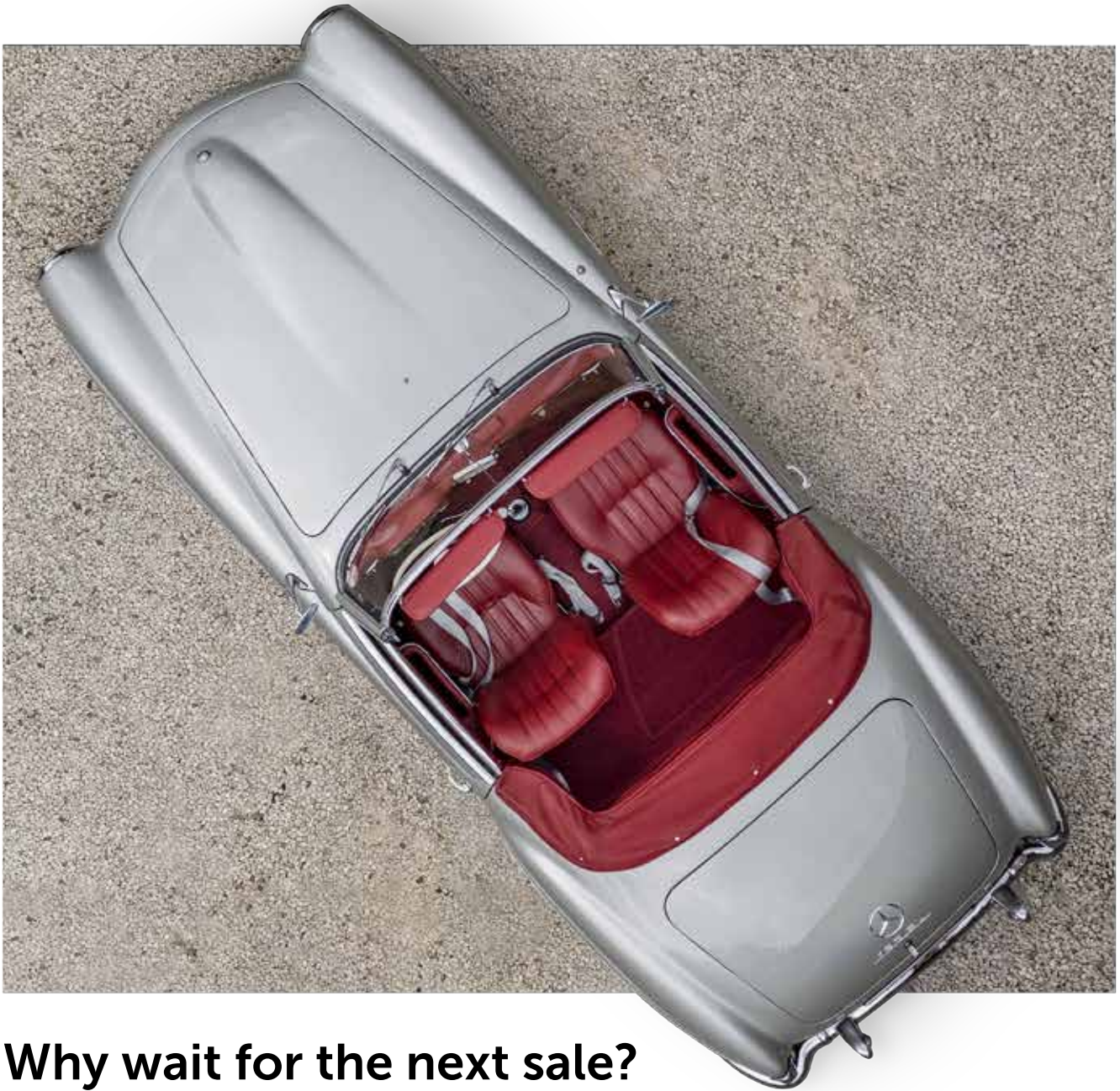
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2023 4 2023
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2023 1 2023
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4. CONDUCT OF THE SALE

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5. BIDDING

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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

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any *Lot* with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the *lot* can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

Bidding through an agent

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

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the Seller and to Bonhams under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

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

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

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

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

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

(b) Automobiles
27.5% of the *Hammer Price* on the first £20,000; plus
26% of the *Hammer Price* from £20,001 and up to £700,000; plus
20% of the *Hammer Price* from £700,001 and up to £4,000,000; plus
13.9% of the *Hammer Price* above £4,000,001

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 UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). Buyers from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a Buyer, having registered under a non-UK address, decides that the item is not to be exported from the UK, 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. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

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

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

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department. We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the 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 *o*-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 Kutichinsky

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

2. A diamond brooch, signed Kutichinsky

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 Kutichinsky

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 certainly 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 certainly 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 – Châteaueu 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 This *lot* contains one or more regulated plant or animal species and is subject to CITES regulations. It is the *buyer's* responsibility to investigate such regulations and to obtain any necessary import or export certificates. A *buyer's* inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- 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.
- O 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 elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

•, †, *, G, Q, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

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

Under this contract the Seller's liability in respect of the quality of the Lot, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.

1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.

1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND UNDERTAKINGS

2.1 The *Seller* undertakes to you that:

2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;

2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;

2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);

2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;

2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;

2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which

the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.

5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.

6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.

7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *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; to retain possession of the *Lot*;

8.1.3 to remove and store the *Lot* at your expense;

8.1.4 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;

8.1.5 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;

8.1.6 to repurchase 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; 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;

8.1.7 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

8.1.8 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 our obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- 3 PAYMENT AND BUYER WARRANTIES**
- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*: the *Purchase Price* for the *Lot*;
- 3.1.1 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 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, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.
- 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 transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or 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 us 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 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 be by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 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 on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), “*Seller*” includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words “you” and “your”.

“Specialist Examination” a visual examination of a *Lot* by a specialist on the *Lot*.

“Stamp” means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

“Standard Examination” a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

“Storage Contract” means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer’s Agreement* (as appropriate).

“Storage Contractor” means the company identified as such in the *Catalogue*.

“Terrorism” means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

“VAT” value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

“Without Reserve” where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

“artist’s resale right”: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

“bailee”: a person to whom goods are entrusted.

“indemnity”: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression “indemnity” is construed accordingly.

“interpleader proceedings”: proceedings in the Courts to determine ownership or rights over a *Lot*.

“knocked down”: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

“lien”: a right for the person who has possession of the *Lot* to retain possession of it.

“risk”: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

“title”: the legal and equitable right to the ownership of a *Lot*.

“tort”: a legal wrong done to someone to whom the wrong doer has a duty of care.

“warranty”: a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979: “Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
 - (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
 - (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
 - (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
 - (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer’s quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box Would you like to receive e-mailed information from us? if so please tick this box

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: Goodwood Revival	Sale date: 17 September 2022
Sale no. 27523	Sale venue: Chichester, Sussex

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

General Bid Increments:

£10 - 200by 10s	£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 company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners

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 <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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

Bidder/Agent's (please delete one) signature:	Date:
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* 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, bids@bonhams.com

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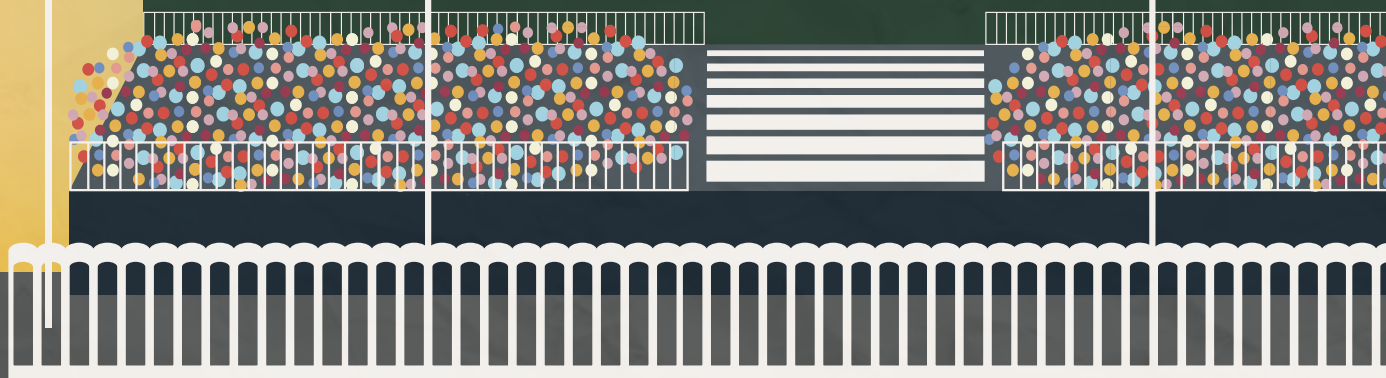
Lot No	Year	Model	Lot No	Year	Model
326	1971	AC 428 Coupé	306	1923	Bentley 3-Litre Saloon
357	1960	Alfa Romeo 2000 Spider	343	1927	Bentley 3-Litre Vanden Plas-style Tourer
324	1964	Alfa Romeo Giulia TI Super FIA Competition Saloon	365	1931	Bentley 4½-Litre Supercharged Vanden Plas Le Mans-style Replica
349	1966	Alfa Romeo Giulia GTC Cabriolet	305	1939	Bentley 4¼-Litre Vanden Plas-style Tourer
375	1952	Aston Martin DB3 Sports-Racing Two-Seater	352	1961	Bentley S2 Continental Flying Spur Sports Saloon
309	1954	Aston Martin DB2/4 MkI 3.0-Litre Sports Saloon	379	1997	Bentley Continental T Sports Saloon
415	1954	Aston Martin DB2/4 MkI 3.0-Litre Sports Saloon	378	1988	BMW M3 (E30) Group N Racing Car
409	1958	Aston Martin DB MkIII Sports Saloon	336	2017	BMW Schnitzer ACL2S Coupé
380	1959	Aston Martin DB4 Lightweight 4.5-Litre Competition Sports Saloon	318	1960	Chevrolet Corvette C1 Roadster
316	1964	Aston Martin DB5 Sports Saloon	320	1966	Citroën DS21 Décapotable
419	1967	Aston Martin DB6 Sports Saloon	325	1967	Citroën DS19 Prestige Saloon
405	1970	Aston Martin DB6 Mk2 Sports Saloon	383	1959	Cooper Monaco-Climax Type 49 Sports-Racing Two-Seater
368	1989	Aston Martin V8 Series 5 Saloon	390	1961-64	Cooper-Zerex-Oldsmobile 'Transformer' Sports-Racing Two-Seater
334	1989	Aston Martin V8 Vantage Volante 'Prince of Wales'	422	1957	Daimler Ferret Mark 2 Scout Car
347	1989	Aston Martin V8 Vantage Volante 'X-Pack' 7.0-Litre	340	1962	Elva Courier MkIII FIA Specification Fastback Coupé
402	1998	Aston Martin LWB Volante	345	1973	Ferrari 365 GT4 2+2 Berlinetta
338	1998	Aston Martin Vantage Coupé	307	1985	Ferrari Testarossa Coupé
389	1999	Aston Martin Vantage Coupé	317	1972	Fiat 500L Saloon
327	2001	Aston Martin DB7 Vantage Coupé	342	2011	Force India-Mercedes VJM04 Formula 1 Racing Single-Seater
377	2004	Aston Martin Vanquish 2+2 Coupé	369	1961	Jaguar E-type Series 1 'Flat Floor' Roadster
337	2005	Aston Martin Vanquish S Coupé	399	1962	Jaguar E-Type Series 1 3.8-Litre Coupé
385	1937	Atalanta 4.3-Litre V12 Two-seater Sports Special	353	1962	Jaguar E-Type Series 1 3.8-Litre Coupé
386	1938	Atalanta 4.3-Litre V12 Drophead Coupé	359	1963	Jaguar E-Type Series 1 3.8-Litre Roadster
387	1939	Atalanta 4.3-Litre V12 Coupé	319	1963	Jaguar E-Type Series 1 3.8-Litre Roadster
333	2017	Atalanta 'Bluebird' Roadster	416	1963	Jaguar E-Type Series 1 3.8-Litre Roadster
404	1931	Auburn 8-98 Aero Sports	314	1965	Jaguar E-Type Series 1 4.2-Litre Coupé
373	1956	Austin-Healey 100M Roadster	411	1972	Jaguar E-Type Series 3 V12 Roadster
308	1959	Austin-Healey 3000 Mark I Jamaican	344	1965	Jaguar MKII 3.8-Litre 'Coombs Evocation' Sports Saloon
370	1967	Austin-Healey 3000 Mark III Phase II Convertible	381	1952	Jaguar XK120 Fixed-Head Coupé
364	1923	Bentley 3/4½-Litre Supercharged Birkin-era 'Old Mother Gun' Replica	339	1950	Jaguar XK120 Roadster



Lot No	Year	Model	Lot No	Year	Model
376	1951	Jaguar XK120 Roadster	394	1964	Morris Mini 'Cooper S' 1,275cc Sports Saloon
350	1955	Jaguar XK140 FIA Competition Coupé	372	1963	Pandora-BMC Sports-Racing Two-Seater
420	1957	Jaguar XK140SE Roadster	361	1913	Peugeot Type 143 Two-seat Raceabout
367	1959	Jaguar XK150 3.4-Litre Roadster Project	400	1954	Porsche 356 Pre-A Coupé
329	1954	Lancia Aurelia B20 GT 2500 Series IV Coupé	301	1959	Porsche Diesel Junior Tractor
354	1966	Lancia Flaminia 2.8-Litre 3C Super Sport 'Double Bubble' Coupé	351	1964	Porsche 904 GTS Coupé
356	1967	Lancia Fulvia Coupé to 1.6-Litre 'Fanalone' Specification	408	1965	Porsche 911 SWB 2.0
392	1949	Land Rover Series I 80" 4x4 Utility	332	1967	Porsche 911 SWB Soft-Window Targa
310	2013	Land Rover Q40 Defender 110 XS by TECNIQ	396	1973	Porsche 911 Carrera RSR 2.8-Litre Coupé Re-Creation
371	2016	Land Rover Defender 90 4x4 Utility	363	2008	Proteus 3.4-Litre C-Type Replica
407	1949	Lea-Francis 12/14 'Skelly' Special Formula 2 Sports-Racing Two-Seater	362	1984	Proteus 3.8-Litre D-Type 'Long Nose' Replica
328	1958	Lister-Jaguar 3.8-Litre 'Knobbly' Sports-racer	417	1930	Riley Brooklands Sports
315	1965	Lola T60 Formula 2 Monoposto	312	1934	Riley 9hp Ulster Imp Sports
331	1960	Lola-Ford Mark 2 Formula Junior Racing Single-Seater	395	1967	Riva Junior Ski Boat
303	1967	Lotus Elan S2 Convertible	418	1929	Rolls-Royce Phantom I Newmarket All-Weather Tourer
341	1969	Lotus Elan S4 Competition Coupé	384	1933	Rolls-Royce 20/25hp Owen Sedan Three-position Drophead Coupé
346	1955	Lotus-Bristol Mk X Sports-Racer	414	1935	Rolls-Royce Phantom II Airline Saloon
397	1965	Lotus-Ford Type 30 Group 7 Sports-Racing Two-Seater	410	1990	Rolls-Royce Corniche Convertible
401	1968	Mercedes-Benz 280 SL Convertible with Hardtop	382	2001	Rolls-Royce Silver Seraph Park Ward Saloon
412	1971	Mercedes-Benz 280 SL Convertible with Hardtop	374	2009	Rolls-Royce Phantom Coupé
348	2007	Mercedes-Benz SLR McLaren '722 Edition' Coupé	355	2009	Rolls-Royce Phantom Extended Wheelbase Saloon
330	2009	Mercedes-Benz SLR McLaren 722 S Roadster	311	2017	Rolls-Royce Dawn Convertible
321	2010	Mercedes-Benz SLS AMG Coupé	335	2015	Sahara Force India VJM08 Formula 1 Racing Single-Seater
366	1935	MG Midget K3 Replica	398	1938	SS100 Jaguar 3½-Litre Roadster
360	1953	MG Midget TD II Roadster	304	1955	Standard Ten 1.5-Litre Competition Saloon
302	1959	MGA Twin-Cam Roadster	358	1922	Strasbourg' Sunbeam Grand Prix Racing Two-Seater
406	c.1965	MG EX234 Prototype Roadster	393	1958	Triumph TR3A Competition Roadster
322	1965	MGB FIA Specification Competition Roadster	421	1981	Vauxhall Chevette HSR Hatchback
403	2008	Morgan Aero 4.8-Litre Roadster	388	1925	Voisin C5 Faux Cabriolet
323	1964	Morris Mini 'Cooper S' 1,275cc Competition Saloon	391	1944	Willys Jeep Model MB 4x4 Military Vehicle



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