

Collectors' Motor Cars
and Fine Automobilia
Saturday 12 September 2015
Goodwood Revival
Chichester, Sussex



GOODWOOD REVIVAL SALE



Bonhams





Goodwood Revival is the world's most popular historic motor race meeting and, as a founding sponsor, Bonhams is privileged to present another high quality sale of Sports, Competition and Touring Motor Cars.



GOODWOOD REVIVAL SALE

Collectors' Motor Cars, Aircraft and Fine Automobilia

Saturday 12 September 2015 at 10:30 and 13:30
Chichester, Sussex

VIEWING

Friday 11 September
09:00 to 17:00
Saturday 12 September
from 08:30 until 12:30

SALE

Saturday 12 September:
Automobilia 10:30
Motor Cars 13:30

SALE NUMBER

22725

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

+44 (0) 20 7447 7448
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than 4pm on Thursday 10 September. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

Motor Cars
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
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Aircraft
+44 (0) 20 7468 5805
+44 (0) 7775 511 825
ukcars@bonhams.com

Automobilia
+44 (0) 8700 273 618
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Watches
+44 (0) 20 7447 7413
watches@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

Monday to Friday 09:00 - 18:00
+44 (0) 20 7447 7447

Please see page 2 for bidder information including after-sale collection and shipment.

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 314, 318, 321
Back cover: Lot 366
© Gered Mankowitz

PLEASE NOTE

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

This catalogue does not admit the holder to the Goodwood Revival Motor circuit.

Bonhams 1793 Limited

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

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Bonhams 1793 Ltd Directors

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Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling Global CEO,
Patrick Meade Global CEO,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant,
Hugh Watchorn.

Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Harvey Cammell, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
Peter Rees, Iain Rushbrook, John Sandon,
Tim Schofield, Veronique Scorer,
James Stratton, Roger Tappin, Ralph Taylor,
Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For Automobilia and Watches the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Important changes to V5C Registration

Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

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.

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.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. 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 Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.
Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

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.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 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 Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, 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).

NOVA (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

EU Imports

- Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: www.gov.uk/nova-log-in. N.B. Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

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.

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. Clients are requested to provide photographic proof of ID – passport, driving licence, ID card, together with proof of address – utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, 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.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee to telephone bid. These forms are found in the back of the catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional).

A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed and faxed/mailed to us no later than 48 hours before the sale.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 80 lots of automobilia per hour and circa 20 vehicles per hour due to the drive through auction format.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

Are there any other charges?

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

For Automobilia and watches the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale.

For Motor Cars payment can be taken up to 12pm on Monday 14 September at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport will be present at the sale and can quote a price to deliver the vehicle to you. Their contact details can be found on the collections page.

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Jane Hogan.

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

Worldwide Motoring contacts

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Automobilia

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

Adrian Pipiros
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adrian.pipiros@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Wednesday 16 September 2015 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

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

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

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

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

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

Motor Cars

Vehicles must be collected from the sale venue by 12pm on Monday 14 September 2015, at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to storage at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store.

Vehicle Removal charges

£220 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

A representative of Polygon Transport, 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).

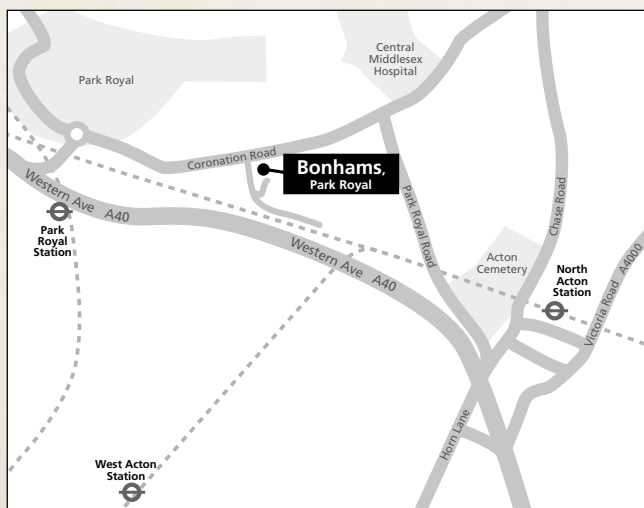
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood
Neil Frazer
Daniele Turetta
Lorenzo Scaldaferrò



Directions to Goodwood Revival

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.

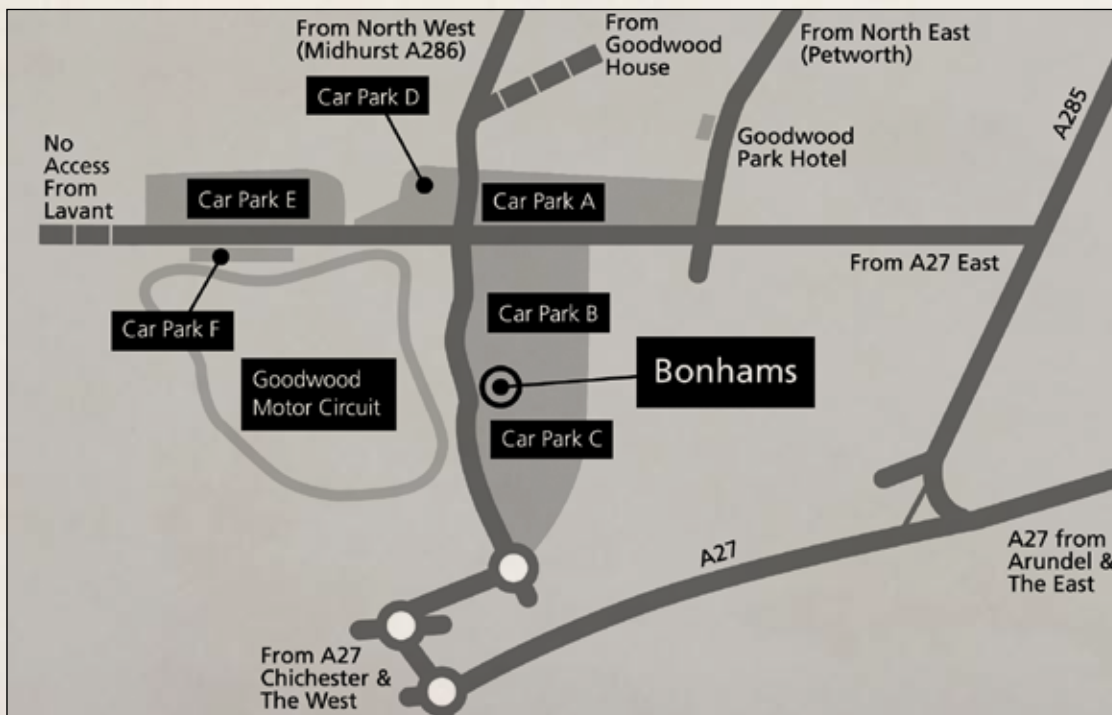
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the AA signs and you will be directed to the most appropriate car park.

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.

Those wishing to arrive by air (helicopter or fixed wing):

Landing times will be severely restricted and must be booked with Goodwood Air Traffic Control in advance on +44 (0) 1243 755087



AUTOMOBILIA INCLUDING WATCHES

10:30am

Lots 1 - 212

Images of each lot can be found at:
www.bonhams.com/22725





1



3



2



5

1•

TWO RARE AUTOGRAPHED 'FANGIO' BOOKS,

comprising Stirling Moss with Doug Nye: 'Fangio', a Pirelli and Mercedes-Benz collaboration, Spanish text, printed by Luike-motorpress, 1991, 4to, hard-backed covers with dust jacket, 168 pages, signed by Fangio and dated 12/93 with dedication; and Juan Manuel Fangio & Roberto Carozzo: 'Fangio, Cuando el hombre es mas que mito', Spanish text, second edition, May 1986, paperback covers, 324 pages, 8vo, signed by Fangio and dated 28/8/86 with dedication, slight staining to back cover and last few pages.

(2)

£1,100 - 1,300

€1,600 - 1,800

2•

FOUR FERRARI YEARBOOKS,

comprising 1957, with remains of Ferrari envelope, 1958, 1966 and 1968-69-70, largest 4to.

(5)

£1,000 - 1,500

€1,400 - 2,100

3•

A RARE MERCEDES-BENZ MODEL "SS" SALES BROCHURE, 1930,

English text, printed in Germany, dated 330 (March 1930), 4to, embossed cream covers, staple bound, 20 pages, some loose, includes SS Standard and SSK models, together with a loose single sheet depicting a 4 seater touring (latest style) and price list/technical data sheet for Mercedes-Benz Cars of Grosvenor Square, dated 9/30.

(3)

£1,000 - 1,500

€1,400 - 2,100



6

4•

A MULTIPLE SIGNED FIRST EDITION OF TURNER & ROEBUCK: FORMULA ONE - THE CARS AND THE DRIVERS;

published 1983, hard-backed with dust jacket, contains many original autographs of racing drivers and personalities involved with Formula 1, 82 signatures including 11 World Champions, the artist Michael Turner signed and dated 24.7.93 on the title page, together with a full list detailing each signature on related page number, a BRDC menu signed by Rob Walker, and other ephemera signed by Varg-Olle and Sveneric Eriksson.

(Qty)

£2,500 - 3,500

€3,500 - 5,000

5

MICHAEL WRIGHT (BRITISH, 1935-), '1936 MILLE MIGLIA',

signed with title, mixed media on artists' paper, depicting the Aston Martin Ulster of Tommy Clarke and Maurice Faulkner at speed through the city streets, 62 x 50cm, mounted, framed and glazed.

£1,500 - 2,000

€2,100 - 2,800

6

A HEUER SUPER AUTAVIA DASHBOARD CHRONOGRAPH,

stainless steel case, black dial with luminous numerals and hands, with minute and 60 second subsidiary dials, with outer bezel, surface scratch to convex plastic lens, on back plate for dashboard mounting.

£1,000 - 1,400

€1,400 - 2,000

7

A RARE SET OF FERRARI 166 INSTRUMENTS, CIRCA 1950,

comprising a Ferrari badged triple cluster for Olio, Termoacqua and Benzina, 14cm diameter, lacking lens, with coiled water temperature probe to rear, and two Smiths instruments with Italian text for KM/Ora with scale from 0-200 kmph, with mileometer and trip, and Giri x 100 rev counter with scale from 10-80, each 12.5cm diameter, sold together with a monochrome photograph of a 166 cockpit taken at Silverstone in May 1951, depicting the dashboard, (Copyright Ferret Fotografics).

(4)

£1,500 - 2,000

€2,100 - 2,800



7

8000

A COVENTRY-CLIMAX FWA 1,098CC ENGINE,

first used and raced in a Lotus Eleven, then a Lotus Elite (type 14) for sprint meetings in the late 1960s, FEW/FWB main bearings, FWB rods with 9mm bolts, forged steel crankshaft, 50psi oil pressure on starter motor, recently stripped down and cleaned, bores honed, re-assembled and painted, fitted with brand new distributor, with twin SU's and inlet manifold, starter motor and dynamo.

£4,000 - 5,000

€5,700 - 7,100



8



9



10



11

9†

A RED ASHAY 'ECSTASY' GLASS MASCOT, CIRCA 1930,

Czechoslovakian art glass, retailed by H G Ascher of Manchester and London, in the form of a backwards leaning kneeling female nude, her hair flowing behind her, in satin glass with stepped base, 18cm high, fixed to a black display base.

£4,000 - 4,500

€5,700 - 6,400

10†

AN EARLY BRASS RAC FULL MEMBER'S BADGE, NUMBER 'A17', BY ELKINGTON, NOVEMBER 1907,

hollow-cast brass badge with double-winged Mercury, the base marked 'Elkington & Co Ltd' to rear, with Registered Design No. 513135 to side, and numbered 'A 17' to front of base, with rectangular Union Jack enamel centre and copper disc with profile in relief of King Edward VII, the whole surmounted by Royal crown, minor damage in two places to base, 17cm high, mounted on a display base.

£2,000 - 3,000

€2,800 - 4,300

This very early 'A 17' number suggests this badge was one of the first batch issued to full members in November 1907.

11†

A 'CHRYSIS' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH 1931,

etched 'R'Lalique France' under base, in satin glass depicting a backwards leaning female nude with her hair flowing behind her, 18cm long.

£2,000 - 3,000

€2,800 - 4,300



10



12



12

12†

A ROYAL AUTOMOBILE CLUB D'EGYPTE ENAMELLED CAR BADGE, 1924,

lacquered solid nickel, double-sided Type 2 badge in the form of a gear cog, based on the Automobile Club de France badge, with winged scarab design to base and surmounted by Royal Crown emblem, with enamelled centre to each side, one with blue enamel ground and nickelled Sphinx and Great Pyramid design and with script in English/French, the other side with green enamel ground and Kingdom of Egypt three-star and crescent moon national flag design and with script in Arabic, stamped 341 to one side of base, 15cm high, mounted on a turned wooden display base.

£2,500 - 3,000

€3,500 - 4,300

An example of this badge is illustrated on page 206 of the reference book Jan Sarnesjo: The World of Car Badges.



13



13

13†

A RARE AUTOMOBILE CLUB DE FRANCE FULL MEMBER'S BADGE BY CHARLES MASSIN, PARIS, 1909,

small size version, stamped with maker's mark to base, finely detailed in gilt finish, the enamelled centre with ACF to obverse and 'Tricolore' and ACF enamelled flags to reverse, 14.5cm high, mounted on a radiator cap.

£2,000 - 2,500

€2,800 - 3,500



14



15



16

14
A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, BRITISH, 1977,

late Silver Ghost type mascot (1918-1925), created to commemorate Queen Elizabeth II's Silver Jubilee, hallmarked London 1977 and with commemorative Queen's Jubilee hallmark stamp to rear of base, marked around the base 'R.R Ltd 6.2.11. C.Sykes', 15cm high, fitted to original turned wooden base mounted with hallmarked silver name plate engraved 'Rolls-Royce Motors 1977 Authorised Edition No 279. Harold Horwitz', 19cm high overall.

£1,200 - 2,000
 €1,700 - 2,800

15†
A FINE AND RARE "HOTCHKISS" COCKEREL BRONZE MASCOT, BY AUGUST CAIN, FRENCH, CIRCA 1912,

signed 'A.Cain' to base, also bearing Susse Freres, Paris foundry marking and further stamped '164' to rear of base, unplated solid cast finely detailed bronze mascot in the form of a resplendent crowing cockerel, complete with 'Hotchkiss - Paris' emblem to front of base, 17cm high, the hollow base with twin stud for correct position mounting, fitted to original Hotchkiss radiator cap.

£7,000 - 8,000
 €9,900 - 11,000

These mascots were only fitted to the car of the President of France and Chamber of Deputies government cars, and was the only mascot produced by the Parisian sculptor August Cain.



17

16†
A 'SNAKE GIRL' MASCOT BY ANDRE CARON, FRENCH, CIRCA 1910,
 signed to rear of base, nickelled bronze mascot depicting a graceful female nude with a snake entwined around her arms, 19cm high, mounted on a period radiator cap above a turned wooden display base.
£1,500 - 2,000
€2,100 - 2,800

17†
A RARE 'GIRL IN THE MOON' MASCOT BY S KINSBURGER, CIRCA 1920,
 signed to rear of base, hollow cast bronze, depicting bust of a draped female with flowing hair within a crescent moon above a stylised cloud formation, 11.5cm high, mounted on a period nickelled bronze radiator cap.
£3,000 - 4,000
€4,300 - 5,700

18†
A 'COQ NAIN' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,
 moulded 'R Lalique' and 'France' to either side of base, in clear and frosted glass in the form of a standing cockerel, with claws intact, 20cm high.
£1,000 - 1,500
€1,400 - 2,100

19†
AN ART DECO 'PEGASE' MASCOT, BY EMILE MARTIN, FRENCH, CREATED 1921,
 nickelled bronze mascot, stylised depiction of the mythical winged horse taking flight, on a ball above base, the ball signed 'E Martin' to left side, 15cm high, mounted on a turned wooden display base.
£3,000 - 4,000
€4,300 - 5,700

This mascot was awarded the Gold medal in 1921 at L'Auto competition. It was retailed by Hermes, and appeared in their sales brochures of 1920s.



18



19



20

20†
A RARE 'LA RENOMMEE' MASCOT BY EMILE PEYNOT FOR MOTEURS BALLOT, FRENCH, 1922-1928,
 unsigned, bronze mascot depicting female nude holding a victory laurel garland, blowing a trumpet standing over a Ballot engine, rare version of the mascot with integral cast domed 'dog-bone' radiator cap base, measuring 16cm high overall.
£2,000 - 2,500
€2,800 - 3,500

The 'La Renommée' (Trumpeting Angel) mascot, originally designed in 1917 by Emile Edmond Peynot, was silver medal winner at the 1922 Journal L'Auto Concourse in Paris.



21

21†
AN ART DECO 'DRAPED NUDE' GLASS MASCOT, BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,
 in blue/white opalescent glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out, with her head held to one side, 20cm high.
£2,000 - 3,000
€2,800 - 4,300

22†
TWO ILLUMINATING RADIATOR MOUNTS SUITABLE FOR LALIQUE GLASS MASCOTS,
 each nickel-plated and marked 'Breves Galleries Knightsbridge', comprising a larger version to fit various pre-War Lalique mascots including Vitesse, Victoire, Coq Nain and Large Dragonfly, approximately 72mm inside diameter, and a smaller version to fit Lalique Comete, Frog, small Dragonfly and Archer, approximately 54mm inside diameter, each with split-ring surround and complete with socket, each mounted to black painted turned wooden base.
 (2)
£1,000 - 1,500
€1,400 - 2,100



22



23

A FINE 'LES DANSEURS TÊTE À TÊTE' MASCOT BY RUFFONY, FRENCH, 1920S,

bronze, signed on the base, also stamped A N PARIS 22, traces of original nickel plate in places, 14cm high.

£1,200 - 1,600

€1,700 - 2,300

According to information supplied by the vendor, this mascot used to sit proudly on the radiator cap of his grandfather's Lanchester in the early 1940s. The car was garaged in Ebury Street in the West End of London. During the blitz, the Ebury Street area was hit by a high explosive bomb, there was considerable damage. The garage, the car and the majority of the contents of the garage were destroyed, remarkably this mascot survived.



24

A 'YOUTH WITH EAGLE' MASCOT, BY JULIUS SCHMIDT-FELLING, GERMAN, CIRCA 1910,

signed to rear of base and with RKB German foundry mark, nickel plated bronze mascot depicting a naked youth carrying a club with an eagle perched on his shoulder, cast in two parts, with old join around left shoulder under eagle, 22cm high, mounted on a turned wooden base.

£1,000 - 1,500

€1,400 - 2,100



25



25 (detail)

25[†]

A FINE AND RARE 'PILOTE DE COURSE' BRONZE MASCOT BY FRANCOIS PIMENTA, FRENCH, CIRCA 1920,

cire perdue cast bronze bust of a race driver in leather helmet with scarf flowing behind him, signed to outer edge of scarf and bearing Valsuani foundry stamp to inside, 11cm long, mounted on a turned wooden base.

£4,000 - 5,000

€5,700 - 7,100

26

A FERRARI 512TR/512M TOOL KIT IN LEATHER CASE,

tan leather case by Schedoni with carrying handle, 38cm wide, opening to interior containing three lift-out trays fitted with eight Ferrari chrome vanadium spanners, a ratchet, pliers, four screwdrivers, tow hitch, spare fan-belt, and other tools and accessories, and an Agip pressurised tyre inflator (expired) in black soft case, offered together with a Ferrari F512M Owner's Manual in tan leather wallet, and a Ferrari 512 TR sales brochure with card folio.

(3)

£1,500 - 2,000

€2,100 - 2,800

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.

27

A CASED FERRARI 355 TOOL KIT AND BROCHURE,

tan leather case by Schedoni, with carrying handle, 39cm wide, incomplete, containing six chromed Ferrari vanadium spanners, other tools, a ratchet, a lift-out tray fitted with pliers, a smaller tray with bulbs and electrical connectors, together with a tow hitch, a cigarette lighter operated light, and an Agip pressurised tyre inflator (believed expired) in case, together with a Ferrari F355 sales brochure and a red Ferrari vinyl bag.

(3)

£1,000 - 1,200

€1,400 - 1,700

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.



26



27

28⁰⁰

A HAMMOND TWO GALLON HAND-OPERATED MOTOR SPIRIT PUMP,

restored in Shell livery with brand and price plates, Shell transfer, hose and nozzle, 170cm high overall.

£1,500 - 2,000
€2,100 - 2,800

29⁰⁰

A BOWSER HAND OPERATED ONE GALLON SKELETON PUMP,

restored in Pratts Ethyl Motor Spirit with an unusual "Ethyl Always Answers Your Call " brand plate and 1/8d price plate, complete with working pump rack stops for 1 Quart, ½ gallon and 1 gallon, bronze delivery nozzle, original Goodyear hose and Ethyl transfer on the cylinder, 210cm high overall.

£1,200 - 1,600
€1,700 - 2,300

30⁰⁰

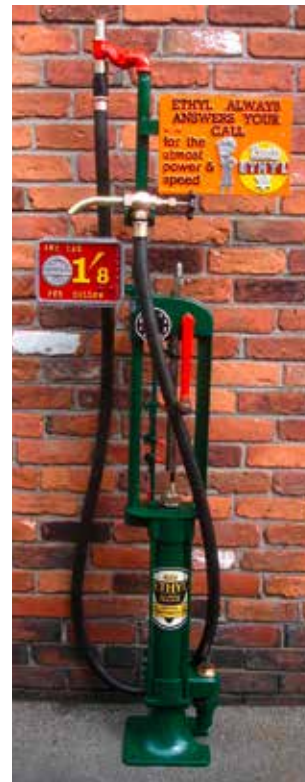
AN EARLY FRENCH HAND CRANKED ENGINE OIL PUMP BY ASTER, MID 1920S,

with glass cylinder, Shell Oil alloy brand plate and transfer, 165cm high.

£1,000 - 1,300
€1,400 - 1,800



28



29



30



31

31⁰⁰

A BRITISH DOMINIONS 'EMPIRE MOTOR POLICY' ENAMEL ADVERTISING SIGN, CIRCA 1910,

Authorized Service Agents sign offering 'Free Towing' and 'Instant Repairs', with assets exceeding £17,000,000, single-sided, multicoloured enamel, depicting an Edwardian race car at speed, some chipping and loss to fixing holes and edges, four chips with loss to main image and lettering, rusted where chipped, enamel with bright colours, 152 x 102cm.

£1,800 - 2,500

€2,600 - 3,500



32

32†
**A FINE AND LARGE FARMAN COMPANY 'CONQUETE DE L'AIR'
 BRONZE BY COLIN GEORGE, CIRCA 1920,**

detailed cast bronze depicting the mythical winged figure Icarus poised to take flight from a rocky outcrop, signed 'Colin George' to rear of drapery, marked 'Bronze' and bearing Contenot & Lelievre, Paris foundry stamp, to rear of base and further stamped '24 4452', measuring 36cm high overall with wingspan of 37cm, mounted on original black marble plinth.

£8,000 - 10,000
€11,000 - 14,000

This figural design was originally commissioned by the French Government to commemorate the achievements of famed Brazilian pilot Santos-Dumont and was adopted by the Farman Aviation Works and later used as the mascot for its cars.



33



33 (detail)

33†
**A HISPANO-SUIZA 'FLYING STORK' DESKPIECE BY FREDERIC
 BAZIN, AWARDED TO THE WINNING PILOTS OF THE 1933
 ANGERS '12 HOURS CONTEST',**

signed 'F Bazin' to left side of base, nickelled bronze, in the form of a stork in flight above a stylised cloud formation, with correct riveted wing-tips, 21cm long, mounted on a black marble plinth above a brass base-plate, the plinth applied with plaque engraved with race details in French 'A Monsieur Burtin Vainqueur avec son Coequipier Monsieur Langlois de la Premiere Course des Douze Heures d'Angers Le 2 Juillet 1933'.

£4,000 - 5,000
€5,700 - 7,100

The 1933 Angers '12 Hours Contest' was an aeronautical endurance race for Tourist 2-seater and over aircraft, held at the Arville Aerodrome in France on Sunday 2nd July 1933.

While the contest was limited to French built aircraft, planes with foreign engines were admitted. The deskpiece offered here is believed to have been presented by Hispano-Suiza to the winning French pilot Johnny Burtin and co-pilot Marcel Langlois, who, in their Farman 358 open-cockpit low-wing monoplane powered by a six-cylinder 100hp Hispano-Suiza water-cooled aero engine, completed a distance of 1,530 miles (2,463Km) within the 12 hours at an average speed of 127.3mph (205km/h), beating 16 other competitors including famed female French pilot Miss Helen Boucher in her Mauboussin-Zodiac 60hp Salmson engined monoplane.

A report of this race appears in the July 20th 1933 issue of Flight magazine (see pages 734-735).

EC 21

34

P51 RAF

35

25 KEN

36

NOTICE

Before bidding on Lots 34-36, 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 to show the nominee details. When the change has been done and the form has been forwarded to the buyer it is most important that the nominee ensures that the registration number is assigned to an age appropriate vehicle before the expiry date on the certificate or 6 months after the date of the auction whichever date is earlier.

34

EC 21

vehicle registration number held on DVLA V778 Retention Certificate expires 25.07.2025.

£12,000 - 15,000

€17,000 - 21,000

35

P51 RAF

vehicle registration number currently held on V778 Retention Document, this registration number must be assigned to vehicle before 25.01.2016. Sold together with a front and rear number plate.

£3,500 - 4,500

€5,000 - 6,400

The RAF 2 Squadron was the first air force to fly/operate the Mustang, in 1941, because the first Mustangs were built to British requirements, these aircraft used factory numbers NA-73 and NA-83, all of which were designated North American Mustang Mark I by the RAF. The first RAF Mustangs diverted from American orders were P-51s, later in the war the RAF operated P-51A, P51B, P51C, P51D and P51K variants. The final Mustangs were retired from RAF use in 1947.



37



39



38

36

25 KEN

vehicle registration number held on DVLA V778 Retention Certificate, expires 01.06.2025.

£12,000 - 15,000

€17,000 - 21,000

37

A BRONZE SCULPTURE OF THE 1961 TOUR DE FRANCE 'FERRARI 250 GRAN TURISMO SWB', BY J PAUL NESSE, 1992,

limited edition numbered 3/25, signed to rear windscreen, cold-painted solid cast bronze sculpture of the Berlinetta Competizione (chassis number 2787GT) as driven by Henri Oreiller and Fernand Masoero, finished in blue race livery and wearing number 147, with cast bronze figure of driver, on a cast bronze diorama base on wooden display base applied with title plaques, 49cm long overall, offered together with certificate of authenticity and hand-written correspondence from the sculptor relating to the work.

£2,500 - 3,500

€3,500 - 5,000

This car is illustrated in the Haynes publication Jess G Pourret: Ferrari 250GT Competition Cars (see page 271).

38

A FINE AND RARE AUSTRO DAIMLER SILVER AND ENAMEL CIGARETTE CASE, AUSTRIAN, CIRCA 1928,

the 935-standard silver case with machined decoration and foliate border edges, the lid decorated with panel in black, green white and cream enamel depicting an Art-Deco stylised Austro Daimler race car in red with driver and passenger, signed E.Zwickl to upper left corner, the interior impressed in two places with Austrian silver marks for Vienna, and further engraved 'Austro Daimler Wien', 8 x 11.5cm, offered together with a letter of provenance. (2)

£2,500 - 3,000

€3,500 - 4,300

According to the letter of provenance this cigarette case was the property of the vendor's grandfather Francis Martin Luther and was gifted to him by his friend Dr Ferdinand Porsche. In 1913 Luther was appointed UK concessionaire and importer of Austro-Daimler cars. Further details of Francis Martin Luther's association, with Dr Porsche, Brooklands, Capt Malcolm Campbell, Austro-Daimler 'Sascha' racing cars, this cigarette case and Beardmore taxis are included in the letter of provenance offered for sale with this lot.

39†

FOUR STERLING SILVER MOTORING TROPHIES,

comprising a 1953 Southsea Concours D'Elegance 'Grand Prix D'Honneur' twin handled bowl, 29cm wide (656gms), a Southsea Motor Club Concours de'Elegance 'The Gordon Motors Bowl' twin handled trophy, hallmarked Birmingham 1938, 23cm wide (546gms), an 'F T D Speed Trials' twin handled trophy presented by the Motor Agents Association Portsmouth Section for S M C Members Annual Competition Sports Car Class, hallmarked Sheffield 1935, 18cm high (532gms), and a small Maxwell Cup 'Best Performance by a Sports Car' twin handled trophy with cap, hallmarked Birmingham 1933, 18cm high (244gms), each engraved, together with assorted loose engraved name plaques, believed motoring related.

(Qty)

£1,000 - 1,500

€1,400 - 2,100



40



40 (detail)

40† ♦

A FINE CASED 'EN ROUTE' PICNIC SET FOR SIX PERSONS BY DREW & SONS, CIRCA 1909,

black leather-cloth case with geometric design, brass handles, lock and catches, with lid and fall-front opening to reveal wicker framework interior fitted with wicker-handled kettle with ornate stand and burner, an Autotherm flask, two large wicker covered drinks bottles, a smaller glass milk bottle, one large, two medium and two smaller food tins, set of six ceramic cups with saucers, rectangular and circular ceramic plates, six glass tumblers in wicker cases, and three condiments jars, with cutlery housed behind leather straps in the lid, many pieces correctly marked, the case measuring 74cm wide overall.

£15,000 - 20,000

€21,000 - 28,000



41

41^o
TWO MOTORING TRUNKS AND A SUITCASE, BY MOYNAT, CIRCA 1925,

tan leathercloth trunks with brown painted metal edging, brown leather handles, nickelled locks and catches, the interiors green cloth lined with brown felt bases and with leather straps, the larger measuring 97 x 49 x 25cm, the smaller trunk with slight tapering, 97 x 30 x 17cm, together with a suitcase of similar design, with Moynat label to inside lid dated 30th June 1925, 71 x 35 x 19cm, each applied with travel labels.

(3)
£1,000 - 1,500
€1,400 - 2,100

42
A LOUIS VUITTON SUITCASE, CIRCA 1960,

LV monogram pattern case, with brass lock, catches and corners, with squared leather handle, the beige lined interior with canvas straps with buckles, the inside edge of lid bearing label numbered 871174, the case measuring 70 x 47 x 21cm.

£1,000 - 1,500
€1,400 - 2,100

43
A LOUIS VUITTON STEAMER BAG, POST-WAR,

LV monogram pattern soft-sided bag with brown leather base and upper trim with single handle, with brown canvas lined interior, approximately 55cm wide.

£1,000 - 1,500
€1,400 - 2,100



45

44
A LOUIS VUITTON LARGE LEATHER CASE, CIRCA 1930,

brown leather case with handle, brass lock and catches, with beige cloth lined interior, lacking tray, the inside edge of lid bearing label and ink stamped number 214206, case measuring 84 x 44 x 23cm.

£1,000 - 1,500
€1,400 - 2,100

45^{† o}
A FINE WOODEN AND WICKER-CASED PICNIC SET FOR FOUR PERSONS, BY ASPREY OF LONDON, 1905,

wicker case with wooden frame, with brass surround to lid, brass handles, lock and catches, the lid opening to reveal red leather-cloth lined interior with wicker compartmentalised interior, fitted with Drew & Sons wicker-handled kettle and burner, large and small wicker-covered drinks and milk bottles, ceramic lined food tin, white enamelled wicker-handled cups with enamel saucers, ceramic butter and preserves jars and four stacked beakers, with rectangular enamel plates, cutlery and Vesta case housed behind leather straps in the lid, the central strap bearing Asprey patent number '29305', the case measuring 56cm wide.

£3,000 - 3,800
€4,300 - 5,400



47

46† ◊

A FINE CASED RUNNING BOARD MOUNTING PICNIC SET FOR FOUR PERSONS BY FINNIGANS, CIRCA 1909,

black leather-cloth case with wooden batten edging under base, leather handle and brass and nickelled clips to each end for running board mounting, nickelled brass lock and catches, the lid with tread and nickelled surround, opening to wicker framework interior fitted with two large wicker-covered glass drinks bottles, two Coracle Brand ceramic based food boxes, four glasses in wicker cases, ceramic butter jar, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case bearing maker's plaque to each end, measuring 62cm wide overall.

£3,000 - 3,800

€4,300 - 5,400



46

47† ◊

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

black leather-cloth case with nickelled handles, lock and catches, the lid opening to interior with wicker framework, fitted with three large wicker-covered glass bottles, four Coracle Brand ceramic based food boxes, six glass cups in wicker frames, and three condiments jars, the rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 65.5cm wide and embossed 'Sewell' to lid.

£3,000 - 3,800

€4,300 - 5,400



46

48† ◊

A CASED PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1904,

black leather-cloth case with brass handles, lock and catches, the lid opening to green leather-cloth interior with wicker framework fitted with large wicker-covered glass drinks bottle, a smaller wicker-covered glass bottle, a pair of nickel-plated large Thermos flasks, two Coracle Brand ceramic-based food boxes, another food tin, four ceramic cups with saucers, stacking glass tumblers in wicker cases, condiments jars, and ceramic butter jar, with rectangular enamel plates and cutlery housed behind honey leather straps in the lid, the case measuring 61cm wide.

£2,000 - 2,500

€2,800 - 3,500



49
A LOUIS VUITTON LEATHER SUITCASE, CIRCA 1920,
 dark brown leather case with handle, with brass lock and catches, riveted reinforced corners, opening to beige cloth lined interior with canvas straps with buckles, the inside edge of lid bearing label and ink stamped number 745167, measuring 67 x 43 x 17cm, applied with travel labels.
£1,200 - 1,400
€1,700 - 2,000

50
TWO HERMES CANVAS CASES, CIRCA 1950,
 each beige canvas soft-sided case with leather handle, the larger with black leather edging, brass lock and catches, beige cloth lined interior (base and inside of lid re-lined) with leather straps, 70 x 45 x 20cm, the smaller with rounded corners, brown leather edging nickelled lock and catches, opening to maroon cloth lined interior with leather straps, 54 x 36 x 16cm, each applied with travel labels.
£1,000 - 1,500
€1,400 - 2,100



51
A RARE LOUIS VUITTON SHOE CASE, LATE 1930S,
 LV monogram case with leather handle, metal reinforced edging, brass lock, catches and corners, the lid opening to reveal brown baize lined interior the base with four adjustable compartments, and upper lift-out tray with six adjustable compartments, the inside edge of lid applied with label numbered 811138, the case measuring 71 x 45 x 22cm, the front edge of case with painted initials 'E.C.'.
£2,000 - 2,500
€2,800 - 3,500

52⁰
A LEATHER GLADSTONE-TYPE BAG BY LOUIS VUITTON, CIRCA 1910,
 brown pigskin case with handle, brass lock and catch, opening to dark brown leather interior with two interior pockets, the case measuring 40cm wide.
£1,200 - 1,400
€1,700 - 2,000





54



54



55

53

A LOUIS VUITTON SUITCASE, CIRCA 1910,

tan leatherette case with brass lock, catches, and rivets, dark brown leather reinforced edging, opening to beige cloth-lined interior (lacking tray), the lid with Louis Vuitton ink stamp and numbered '114444' and retailers stamp, some staining to base of interior, the case 61cm wide and applied with travel labels.

£1,000 - 1,500

€1,400 - 2,100

54⁰⁰

A RARE AND LARGE 'MALLE COMMODE' CABIN TRUNK BY AU DEPART OF PARIS, CIRCA 1910,

wooden canvas-covered case repainted brown, with brass sprung handles, locks, catches and edge plates, with wooden battens and brown leather edging and corners, maker's plaque to each end, the lid with quilted lining and maker's plaque, with removable fall-front opening to reveal upper lift-out canvas tray, and five canvas drawers with leather handles, each with canvas straps to interior, with old repair and remains of original maker's label to inside of door, the case measuring 91 x 58 x 65cm.

£1,800 - 2,200

€2,600 - 3,100



56

55†

A FINE CHRISTOPHER DRESSER CASED TEASET FOR TWO PERSONS, BY JAMES DIXON & SONS, CIRCA 1902,

retailed by H J Linton of Paris, black leather case with leather 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.

£1,000 - 1,500

€1,400 - 2,100

56† ◊

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

black leather-cloth case with brown leather edging, black leather handle, nickelled locks and catches, opening to reveal wicker framework interior fitted with copper kettle, stand and burner, two large wicker-covered drinks bottles, a smaller milk bottle, two enamel based food boxes, six ceramic tea cups and saucers, six gilt-lined nickelled tumblers, condiments jars, and other accessories, with gilt-edged circular enamel plates and cutlery housed in the lid, the case measuring 69cm wide.

£3,000 - 4,000

€4,300 - 5,700



57



(Closed)

57† ◊

A FINE VETERAN CASED STEPBOARD MOUNTING 'CORACLE' PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, 1913,

black leather case with brass handles, locks and catches to each end, with scroll-curved lid with cream tread surface and brass surround, opening to reveal dark blue leather lined compartmentalised interior fitted with wicker-handled kettle with burner, two glass bottles, ceramic based Coracle food box, two other prism food tins, set of four Bisto gilt-handled cups and saucers, four rectangular enamel plates, ceramic butter jar and a tea caddy, the inside of the lid containing large wicker-covered glass bottle, three glass tumblers in wicker covers, three condiments jars, cutlery and Vesta case all housed behind leather straps, the case measuring 58cm wide overall.

£5,000 - 6,000

€7,100 - 8,500



59

58
GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLMUM DFC,

produced in 2015, 'lost wax' cast bronze sculpture from the artist's 'Knight of the Sky' sculpture series, depicting Wellmum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', limited edition numbered 7 of 25 examples, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall.

£2,000 - 3,000
 €2,800 - 4,300



59⁰
GREGORY PERCIVAL (BRITISH 1964-), 'TALLY-HO', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOTS,

produced in 2015, commemorating The Battle of Britain's Spitfire pilots Douglas Bader, Alan Smith, Johnnie Johnson and Cocky Dundas, incorporating four 'lost wax' polished cast bronze sculptures of the RAF Supermarine Spitfire MkIIa fighters 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, a limited edition numbered 9 of 25 examples, titled and signed to base by the artist, measuring approximately 72 x 46 x 35cm overall.

£3,000 - 4,000
 €4,300 - 5,700

58

60^Y

GIRARD-PERREGAUX. A PLATINUM AUTOMATIC CHRONOGRAPH SPLIT SECOND WRISTWATCH

Ferrari, 456 GTA, Ref:9015, No.1, Circa 2000

31-jewel Cal.8290 automatic movement, silvered dial with applied faceted baton hour markers, black outer 1/5th second divisions with red Arabic five second markers, polished faceted lance hands and centre blued steel chronograph hand, subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, brushed and polished round case with back secured by 8 screws, crown flanked by twin chronograph buttons, split second button at 8, fitted black Girard-Perregaux crocodile leather strap with signed 18k gold folding clasp, *together with fitted Girard-Perregaux box, outer card and spare strap*, case, dial and movement signed
38mm.

£3,500 - 4,500

€5,000 - 6,400



60

61

OMEGA. A STAINLESS STEEL AUTOMATIC CHRONOGRAPH BRACELET WATCH

Michael Schumacher Speedmaster, Ref:175.0040, No.1026/4000, Circa 2000

47-jewel Cal.3220 automatic movement, two-tone silvered chequered dial with luminous baton hour markers, black outer 1/5th second divisions with orange five second markers, black pointed baton hands with luminous inserts and centre chronograph hand, subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, brushed and polished tonneau shaped case with snap on back, fixed bezel with black tachymeter scale, signed crown flanked by twin pushers, fitted brushed and polished Omega 1469 bracelet with signed folding clasp, *together with fitted Omega box, outer card, instruction booklets and swing tag*, case, dial and movement signed
39mm.

£1,200 - 1,800

€1,700 - 2,600



61

62^Y

GIRARD-PERREGAUX. A LIMITED EDITION STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH WRISTWATCH

Ferrari 275 GTB, Ref:27650, No.57/275, Movement No.04026, Sold 22nd December 2004

63-jewel Cal.3370 automatic movement, black dial with luminous Arabic numerals, white outer minute divisions, white arrow tipped hands with luminous inserts and centre red arrow tipped chronograph hand, engine turned subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, date aperture between 4 and 5, brushed and polished tonneau shaped case with back secured by 4 screws, signed crown flanked by twin chronograph buttons, fitted tan brown Girard-Perregaux crocodile leather strap with signed folding clasp, *together with fitted Girard-Perregaux box, outer card, instruction booklets, service invoice dated 08/07/14 and Internatic Guarantee*, case, dial and movement signed 37mm.

£5,000 - 7,000

€7,100 - 9,900

63

GIRARD-PERREGAUX. A STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH BRACELET WATCH

Ferrari, Ref:8020, No.5137, Sold 27th August 1997

57-jewel Cal.2280-681 automatic movement, black dial with luminous Arabic numerals, outer printed white minute divisions, white luminous filled pointed baton hands and centre chronograph hand, subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, date aperture between 4 and 5, brushed and polished steel case with back secured by 7 screws, crown flanked by twin chronograph buttons, fitted brick link bracelet with signed double folding clasp, *together with fitted box, outer card, Guarantee Certificate and Girard-Perregaux booklet*, case, dial and movement signed 37mm.

£2,000 - 3,000

€2,800 - 4,300

64

GIRARD-PERREGAUX. A LIMITED EDITION STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH WRISTWATCH

Rallye Monte-Carlo 1976, Lancia Stratos, Ref:49541, No.423/1000, Movement No.04503, Circa 2008

62-jewel Cal.GP40C0 automatic movement, black dial with red luminous filled Arabic numerals, white outer minute divisions and tachymeter scale, white sword hands with luminous inserts and red centre chronograph hand, subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, date aperture between 4 and 5, brushed and polished round case with back secured by 7 screws, signed crown flanked by twin chronograph pushers, fitted black Girard-Perregaux rubber strap with signed folding clasp, *together with Girard-Perregaux pouch*, case, dial and movement signed 40mm.

£1,500 - 2,000

€2,100 - 2,800



62



63



64

65

HEUER. A STAINLESS STEEL MANUAL WIND CHRONOGRAPH BRACELET WATCH

Carrera, Ref:2447, Case No.103339, Circa 1968

17-jewel Valjoux Cal.72 manual wind movement signed Heuer Leonidas on the bridge, black dial with applied baton hour markers with white accents and luminous tips, polished pointed baton hands with black accents and luminous inserts, white centre chronograph hand, subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, polished round case with screw down back signed Heuer Leonidas inside, crown flanked by twin chronograph buttons, fitted later smooth mesh link bracelet with folding clasp signed Bulova, case, dial and movement signed
36mm.

£1,500 - 2,000
€2,100 - 2,800



65

66

HEUER. A STAINLESS STEEL MANUAL WIND CALENDAR CHRONOGRAPH WRISTWATCH

Carrera, Ref:3147 N, Case No.101660, Sold 30th December 1967

17-jewel Landeron Cal.189 manual wind movement signed on the bridge Heuer-Leonidas SA, black dial with faceted baton hour markers, raised black outer 1/5th second divisions on white ground, polished baton hands with luminous inserts and white centre chronograph hand, subsidiary dials at 3 and 9 for constant seconds and 45 minute recording, date aperture at 12, brushed and polished round case with screw down back, fitted black perforated leather strap with signed steel buckle, *together with fitted Heuer box and Guarantee Certificate*, case, dial and movement signed
35mm.

£3,500 - 4,500
€5,000 - 6,400



66

The success of the Carrera model inspired Jack Heuer's innovative and creative spirit to introduce a Carrera in 1966 with a date wheel. This first chronograph with a date window was developed mainly for the US market and was advertised with the slogan: 'a wristwatch, a stopwatch and a calendar, too'

The first version of this Carrera reference 3147 had a date window positioned at 12 o'clock indicating the date with red numerals and featuring the same two sub dials configuration as the Carrera 45 and was only produced for one year.

It comes with its original unsigned crown which all date models had and the Landeron 189 movement is signed Heuer-Leonidas on the bridge.

67

HEUER. A STAINLESS STEEL MANUAL WIND CHRONOGRAPH BRACELET WATCH

Autavia, Ref:3646M, Case No.96881, Sold 15th August 1967

17-jewel Valjoux Cal.92 manual wind movement, black dial with applied polished faceted baton hour markers, white outer 1/5th second divisions with luminous dot five minute markers, polished pointed baton hands with luminous inserts and centre chronograph hand, sunken engine turned subsidiary dials at 3 and 9 for constant seconds and 45 minute recording, polished tonneau shaped case with screw down back, bi-directional calibrated bezel with black insert, signed crown flanked by twin pushers, fitted associated link bracelet with folding clasp, *together with original invoice*, case and movement signed Heuer Leonidas SA, dial signed

38mm.

£1,000 - 1,500

€1,400 - 2,100



67

68

HEUER. A STAINLESS STEEL MANUAL WIND CALENDAR CHRONOGRAPH BRACELET WATCH

Carrera Dato, Ref:2547 N, Circa 1970

17-jewel Valjoux Cal.723 manual wind movement, black dial with applied polished baton hour markers, black outer 1/5th second divisions with Arabic five second markers on polished ground, further outer blue calendar indications, polished pointed baton hands with luminous inserts and centre chronograph hand, red tipped calendar hand, engine turned silvered subsidiary dials at 3, 6 and 9 for constant seconds, 30 minute and 12 hour recording, day and month apertures at 12, brushed and polished round case with snap on back, crown flanked by twin pushers, quick set buttons set in band at 9 and 10, fitted Gay Freres smooth ribbed link bracelet with signed folding clasp date coded 1 70, case and movement signed Heuer Leonidas, dial signed

36mm.

£4,000 - 6,000

€5,700 - 8,500



68

The Dato Carrera was the most complicated of this series having both triple date and chronograph. The dial is so full that the Carrera was left off the dial due to lack of space.



69

69
**HEUER. A HISTORICALLY INTERESTING STAINLESS STEEL
 AUTOMATIC CALENDAR CHRONOGRAPH BRACELET WATCH**

Monaco, Ref:1133 B, Case No.162350, Circa 1970
 17-jewel Cal.11 automatic movement, blue dial with applied baton hour markers, white inner 1/5th second divisions with luminous dot and red baton five second markers, pointed baton hands with red accents and luminous inserts, red centre chronograph hand, silvered subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, brushed and polished square monocoque case with special snap on back, signed fluted crown at 9, twin chronograph pushers at 2 and 4, fitted steel link bracelet with signed folding clasp, case, dial and movement signed
 40mm.

£6,000 - 8,000
€8,500 - 11,000

This watch and the next come from the collection of A Merzario the celebrated driver who, at the time this watch was given to him, was driving for Ferrari competing with the 312 PB in the World Sports Car Championship (winning the Targa Florio and Spa 1000km). Merzario signed 100 of these watches with an automatic engraver, one of which, the present watch, was given to him.

“The Heuer Monaco was revolutionary with its square case design and during the same period Heuer started to experiment with square shaped watches, a case maker, Piquerez, showed his new waterproofing system, where four notches clipped into the back of the monocoque case and through tension was able to create water resistance. With this new patented technique, Heuer negotiated with Piquerez for exclusivity. The Monaco would be the first square automatic chronograph with a water-resistance watch case.

Jack Heuer searched for a name that would appeal to the chic, high-end crowd that would enjoy the new bold design, racing enthusiasts who would frequent places like Monte Carlo. Heuer had already developed the ‘Monte Carlo’ stopwatch, a legendary dashboard timepiece used for the ‘Rally Monte Carlo’ in the works Minis and Porsche 911’s. He realized that “Monaco” would appeal to the elite market strongly appreciating the revolutionary chronograph.

Finally the Heuer Monaco the world’s first self-winding rectangular chronograph was introduced with simultaneous press conferences on the 3rd of March 1969, in Geneva and New York. Jack Heuer characterises this as the most important product launch during his career. The newly developed Cal.11 automatic movement used 17 jewels, an unbreakable mainspring, was antimagnetic, and had shock protection, but its most distinctive feature was the placement of the winding crown at the left side. A successful advertising campaign was highlighting that with an automatic chronograph, the user would touch the crown only for time setting.



70

70

**HEUER. A RARE AND HISTORICALLY INTERESTING 18K GOLD
AUTOMATIC CALENDAR CHRONOGRAPH WRISTWATCH**

Carrera, Ref:1158 CHN, Case No.249226, Circa 1972

17-jewel Cal.12 automatic movement with micro-rotor, brushed champagne dial with applied gilt baton hour markers with black accents and luminous tips, black outer 1/5th second divisions, raised outer tachymeter scale, gilt baton hands with black accents and luminous inserts, centre chronograph hand, black subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, brushed and polished tonneau shaped case with screw down back, back engraved '*Arturo Merzario, per una eccellente collaborazione, J W Heuer*', crown at 9, twin fluted chronograph pushers at 2 and 4, fitted brown leather strap with signed plated buckle, case, dial and movement signed

38mm

£10,000 - 15,000

€14,000 - 21,000

Jack Heuer said that his favourite watch was the 18K gold Carrera automatic chronograph reference 1158 which he had personally presented to each Ferrari Formula One driver. He said: 'These watches have a deep emotional meaning for me, as we have lost drivers to racing accidents'. The golden Carreras were given to racing drivers Niki Lauda, Clay Regazzoni, Ronnie Peterson and Jacky Ickx in 1970.

This watch was worn by Merzario during the period he was a Ferrari works driver and was driving Formula 1 cars and sports prototypes.



71

71
**HEUER. A FINE 18K GOLD AUTOMATIC CALENDAR
CHRONOGRAPH BRACELET WATCH**

Carrera, Ref:1158 CHN, Case No.249335, Circa 1972
17-jewel Cal.12 automatic movement with micro-rotor, brushed champagne dial with applied gilt baton hour markers with black accents and luminous tips, black outer 1/5th second divisions, raised outer tachymeter scale, gilt pointed baton hands with black accents and luminous inserts, black subsidiary dials at 3 and 9 for 30 minute and 12 hour recording, date aperture at 6, brushed and polished tonneau shaped case with screw down back, personal engraving to case back, crown at 9, twin chronograph pushers at 2 and 4, fitted mesh link bracelet with signed folding clasp, case, dial and movement signed 38mm.

£15,000 - 25,000

€21,000 - 35,000

The current lot is being offered on behalf of the original owner and has never been at auction before.

72

72^Y

MERCEDES BENZ. A RARE AND HISTORICALLY INTERESTING STAINLESS STEEL MANUAL WIND WRISTWATCH

Circa 1954

17-jewel Cal.AS1790 manual wind movement, silvered dial with applied gilt Arabic numerals, outer printed black minute divisions, gilt lance hands, Mercedes Benz wreath Mille, subsidiary dial at 6 for constant seconds, polished round case with snap on back, flared fluted lugs, crown signed Mercedes Benz, fitted green alligator leather strap with pin buckle signed Mercedes Benz, dial signed

35mm.

£1,200 - 1,800

€1,700 - 2,600

This watch and the next were expressly made for the Mercedes Benz factory and were given to celebrate the win of the Mille Miglia in the 300 SLR. There were only 80 made and according to our records these are the first to be seen at auction. What makes them even more remarkable is the near immaculate condition of them.

73



73

MERCEDES BENZ. A RARE AND HISTORICALLY INTERESTING STAINLESS STEEL MANUAL WIND WRISTWATCH

Circa 1954

17-jewel Cal.AS1790 manual wind movement, silvered dial with applied gilt Arabic numerals, outer printed black minute divisions, Mercedes Benz star at 12, gilt lance hands, polished round case with snap on back, unusual two tone sculpted lugs, Mercedes Benz crown, fitted associated Rolex brown leather strap with stainless steel pin buckle, dial signed

35mm.

£1,000 - 1,500

€1,400 - 2,100

74

74^Y

GRUEN. AN UNUSUAL AND RARE 10K GOLD FILLED MANUAL WIND DRIVERS WRISTWATCH

'Batwing' Curvex, Case No.V23668, Movement No.5237, Circa 1940

17-jewel Cal.440 manual wind movement, silvered dial with applied gilt Arabic numerals, gilt leaf hands, subsidiary dial at 6 for constant seconds, curved back rectangular case with unusual snap on curved back plate, reeded bezel, hinged lugs, fitted black leather strap with pin buckle, *together with original Gruen presentation box and spare lizard strap*, case, dial and movement signed

20mm.

£1,800 - 2,200

€2,600 - 3,100

This highly unusual wristwatch was designed to be worn on the side of the wrist. The idea being that it could be viewed while driving without having to remove your hand from the wheel. Included is a copy of an original advert showing the watch and the unusual uses Gruen imagined for it.



75

CORUM. AN 18K GOLD QUARTZ BRACELET WATCH

Rolls Royce, Ref:55595, Case No.362565, Movement No.269784, Circa 1990 6-jewel ETA Cal.959.001 quartz movement, gilt ridged dial, gilt faceted lance hands, brushed and polished case in the form of a Rolls Royce radiator grill, Spirit of Ecstasy mascot at 12, signed crown, t-bar lugs with cut out at 12 to clear mascot, fitted 18K gold textured link bracelet with folding clasp signed L.U.C, together with Corum wallet and retailers booklet, case and movement signed 29mm x 23mm.

£1,200 - 1,800
€1,700 - 2,600



75

76

ORION. A VERY RARE NIELLO SILVER AND ROSE GOLD KEYLESS WIND FULL HUNTER POCKET WATCH FEATURING MOTORING AND BALLOONING SCENES

Retailed by F. Bachschmid, Orion, Case & Cuvette No.55663, Movement No.70457, Circa 1910

Nickel finish 3/4 plate Swiss lever movement, cut and compensated bi-metallic balance, white dial with painted black Roman numerals, gilt dot outer minute markers, gilt Louis XV style hands, subsidiary dial at 6 for constant seconds, round hinged case with fine Niello decoration to front and back featuring stylised Art Nouveau floral motifs with central motoring scene to front and ballooning scene to back, dial signed F. Bachschmid and F. Borbolla Manzanillo, case stamped 'Neil FF' for Huguenin Freres of Le Locle, Switzerland, 'B&H', movement signed 48mm.

£3,000 - 4,000
€4,300 - 5,700

Niello was a technique using contrasting metals and was used for decoration for a short period from around 1900 to the beginning of the 1920's and therefore is usually in the Art Nouveau or Art Deco style. This case was made by the best producers of this technique Huguenin Freres of Le Locle, Switzerland and is very unusual to depict an early motor car.

77

STAUFFER SON & CO. A RARE AND HISTORICALLY INTERESTING SILVER KEYLESS WIND OPEN FACE CHRONOGRAPH POCKET WATCH

Retailed by Mappin & Webb, Case & Cuvette No.258056, Circa 1905

Gilt 3/4 plate Swiss lever chronograph movement with cut and compensated bi-metallic balance, white dial with black Roman numerals, outer printed minute track with Arabic five minute markers, blued steel spade hands with centre chronograph hand, subsidiary dial at 12 for 30 minute recording, constant seconds at 6, polished hinged case engraved to the rear 'Gordon Bennett chronograph The Property of Mappin & Webb Ltd 158 Oxford St London', together with Albert chain, case makers mark C.N for Charles Nicolet, movement signed

£1,000 - 1,500
€1,400 - 2,100

Stauffer, Son & Co are listed as operating in London from 1857 to 1900. They became important producers of watches for sporting events under Charles Nicolet, including supplying chronographs for the Gordon Bennett Racing Cup. This was so important to them that after the first race in 1903 they began to engrave a small image of the Gordon Bennett Trophy on the inside of the case back as can be seen in this watch. This motoring event was created by the American newspaper tycoon James Gordon Bennett. The introduction of three timed laps in this event called for more accurate timekeeping, and in 1903 Stauffer, Son & Co supplied 93 chronographs which were highly praised. This is considered to be the beginning of the series of races that eventually became the Formula one series.

The import mark was probably struck when the watch was retired from the races by Mappin and Webb as it was legally required to be marked if it was sold in 1913.



76



77



78†

A 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,

kit-built, constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, well detailed model with opening doors, bonnet and boot, loaded with all the Bond 'Special Equipment' including machine guns, bullet shield, removable roof section, cutting spinners, and detailed interior, approximately 60cm long, with vinyl cover.

(2)

£1,000 - 1,500

€1,400 - 2,100



78

79

A 1:12 SCALE CUSTOM DETAILED MODEL OF NIGEL MANSELL'S 1990 FERRARI 641/2 FORMULA 1 CAR, BY LUIGI NIOLA,

heavily modified model based on a plastic kit by Tamiya, showing the car with body panel removed, with additional scratchbuilt modifications showing detailed rear engine and gearbox assembly, brake units, exhaust pipes, shock absorbers, radiator, wiring, cockpit and dashboard, wheel rims, 'carbon fibre' finish and other parts, 37cm long, displayed together with upper body panel on two trestle stands, the whole finished in Rosso Corsa race livery, mounted within Perspex display case, 43 x 36 x 21cm overall.

£1,100 - 1,300

€1,600 - 1,800



81

80

A 1:12 SCALE CUSTOM DETAILED MODEL OF A 1979 LIGIER JS11 FORD FORMULA 1 CAR, BY LUIGI NIOLA,

heavily modified model based on a plastic kit by Heller, showing the car with body panel and nose-cone removed, with additional scratchbuilt modifications showing detailed rear engine and gearbox assembly, brake units, side pods, shock absorbers, radiator, wiring, cockpit and dashboard, wheel rims, and other parts, 31cm long, displayed together with upper body panel (wing mirror detached) on frame, and nose cone, the rear suspension requiring repair, the whole finished in blue and white race livery, mounted within Perspex display case, 47 x 37 x 21cm overall.

£1,100 - 1,300

€1,600 - 1,800



82

81

A 1:8 SCALE WOODEN BODY BUCK OF A 1940S ALFA ROMEO 158/159 ALFETTA,

hand-carved, painted red, mounted as a display piece on four raised legs above a wooden base board with fitted Perspex case.

£1,800 - 2,400

€2,600 - 3,400

According to information supplied by the vendor this wooden buck of Alfa Romeo's most successful racing car was obtained in the 1980s from the Alfa Romeo main offices at Staples Corner.

82

A 1:8 SCALE SCRATCHBUILT MODEL OF A 1964 FERRARI 250LM BY JAVAN SMITH,

limited edition numbered 5 of 36, kerbside model of the car in Ecurie Francorchamps yellow livery, resin body, with detailed interior, wire-spoked wheels fitted with rubber tyres, 50cm long, fixed to etched Perspex base and with Perspex display case etched with the Ferrari logo, measuring 60 x 27 x 20cm overall, together with certificate of authenticity and card with model details, both signed by the model-maker.

(3)

£2,200 - 2,500

€3,100 - 3,500



83

83

A 1:8 SCALE SCRATCHBUILT MODEL OF THE 1953 LE MANS WINNING JAGUAR C-TYPE 'LIGHTWEIGHT' BY JAVAN SMITH,

kerbside model of the car as driven to victory by Duncan Hamilton and Ivor Bueb, resin body finished in British Racing Green livery and wearing number 18, with detailed cockpit, wire-spoked wheels with rubber tyres, 48cm long, fixed to etched Perspex base and with Perspex display case etched with the Jaguar logo, measuring 60 x 27 x 20cm overall, together with certificate of authenticity and card with model details, both signed by the model-maker.

(3)

£2,200 - 2,500

€3,100 - 3,500



84

84

A 1:8 SCALE SCRATCHBUILT MODEL OF A 1963 FERRARI 250GTO BY JAVAN SMITH

limited edition numbered 20 of 36, kerbside model of the car in Rosso Corsa livery, resin body, with detailed interior, wire-spoked wheels fitted with rubber tyres, 54cm long, fixed to etched Perspex base and with Perspex display case etched with the Ferrari logo, measuring 60 x 27 x 20cm overall, together with certificate of authenticity and card with model details, both signed by the model-maker.

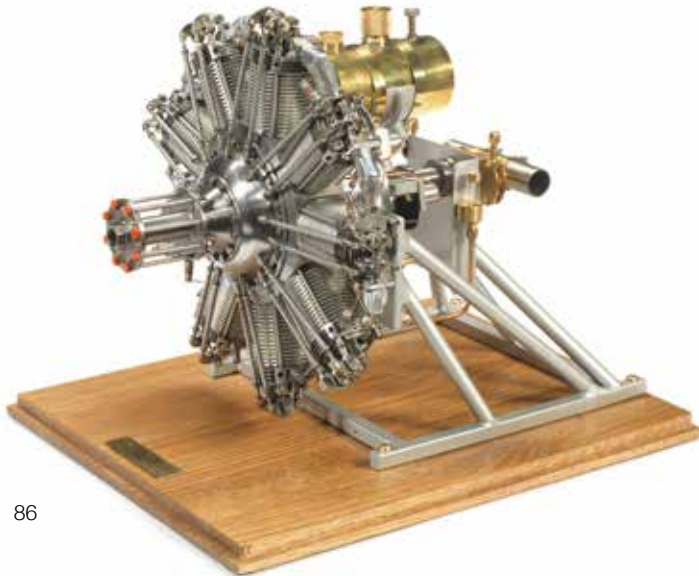
(3)

£2,500 - 3,000

€3,500 - 4,300



85



86

85⁰⁰

A LARGE AND IMPRESSIVE SCRATCHBUILT MODEL OF THE 1,000HP SUNBEAM 1927 LAND SPEED RECORD CAR, BY BRUCE DOVE,

'one-off' kerbside model of the car as driven by Henry Segrave to a new world record of 203.792mph at Daytona Beach on 29th March 1927, constructed from polished aluminium panels with brass pin 'rivets' and other detailing, the cockpit with leather seat and headrest, leather rimmed steering wheel and detailed dashboard, the spoked front wheels and disc hub rear wheels all shod with rubber tyres, the body applied with Union Jack and American flag emblems, measuring 112cm long, fixed to a display base and with wood framed Perspex display case.

£4,000 - 6,000
€5,700 - 8,500

86

A MUSEUM QUALITY HAND-BUILT ENGINEER'S 1:4 SCALE MODEL OF A 1917 BENTLEY BR2 ROTARY ENGINE,

this precision engineered working model has been manufactured and constructed in its entirety by a retired aircraft engineer over a period of nearly three years. Apart from the nuts and bolts every metal piece has been scratch-built, using the drawings in the book L.K. Blackmore: Bentley BR2 building the one quarter scale working replica; mounted on a display stand, on a wooden base with a Perspex cover.

£7,000 - 9,000
€9,900 - 13,000

The 1917 Bentley BR2 Rotary engine was one of the most powerful of the rotary engines to be used in air service. It produced a maximum of 250 H.P. on an unequalled power/weight ratio of only 1.9 LBS/H.P.

In the 1914-18 conflict W.O. Bentley was commissioned by the R.N. as a consultant and initially posted to Gwynnes who were licensed to manufacture the French Clerget Rotary engines. The 130 H.P.9B and the 135 H.P.9BF, these engines were extensively used on the western front. The Sopwith Camel Clerget engines suffered serious uneven overheating problems and unreliability and the number of casualties, both aircraft and pilots, were a grave cause for concern. The Clerget design used special "obturator" copper/silver top piston rings, the service life being only 15 hours and to ensure continuity it was usual to provide four engines for every aircraft to cover the maintenance downtime.



87

Bentley's attempts, in his consultant's capacity, to have certain modifications incorporated in the Clergets to improve reliability were frustrated and the Admiralty moved him to Humbers where he was given a free hand to produce a design that his expertise dictated. This resulted in the AR1 (later defined as the BR1), and then in 1917 the BR2. The BR1 was installed in the camel and the BR2's placement in the Sopwith Snipe combined to produce the best single seat fighter of the 1914/18 war.

87[†]

A PRESENTATION CASED DIE-CAST MODEL OF THE IRVING NAPIER SPECIAL 'GOLDEN ARROW' LAND SPEED RECORD CAR, PRESENTED BY CAPTAIN J.S.IRVING, 1929,

gilt painted die-cast metal model, marked F.H.A to underside, 17cm long, of the 1929 World Land Speed Record car as driven by Sir Major Henry Segrave, in original fitted dark blue leather-cloth and velvet-lined hinged case, 19cm wide, presented as a Christmas gift by designer of the car, Captain J.S.Irving, offered with accompanying signed card (creased), dated 'Xmas 1929' with hand-written message 'To John Barnett With best wishes for a Merry Xmas from Capt & Mrs JS.Irving', the reverse with pencil sketch by Irving of the car and annotated 'Golden Arrow World's Record 231mph Daytona Mch 11th 1929' and signed by Irving, together with two related press cuttings.

(5)
£1,000 - 1,500
€1,400 - 2,100

Former Sunbeam Chief Engineer, Captain J.S.Irving was responsible for design and development of both the 'Golden Arrow' and its' predecessor the Sunbeam 1,000HP 'Mystery'.

Sir Major Henry Segrave drove the Napier engined 'Golden Arrow' to a new World Record of 231.45mph over the flying mile at Daytona Beach on 11th March 1929, beating Ray Keech's 1928 record of 207.55mph set in the White Triplex 'Spirit of Elldom' aero-engined car.



88

88⁰⁰⁰

A RARE STANLEY BRM P154 1970 CAN-AM SERIES ELECTRIC CHILD'S CAR DESIGNED AND DEVELOPED BY AUBRY WOODS,

manufactured in 1978, painted fibreglass body, decorated green with yellow stripe, original Stanley-BRM enamel badge to nose, and Stanley BRM manufacturer's sticker to seat back, powered by a Lucas Marine motor, with 2 six Volt batteries, Wipac trickle charger and lights, partially restored, rear spoiler (detached and worn), 170cm long overall, offered with original wiring loom (disconnected) and two Varley batteries and other spare parts, with some typed and hand-written history and documentation.

(Qty)

£1,200 - 1,500

€1,700 - 2,100

750 of these cars were made in 1978 by Stanley BRM, 500 of which were sent to Saudi Arabia at £285 each, but for which BRM never received any payment. 12 were sold to Thorpe Park, others were sold through Harrods at £490 each, approximately 100 were remaindered unsold stock.

89⁰⁰⁰

A VINTAGE BENTLEY 4½ LITRE LE MANS PEDAL CAR,

hand built, finished in British Racing Green, steel chassis and pedal gear to cranked rear axle, complete with mock dashboard and aero screens, tax disc holder, bonnet straps, wooden running boards, and battery powered lights, 148cm long, 61cm wide.

£2,000 - 3,000

€2,800 - 4,300

89A⁰⁰⁰

AN ASTON MARTIN APPROVED '1959 LE MANS TRIBUTE' HALF-SCALE MODEL OF THE WINNING ASTON MARTIN DBR1, BY THE EVANTA MOTOR COMPANY OF HERTFORDSHIRE, ENGLAND,

chassis numbered EVANTA-DBR1-003 of a limited edition of 59 examples to be built, a static model of the car to commemorate the victory by Roy Salvadori and Carroll Shelby at the 24-hour race, fibre-glass body shell with removable bonnet and rear panel, plastic windscreen, chromed spoked fixed wheels with spinners fitted with pneumatic tyres, the cockpit with two canvas seats, dashboard bearing maker's plaque and with dummy instrument panel and wooden laminated steering wheel, bodywork finished in Aston Martin Californian Sage Green and bearing number '5' race roundel with drivers' details to each side, measuring approximately 203 cm long, 83cm wide and 53cm high, offered together with mock 'V5 registration document' and 'test certificate', sold together with a purpose built wooden packing crate, with decorated period appearance that doubles as a display base.

£7,500-9,500

€10,500 - 13,300



89



89A



91

90⁰⁰⁰

A '1933 ALVIS SPEED 20' CHILD'S CAR,

recent construction, with three position drop-head coupe, coachwork by "Abandon Plus", bodywork painted black with red interior, hand-built and sculpted in metal with box section and tubular steel chassis, modelled features include – hand and foot brakes, working side and headlights, opening doors, 'dicky' seat and spare wheel to the rear, opening windscreen, opening bonnet to dummy engine, chrome wheels fitted with 300 x 12 pneumatic tyres, woven fabric hood has 3 positions – fully covered, half covered and completely open. The bucket front seats can be lifted out to enable a light-weight adult to operate the controls from the rear seat. This model is capable of forward and reverse speeds of up to 8mph via a 24volt battery powered motor, can be re-charged with an ordinary domestic battery charger, 82cm high, 76cm wide, 230cm long.

£3,500 - 4,500

€5,000 - 6,400

91⁰⁰⁰

A PETROL DRIVEN 1959 FERRARI DINO 246 CHILD'S CAR,

50cc engine, with self starter, box section chassis, with bolt-on monocoque body of alloy and steel construction, trimmed cockpit with engine turned dashboard, three instruments, 'Ferrari' steering wheel to rack and pinion steering, inboard rear brakes and 30cm diameter spoked wheels fitted with pneumatic tyres, the car 230cm long overall.

£5,000 - 7,000

€7,100 - 9,900



90



BBC

**Children
in Need**

CHRIS EVANS AUTOMOBILIA COLLECTION

Lots 92 to 212 are offered for sale 'without reserve' from the collection of Chris Evans to benefit BBC Children in Need, registered charity number 802052 in England & Wales and SCO39557 in Scotland.





92

92
A FERRARI RUG,

in Rosso Corso decorated with black Cavallino emblems, with black trim, 201 x 180cm.

£100 - 150
€140 - 210

93
A MARLBORO MCLAREN HONDA MP4-4 MODEL,

plastic vacuum formed construction, 87cm long, some fading to colours and with damaged rear wing.

£50 - 60
€70 - 80

94
ASSORTED FERRARI THEMED TOYS,
including Scuderia Ferrari Barbie doll, boxed, faded, a remote controlled plastic Ferrari racing car by Autodelta, Italian, a 1:24 scale 1964 250 GTO by Jouefevolution, boxed, two boxes for other Ferrari toys (empty), and a 1:43 model of a Ferrari on a display base by S A Aperta.

(6)
£100 - 200
€140 - 280

95
A 1:12 SCALE MODEL OF JOHN SURTEES' 1967 SOUTH AFRICAN GP HONDA RA273,
Tamiya plastic kit built, 33cm long, on display base with engraved plaque, under Perspex cover (cracked), together with a similarly mounted plastic kit built model of Jim Clark's 1967 Dutch GP winning Lotus Ford 49, some repair required to both models.

(2)
£200 - 300
€280 - 420



98



100

96
ASSORTED BOXED MODEL CARS,
including 1:18 scale Steve McQueen Jaguar XKSS and a Lotus Esprit V8 by Autoart, a 1976 Opel Kadett C Coupe SR by Minichamps, Mika Hakkinen's McLaren MP4-16 by Hotwheels, and other models including GT car transporter by Exoto, a Nikko remote controlled boat and two boxed Corgi models of The Saint's Jaguar XJS and Starsky & Hutch's Ford Gran Torino, boxes faded.

(8)
£50 - 70
€70 - 100

97
No lot

98
A DIORAMA OF SIXTEEN 1:43 SCALE 1923-1939 LE MANS WINNING CARS,
die-cast white metal models, fixed to an angled display base 30 x 60cm, under Perspex cover.

£300 - 400
€420 - 560



99
THREE DISPLAYS OF 1:43 SCALE LE MANS BENTLEY RACING CARS,
comprising one limited edition (4/20) of three pre-war Bentleys depicting the Speed Six model of Barnato/Birkin, the Red Label 3 litre car of 1926 and the 3-litre car of Duff/Clement, another limited edition (5/10) of the three 2003 Team Bentley Speed 8's (Kristensen, Smith and Capello), and pair of 'old and new' Le Mans Bentleys in display case, one loose.

(3)
£100 - 200
€140 - 280

100
TWO DISPLAYS OF 1:43 SCALE MODEL CARS,
comprising a Historic Targa Models Club 'Nino Vaccarella' set (number 014/50), depicting the 1962 Porsche 718/8 RSK, 1967 Ferrari 330/P4 Spyder and the 1971 Alfa Romeo 33/3 Spyder, mounted together under a Perspex display case, and a display of two 1:43 scale Ferrari cars by BBR comprising P412 24 Hours Daytona 1967 and 456GT, in a wedge shaped Perspex case.

(2)
£300 - 400
€420 - 560





101



103

101
A '1000 MIGLIA' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of a directional arrow, 70 x 100cm.

£250 - 350
 €350 - 490

102^{AR} ∞

TONY UPSON, 'ALFA ROMEO GIRL',

signed, acrylic on board, a cut-out panel depicting an attractive female attendant sitting on the Alfa-Romeo script, 150 x 150cm.

£350 - 450
 €490 - 630

103[∅]

A 'DB5' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the Aston Martin DB5 badge, 100 x 70cm, together with an Aston Martin sign, a cut-out wooden board applied with the winged emblem.

(2)
 £200 - 300
 €280 - 420



102

104
FOUR PAINTED MARQUE EMBLEMS FOR GARAGE DISPLAY,

painted wooden panels in the form of the badges, comprising Porsche, Lotus, Ferrari, 61cm high, and Aston Martin 108cm wide.

(4)
 £200 - 300
 €280 - 420

105

No lot

106

'MONACO GP 1957', AN ARTIST'S PROOF PRINT AFTER BARRY ROWE,

signed by the artist, depicting Fangio and the Maserati 250F, 69 x 49cm, framed and glazed.

£80 - 120
 €110 - 170

107

'BUGATTI PITS MONACO 1929', A PRINT AFTER BARRY ROWE,

limited edition numbered 1/75 signed by the artist, 37 x 54cm, mounted, framed and glazed.

£80 - 120
 €110 - 170

108

'THE FIRST MONACO GRAND PRIX', A PRINT AFTER BARRY ROWE,

a print after Barry Rowe, limited edition numbered 5/75 signed by the artist, 55 x 41cm, mounted, framed and glazed.

£80 - 120
 €110 - 170

109

TEN LE MANS MOTOR RACING PHOTOGRAPHS,

each 9 x 7", majority monochrome, includes one colour image of the 1959 Aston Martin victory, each framed and glazed.

(10)
 £200 - 300
 €280 - 420



110

THREE LIMITED EDITION PRINTS AFTER SIMON OWEN,

comprising 'Mediterranean Sundance', (154/200), 'High Chaparal', (7/200) and 'American Independence', (169/200), each signed by the artist, 38 x 26cm, mounted, framed and glazed.

(3)

£100 - 200

€140 - 280

111

'SEEING RED', A PRINT AFTER M J THOMPSON,

signed by the artist, depicting an overhead view of Michael Schumacher's F300 V10 race car, 70 x 14cm, mounted, framed and glazed, together with two Mattel 1:18 scale models of Schumacher F1 Ferraris, 2000 and 2002.

(3)

£80 - 120

€110 - 170

112

THREE MOTORSPORT PRINTS,

comprising British Greats 'Stirling Moss' after Tony Smith, limited edition (358/600), Matra Simca after unidentified artist limited edition (8/100), and 'Alfa Romeo' after Walter Gotschke, the largest 30 x 43cm, each mounted, framed and glazed.

(3)

£140 - 180

€200 - 250

113

THREE MOTORSPORT PRINTS,

comprising 'Promising Start' after Michael Turner, depicting the 1955 Italian GP, 'Battered but Victorious' after Graham Turner, and 'Silver Arrows' after Phil May, limited edition (16/300), each framed and glazed, together with a pencil illustration of a GT6 MK2.

(4)

£160 - 220

€230 - 310

114

TWO PRINTS DEPICTING BLUEBIRD AFTER JACK VETTRIANO,

one an exhibition poster for the Portland Gallery, together with another print after Vettriano depicting Malcolm Campbell painting his Bugatti, the largest 49 x 69cm, each framed and glazed.

(3)

£100 - 150

€140 - 210

115

FIVE LOTUS PRINTS AND PICTURES,

comprising British Greats 'Jim Clark' after Tony Smith, limited edition (358/600), '1964 British GP Lotus 25', limited edition (100/100), a photographic portrait of Jim Clark, 'The Gap to Second' after Simon Owen, limited edition (12/100), and a photograph of a Lotus in the snow, the largest 30 x 42cm, each mounted, framed and glazed.

(5)

£150 - 200

€210 - 280

116

A SIGNED PHOTOGRAPH OF JUAN MANUEL FANGIO,

colour image signed by the driver in blue ink, mounted and framed, together with a reprinted Brooklands poster, a 1950s BRM poster, some loss to upper left corner, and a 'Ferrari Parking Only' pressed metal sign.

(4)

£200 - 300

€280 - 420

117

A JAMES HUNT SIGNED MARLBORO WORLD CHAMPIONSHIP TEAM SPONSORS JACKET,

38inch, by Trojan (Evesham) Ltd for Philip Morris, in white and red with embroidered patches, zip fastening, signed by the driver in black in to left breast.

£350 - 450

€490 - 630

118

TWO MARLBORO MCLAREN LEATHER JACKETS,

each in red, white and black, one by Kuku size XL, the other with 'Real Leather' label, size L, together with a Marlboro umbrella.

(3)

£150 - 250

€210 - 350

119

TWO 1:43 SCALE MODEL DIORAMAS,

comprising Monaco 2005 Ferrari Pit Stop, and Pentti Arricola's 1981 Swedish Rally Ford Escort RS, each with glazed display cases.

(2)

£150 - 250

€210 - 350

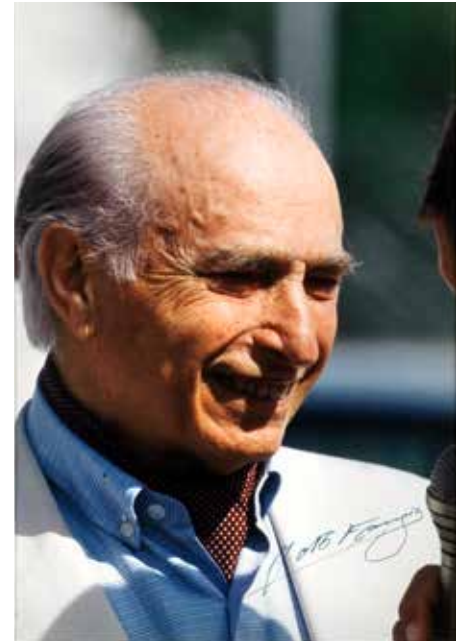
120

A 1:12 SCALE MODEL OF THE 1959 LE MANS WINNING ASTON MARTIN DBR1,

cast resin hand finished kerbside model of the car as driven to victory by Roy Salvadori and Carroll Shelby, 34cm long, with Perspex display case.

£350 - 450

€490 - 630



116



117



120





126⁰

A POCHER 1:8 SCALE MODEL OF A FERRARI F40, BY RIVAROSSA,

die-cast model finished in Rosso Corsa, with opening bonnet, door and boot revealing engine detail, mounted on a gravel display base with plaque within a glazed display case.

£250 - 350

€350 - 490

127

A 1:10 SCALE MODEL OF THE ALAIN PROST 1991 FERRARI 641 F1,

finished in race livery, together with an Endurance Limited 1994 figurine of the driver, mounted together in a Perspex display base.

£100 - 150

€140 - 210

128

A 1:8 SCALE MODEL OF AN ALFA ROMEO 8C 2300 MONZA BY POCHER,

kit-built model of the car in cream race livery and wearing the number 2, with opening bonnet revealing engine detail.

£250 - 350

€350 - 490

129

A 1:8 SCALE MODEL OF THE 1963 LE MANS JAGUAR E-TYPE LIGHTWEIGHT BY JAVAN SMITH,

kerbside model of the No 2 car '5115 WK' in white race livery as driven to 9th place as number 15 by Briggs Cunningham and Bob Grossman, mounted on a display base within Perspex display case.

£600 - 800

€840 - 1,100

130

A 1:8 SCALE MODEL OF THE 1957 LE MANS WINNING JAGUAR D-TYPE ECURIE ECOSSE BY JAVAN SMITH,

resin body, of the car in blue race livery as driven to victory by Flockhart and Bueb, mounted on a base and with Perspex display case.

£500 - 700

€700 - 990

131

THREE 1:12 SCALE FERRARI MODELS BY BURAGO,

each cast metal, mounted on leather bases, well detailed, comprising Ferrari 250 GTO, F40 and F50.

(3)

£60 - 100

€80 - 140

126



121

A 1:12 SCALE MODEL OF NIKI LAUDA'S 1974 FERRARI 312 B3,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, with removable upper body panel revealing engine and chassis detail, 37cm long, within Perspex display case.

£400 - 500

€560 - 700

127



122⁰

A 1:8 SCALE MODEL OF A 1932 ALFA ROMEO SPIDER TOURING GRAN SPORT BY POCHER,

constructed model kit of the car in red livery, with removable bonnet revealing engine detail, on a display base, 76 x 28cm.

£250 - 350

€350 - 490

128



123

A 1:12 SCALE FERRARI F2008 NOSECONE MODEL BY AMALGAM,

mounted on a display base, complete with box, certificate and packing box.

(2)

£100 - 150

€140 - 210

129



124

ALEX BUCKLEY, 'FERRARI 250 GT SWB CALIFORNIA SPYDER',

acrylic on rolled canvas, a view of the car formerly owned by actor James Coburn, 78 x 106cm.

£200 - 300

€280 - 420

130

125

DAIMLER SP250 ARTWORK,

comprising a pencil drawing by David James, dated December 2007, and a commemorative print, both mounted, framed and glazed, the larger 39 x 28cm.

(2)

£80 - 120

€110 - 170



132

A 1:8 SCALE MODEL OF THE 1953 LE MANS WINNING JAGUAR C-TYPE,

by Startline models, resin body, finished in British Racing Green livery, of the car as driven to victory by Hamilton and Rolt, mounted on a display base.

£500 - 700
€700 - 990



132

133

A 1:8 SCALE MODEL OF THE 1950 LE MANS JAGUAR XK120S,

by Startline models, resin body, kerbside model finished in British Racing Green livery, of the car as driven by Whitehead and Marshall, mounted on a wooden display base.

£500 - 700
€700 - 990



133

134

A 1:8 SCALE MODEL OF A JAGUAR XK120, by Startline models, resin bodied model of the car in white livery, on a wooden base in Perspex display case.

£500 - 700
€700 - 990



134

135^o

A 1:8 SCALE MODEL OF A 1931 ALFA ROMEO 2300 MONZA BY POCHEP,

kit-built from plastic and metal parts, of the car in red livery, loose on wooden base with glass display case, (cracked).

£250 - 350
€350 - 490



135

136

A 1:8 SCALE MODEL OF JIM CLARK'S 1963 BRITISH GRAND PRIX LOTUS 25 CLIMAX,

by Presentation models, limited edition (88/100) resin bodied model of the car as driven to victory by Clark, mounted on display base with engraved plaques, with Perspex display case.

£600 - 800
€840 - 1,100



136

137^o

A HAND PAINTED 'ASTON MARTIN ZAGATO' CELEBRATORY ROUNDEL,

modern, for garage display, with fibreglass raised laurel leaf surround, 105cm diameter.

£300 - 400
€420 - 560



137

138^{oo}

TONY UPSON, 'CASTROL GIRL',

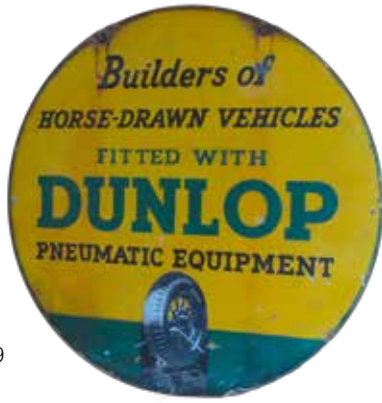
signed, acrylic on cut-out board, depicting an attractive female petrol attendant with oil car 97 x 104cm, together with a Castrol circular printed tin sign, a Castrol oil can, a Morris's quart oil can and a green painted fuel can.

(5)
£300 - 400
€420 - 560



138





139

141



143

143

A 1:12 SCALE MODEL OF CHRIS AMON'S 1967 LAGUNA SECA FERRARI 350P4 CAN AM,

by MG Model Plus, Italian, kerbside model with cast resin body, finished in Rosso Corsa number 23 race livery with decals, together with box, some wear to box.

(2)

£400 - 500

€560 - 700

144

A 1:14 SCALE MODEL OF A FERRARI 275GTB/4 SPYDER BY CARLO BRIANZA,

Italian, metal model with opening doors and bonnet revealing engine compartment, signed and numbered 94 to underside, loose on display base with Perspex cover.

£300 - 400

€420 - 560

139

A DUNLOP ENAMEL SIGN,

'Builders of Horse-Drawn Vehicles', in black and green on yellow, circular, double sided, 61cm diameter.

£60 - 100

€80 - 140

140^{AR} ♦

TONY UPSON, 'ASTON MARTIN ZAGATO',

signed, acrylic on board, a study of the car, 75 x 100cm.

£200 - 300

€280 - 420



142

141

A 1:8 SCALE MODEL OF A BUGATTI TYPE 50T TOURER BY POCHEP,

kit-built model of the car, plastic and metal parts, in black and yellow livery.

£250 - 350

€350 - 490

142

A 1:12 SCALE MODEL OF THE 1959 LE MANS WINNING ASTON MARTIN DBR1 BY MIDLAND RACING MODELS,

resin bodied model of the car as driven by Salvadori and Shelby, mounted on display base with plaque signed by both drivers, and an engraved title plaque, under Perspex cover (cracked).

£400 - 500

€560 - 700

145

A 1:12 SCALE MODEL OF THE 1953 CARRERA PANAMERICANA WINNING LANCIA D24,

by MG Model Plus, Italian, limited edition 5/500, kerbside model, cast resin body, finished in red racing livery with decals, together with box, some wear to box.

(2)

£350 - 450

€490 - 630

146

A 1:14 SCALE MODEL OF A FERRARI 365GTB DAYTONA BY CARLO BRIANZA,

Italian, cast resin body, number 721, fully detailed with opening doors and bonnet revealing engine compartment, mounted on a black base applied with maker's plaque and with Perspex cover, (cracked/part missing).

£300 - 400

€420 - 560



144



147

A 1:20 SCALE MODEL OF NIGEL MANSELL'S 1990 MEXICAN GRAND PRIX FERRARI 641/2,

by Midland Racing Models, resin body, 25cm long, on display base applied with plaque signed by Mansell and engraved title plaque mounted within a glazed display case.

£150 - 250
€210 - 350



145

148

A 1:20 SCALE MODEL OF DAN GURNEY'S 1967 BELGIAN GRAND PRIX WINNING EAGLE WESTLAKE,

by Midland Racing Models, resin body, finished in race livery, 23cm long, on display base applied with engraved title plaque and with glazed display case.

£150 - 250
€210 - 350



147



148

149

A 1:18 SCALE MODEL OF JIM CLARK'S 1965 INDIANAPOLIS 500 WINNING LOTUS 38 FORD,

by Midland Racing Models, metal body, finished in race livery, 23cm long, on display base applied with engraved title plaque and Perspex display case.

£150 - 250
€210 - 350



149



150

150

A 1:12 SCALE MODEL OF PHIL HILL'S 1961 FERRARI 156 DINO 'SHARKNOSE',

by Midland Racing Models, resin body, finished in Rosso Corsa race livery, 34cm long, on display base applied with engraved title plaque and Perspex display case.

£300 - 400
€420 - 560

151

A 1:12 SCALE MODEL OF JACKY ICKX'S 1968 FRENCH GRAND PRIX WINNING FERRARI 312 V12,

by Midland Racing Models, resin body, finished in race livery with removable front nose, 33cm long, (rear wheels slightly splayed), on display base applied with engraved title plaque and with Perspex display case.

£300 - 400
€420 - 560



153

152

A 1:20 SCALE MODEL OF PHIL HILL'S 1961 WORLD CHAMPIONSHIP WINNING FERRARI 156 'SHARKNOSE',

fully detailed metal body, finished in race livery, 20cm long, on black display base with title board, in glazed Perspex case.

£250 - 350
€350 - 490

153

A 1:14 SCALE MODEL OF THE 1962 TARGA FLORIO FERRARI 250 GTO BY CARLO BRIANZA,

limited edition (numbered 23), cast resin model, finished in black race livery, fully detailed with opening doors and bonnet revealing engine detail, of the car as driven to 4th place by Scarlatti and Ferraro, mounted on a black base applied with maker's plaque and with Perspex display case.

£300 - 400
€420 - 560





154



155



157



158



160



162



164

154
A 1:12 SCALE MODEL OF UMBERTO MAGLIOLI'S 1954 CARRERA PANAMERICANA WINNING FERRARI 375 PLUS,
by Midland Racing Models, resin body, finished in Rosso Corsa race livery, 33cm long, (some lifting to rear number plate decal) on display base applied with engraved title plaque and with Perspex display case.
£500 - 600
€700 - 840

155
A 1:12 SCALE MODEL OF FROILAN GONZALEZ'S 1951 BRITISH GRAND PRIX WINNING FERRARI F1 V12,
by Midland Racing Models, resin body, finished in Rosso Corsa race livery, with removable bonnet revealing detailed engine, 33cm long, on display base applied with engraved title plaque and Perspex display case.
£500 - 600
€700 - 840

156
A 1:20 SCALE MODEL OF FANGIO'S 1956 SCUDERIA FERRARI LANCIA D50,
fully detailed metal body, finished in Rosso Corsa race livery, 20.5 cm long, on black display base with title board in glazed Perspex case.
£250 - 350
€350 - 490

157
A 1:18 HANDBUILT SCALE MODEL OF THE SCARFIOTTI/DAVIS 1962 MONTLHERY FERRARI 250 'BREADVAN',
by Midland Racing Models, resin body, finished in Rosso Corsa race livery with detailed engine bay, 26cm long, fixed to wooden base with engraved plaque, under glazed display case.
£250 - 350
€350 - 490

158
A 1:12 SCALE MODEL OF GRAHAM HILL'S 1963 RAC TOURIST TROPHY WINNING FERRARI 250 GTO,
handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, finely detailed model finished in Rosso Corsa race livery with Oxford Blue nose, 36cm long, mounted on a display base and with Perspex display case.
£500 - 600
€700 - 840

159
A 1:24 SCALE MODEL OF GREGORY/RINDT'S 1965 LE MANS WINNING FERRARI 275LM,
by Midland Racing Models, kerbside model with resin body, finished in Rosso Corsa race livery, 17cm long, fixed to display base with engraved plaque, under glazed display case.
£150 - 250
€210 - 350

160
A 1:12 SCALE MODEL OF GONZALEZ/TRINTIGNANT'S 1954 LE MANS WINNING FERRARI 375 PLUS,
by Model Plus, limited edition (154/500), customised by Midland Racing Models, resin body, finished in Rosso Corsa race livery, (slight lifting to number plate decal), 35cm long, fixed to display base with engraved plaque, under glazed display case.
£500 - 600
€700 - 840



161

A 1:12 SCALE MODEL OF GONZALEZ/ TRINTIGNANT'S 1954 LE MANS WINNING FERRARI 375 PLUS,

by Model Plus, limited edition (153/500), customised by Midland Racing Models, resin body finished in Rosso Corsa race livery, (slight lifting to number plate decal, front grille detached), 35cm long, fixed to display base with engraved plaque, under glazed display case.

£500 - 600

€700 - 840



165



166

162

A 1:12 SCALE MODEL OF FROILAN GONZALEZ' 1954 FRENCH GRAND PRIX FERRARI 533 'OPEN' SQUALO,

by Modelismo Leonardo, limited edition 106/500, sold by Midland Racing Models, resin body, finished in Rosso Corsa race livery, with removable bonnet showing engine detail, on display base with engraved plaques and Perspex display case.

£500 - 600

€700 - 840



167

163

THREE FERRARI SCALE MODELS,

comprising a 1:18 scale 1987 Ferrari F40 by Burago, die cast metal body, well detailed in display case, and a pair of 1:43 Ferrari scale models by BBR comprising a 1967 P412 24 Hours Daytona and a 456GT, mounted together in wedge shaped Perspex display case.

(2)

£100 - 150

€140 - 210

166

A 1:12 SCALE MODEL OF GILLES VILLENEUVE'S 1981 MONACO GRAND PRIX WINNING FERRARI 126CK,

by Midland Racing Models, resin body finished in race livery and with detailed engine, 38cm long, with miniature helmet and gloves, the car fixed to display base with engraved plaque, under Perspex cover.

£500 - 600

€700 - 840



169

164

A 1:20 SCALE MODEL OF THE FANGIO/ MOSS 1955 LE MANS MERCEDES-BENZ 300SLR,

by Midland Racing Models, metal body, finished in silver race livery, with opening bonnet revealing engine compartment, 18cm long, fixed to display base with engraved plaque, under Perspex display case.

£150 - 250

€210 - 350

167

A 1:12 SCALE MODEL OF LOUIS ROSIER'S 1953 BRITISH GRAND PRIX FERRARI 500 F2,

by Midland Racing Models, kerbside model, resin body finished in blue race livery, 30cm long, fixed to display base with engraved plaque, under glazed display case.

£350 - 450

€490 - 630

170



165

A 1:12 SCALE MODEL OF THE GENDEBIEN/FRERE 1960 LE MANS WINNING FERRARI TR59/50,

by Midland Racing Models, resin body finished in Rosso Corsa race livery, with removable bonnet showing engine detail, 35cm long, fixed to display base with engraved plaque, under Perspex cover.

£500 - 600

€700 - 840

168

A 1:12 SCALE MODEL OF WOLFGANG VON TRIPS' 1961 DUTCH GRAND PRIX WINNING FERRARI 156 DINO,

by Midland Racing Models, resin body finished in Rosso Corsa race livery, with removable body sections revealing engine and chassis details, 34cm long, on display base applied with engraved title plaque and with Perspex display case.

£450 - 550

€630 - 770

169

A 1:12 SCALE MODEL OF INNES IRELAND'S 1962 DAILY EXPRESS TROPHY FERRARI 156 DINO 'SHARKNOSE',

by Midland Racing Models, resin body finished in Rosso Corsa race livery, with removable body section revealing engine detail, 34cm long, on display base applied with two engraved title plaques and with Perspex display case.

£450 - 550

€630 - 770

170

A 1:14 SCALE MODEL OF A FERRARI 246 DINO GTS BY CARLO BRIANZA,

model number 144, cast resin with metal panels, with opening doors and bonnet opening to reveal engine detail, mounted on a black base applied with maker's plaque and with Perspex cover.

£300 - 400

€420 - 560





171



173



172



174

171
A 1:14 SCALE MODEL OF THE NURBURGRING 1,000KM FERRARI 250 GTO BY CARLO BRIANZA,

cast resin with metal panels, model number 11, finished in blue and yellow team livery as driven by Chris Amon and Picko Troberg, with opening doors and bonnet revealing engine detail, mounted on a black base applied with maker's plaque with Perspex cover.

£300 - 400
 €420 - 560

172
A 1:12 SCALE MODEL OF ALBERTO ASCARI'S 1955 MONACO GRAND PRIX LANCIA D50,

by Midland Racing Models, resin body with removable bonnet showing engine detail, 29cm long, on display base applied with engraved title plaque and Perspex display case.

£500 - 600
 €700 - 840

173
A 1:12 SCALE MODEL OF JOHN SURTEES' 1964 FERRARI 158,

by Midland Racing Models, resin body finished in Rosso Corsa race livery, with removable body panels to show chassis and engine details, 31cm long, on a display base applied with engraved title plaque and Perspex display case.

£500 - 600
 €700 - 840

175



174
A 1:12 SCALE MODEL OF THE SCARFOTTI/BANDINI 1963 LE MANS WINNING FERRARI 250P,

by Retro Models/Midland Racing Models, limited edition (231/500), resin body finished in Rosso Corsa race livery, 33cm long, on display base applied with engraved title plaque and Perspex display case.

£450 - 550
 €630 - 770

175
A 1:14 SCALE MODEL OF A FERRARI 250LM BY CARLO BRIANZA,

model number 109, cast resin with metal panels finished in white and blue race livery, with rear panel opening to reveal detailed rear engine, mounted on a black base applied with maker's plaque with Perspex cover.

£300 - 400
 €420 - 560

176
A 1:12 SCALE MODEL OF A GRAND PRIX FERRARI 156 'SHARKNOSE',

fully detailed resin body finished in Rosso Corsa race livery, with removable body panels revealing engine and chassis details, 33cm long, (wheels splayed), on black display base with title board in glazed Perspex case.

£400 - 500
 €560 - 700

177
A 1:12 SCALE MODEL OF FANGIO'S 1957 MASERATI 250F,

by Midland Racing Models, resin body finished in Rosso Corsa race livery, with removable panels to show chassis and engine details, 34cm long, on display base applied with engraved title plaque and with Perspex display case.

£500 - 600
 €700 - 840



177



178



180



178

A 1:14 SCALE MODEL OF A FERRARI 275 SPYDER BY CARLO BRIANZA, limited edition number 250/1000, cast resin finished in yellow, mounted on a wooden base applied with maker's plaque, fitted with Perspex cover, together with a signed Brianza guarantee certificate.

(2)

£300 - 400
€420 - 560

179

TEN ASSORTED BURAGO, POLISTIL, GIODI AND HOTWHEELS FERRARI 1:18 SCALE MODELS,

unboxed, various conditions.

(10)

£100 - 150
€140 - 210

180

A CLOCKWORK FERRARI 320PS FORMULA 2 RACING CAR TOY BY SCHUCO, GERMAN,

plastic and metal construction, 25cm long, with key, together with two Japanese battery powered tinplate Ferrari toys, comprising Berlinetta by Asahi and a NART Ferrari by Taiyo.

(3)

£100 - 150
€140 - 210

181

TEN ASSORTED BURAGO, HOTWHEELS AND OTHER MAKERS FERRARI 1:18 SCALE MODELS,

unboxed, various conditions, one in display case.

(10)

£100 - 150
€140 - 210

182

ELEVEN ASSORTED MODELS OF SCUDERIA FERRARI SINGLE SEAT RACE CARS,

comprising P2 Alfa Romeo, F156 Sharknose, 1971-72 312B2, Scheckter's 312T4/5, Alboreto's 126C4, Barrichello's F2001 and others, assorted scales, various makers and conditions.

(11)

£100 - 150
€140 - 210

183

ASSORTED CAR MODELS,

including Bugatti Atlantique (in two scales), Bugatti 110, Ferrari 250 TR, Ferrari 550 Maranello, and other models, including five display cases.

(Qty)

£200 - 300
€280 - 420

184*

A 1972 FERRARI 365GTB4 PININFARINA SALES BROCHURE,

number 73/72, printed in Italian, French and English, 4to.

£100 - 150
€140 - 210

185*

A 1970 FERRARI DINO 246GT BROCHURE,

number 40/70, fold-out card, printed in Italian, French and English, 4to.

£70 - 100
€100 - 140

186*

A 1971 FERRARI 365GTC4 PININFARINA SALES PACK,

number 55/71, fold-out type containing nine monochrome photographic publicity images and one tipped in colour image, text printed in Italian, French and English 4to.

£50 - 70
€70 - 100

187*

A 1984 FERRARI TESTAROSSA SALES BROCHURE,

large format, number 328/84 (15M/10/84), printed in Italian, French, German and English.

£40 - 60
€60 - 80





188 - 194



188

188⁰⁰⁰

A MASERATI 250F PEDAL CAR BY GIORDANI, ITALIAN, red painted steel body, spoked wheels, solid rubber tyres, with mock exhaust, wing mirror and black padded vinyl seat, 120cm long.
£800 - 1,200
€1,100 - 1,700



189

189⁰⁰⁰

A GRAND PRIX FERRARI PEDAL CAR BY GIORDANI, ITALIAN, red painted steel body, spoked wheels, solid rubber tyres, with mock exhaust, wing mirror, and black padded vinyl seat, 130cm long.
£800 - 1,200
€1,100 - 1,700





191

190⁰⁰⁰

A RARE 'BIMBO V12 RACER' TWO SEAT CHILD'S MOTORISED CAR BY S.I.L.A. OF TURIN,

red fibreglass body, electric powered rear engine, chain drive to rear wheel, twin rear brakes, battery compartment behind driver's seat, fitted with Pirelli Bambino 13 x 12½/330 x 65 pneumatic tyres, wired with working lighting system and horn, 180cm long.

£5,000 - 7,000

€7,000 - 9,900

191⁰⁰⁰

A PETROL-DRIVEN APPROXIMATELY HALF SCALE FERRARI 275P CHILD'S CAR,

believed suitable for the "Little Big Mans" race event, steel tube and angle section chassis with red fibreglass bodywork, fitted with Peugeot 49cc Cyclo 2-stroke engine (1964), with accelerator and brake pedals, chain geared to rear axle, featuring removable rear panel to engine compartment, rear spoiler, seat panel moulded as part of construction, fitted with 3.5-8 'Kings Tire' pneumatics, measuring 240cm long.

£6,000 - 8,000

€8,400 - 11,000



190





192



193



194



195

192⁰⁰⁰

A MODERN FERRARI F40 ELECTRIC CHILD'S CAR, BY GIORDANI, ITALIAN,

red plastic body, playworn, 165cm long, some repairs.

£100 - 150

€140 - 210

193⁰⁰⁰

A FERRARI F1 ELECTRIC CHILD'S CAR,

red moulded plastic bodywork mounted on steel frame, powered by two FIAMM-GS 6v batteries, simple hand-brake to rear wheels, spoiler loose, playworn, 180cm long.

£100 - 150

€140 - 210

194⁰⁰⁰

A FERRARI F156 'SHARKNOSE' PEDAL CAR,

restored, red steel body, solid rubber tyres, chromed roll-bar, plastic steering wheel stamped 'MG' to centre, 110cm long.

£800 - 1,200

€1,100 - 1,700

195⁰⁰⁰

A FERRARI SINGLE SEATER PEDAL CAR,

pressed steel body, painted red, number 44, padded vinyl seat, solid rubber tyres on pressed spoked wheels, windscreen missing, 117cm long overall.

£500 - 700

€700 - 990

196*

TWO FERRARI REFERENCE BOOKS,

comprising Gunther Raupp: Ferrari 25 Years of Calendar Images; and Michel Zumbrunn & Richard Heseltine: Ferrari Legends.

(2)

£60 - 100

€80 - 140





197

197⁰
A 'CORACLE' SIX PERSON WICKER CASED PICNIC SET, CIRCA 1920,

wicker handles, catches and locking bar, the lid opening to reveal brown canvas interior and wicker framework fitted with accessories including three wicker-cased glass drinks bottles, three small jars in wicker frames, four Coracle ceramic based food tins, six wicker covers five with glasses, six enamel plates and cutlery housed behind leather straps in the lid, 72cm wide.

£400 - 500
 €560 - 700

198⁰⁰
A 'BROOKLANDS TOTALISATOR' ARCADE AMUSEMENT 'ONE-ARM BANDIT' MACHINE, 1930S,

cast aluminium cased front with wooden cabinet, featuring decorative circular racing car motif design and with 'Brooklands' race car sign to top, with triple-drum mechanism in working order operated by single pull-down lever, and with several One Penny coins for operation, with replacement back cover, 67cm high.

£1,000 - 1,500
 €1,400 - 2,100



198

199
ASSORTED ROLLED MOTORING POSTERS AND PRINTS, assorted subjects and sizes, including one framed print after Benjamins depicting a 1988 Lotus Esprit Turbo, limited edition 15/200.

(Qty)
 £100 - 150
 €140 - 210

200⁰⁰
A 'FERRARI CAVALLINO' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, depicting the Prancing Horse emblem, 120cm high, fixed to a black painted wooden board.

£250 - 350
 €350 - 490

201⁰
A 'FERRARI' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the script, 140cm wide, mounted to a black painted wooden board.

£250 - 350
 €350 - 490

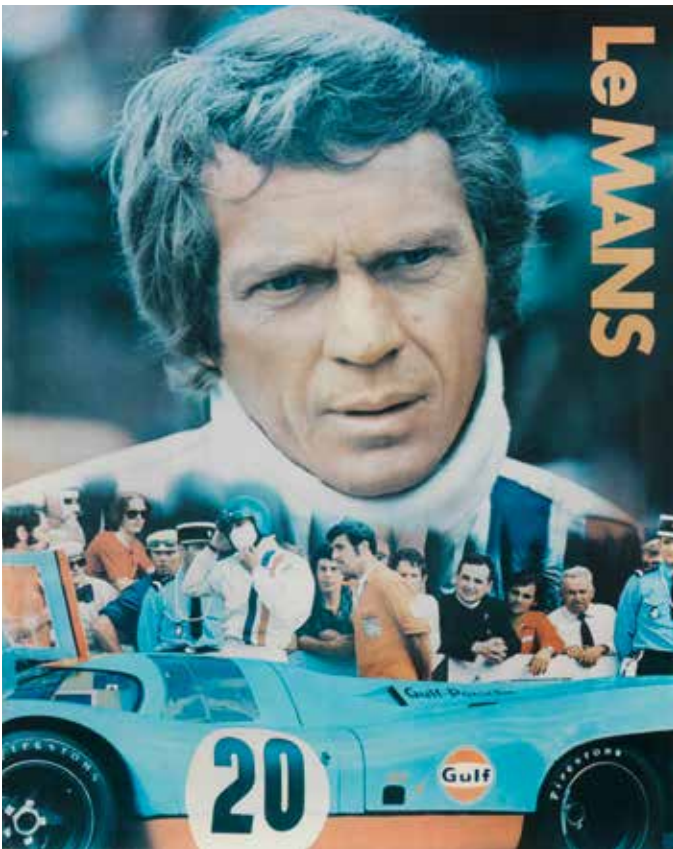




204



203



202



202

A 'LE MANS' POSTER FEATURING STEVE MCQUEEN AND THE GULF PORSCHE,

faded, 55 x 43cm, mounted, framed and glazed.

£100 - 150

€140 - 210

203

A JAMES BOND 'ON HER MAJESTY'S SECRET SERVICE' FILM POSTER, FRENCH VERSION,

two sheet poster, with artwork after Yves Thos (Jouineau Bourduge) depicting George Lazenby as 007, printed by ETS.St-Martin, Paris, each sheet 160 x 120cm, unmounted, folded.

(2)

£200 - 300

€280 - 420

204

A STEVE MCQUEEN 'BULLITT' FILM POSTER,

American, stamped '69 11' to rear, some marks, tears to margins, pin holes and fading, lower edge trimmed, 53 x 71cm.

£500 - 700

€700 - 990

205

A 'CADDYSHACK' FILM POSTER,

American, 1980, folded and faded, 104 x 69cm.

£50 - 80

€70 - 110

206

AN 'OUR MAN FLINT' FILM POSTER,

English one sheet, printed by Stafford and Co Ltd, with artwork after B Peak, 76 x 102cm, folded.

£100 - 150

€140 - 210

207

A 'WHERE EAGLES DARE' FILM POSTER, 1968,

folded, some holes to folds, full colour artwork, 104 x 68cm.

£200 - 300

€280 - 420



206



207

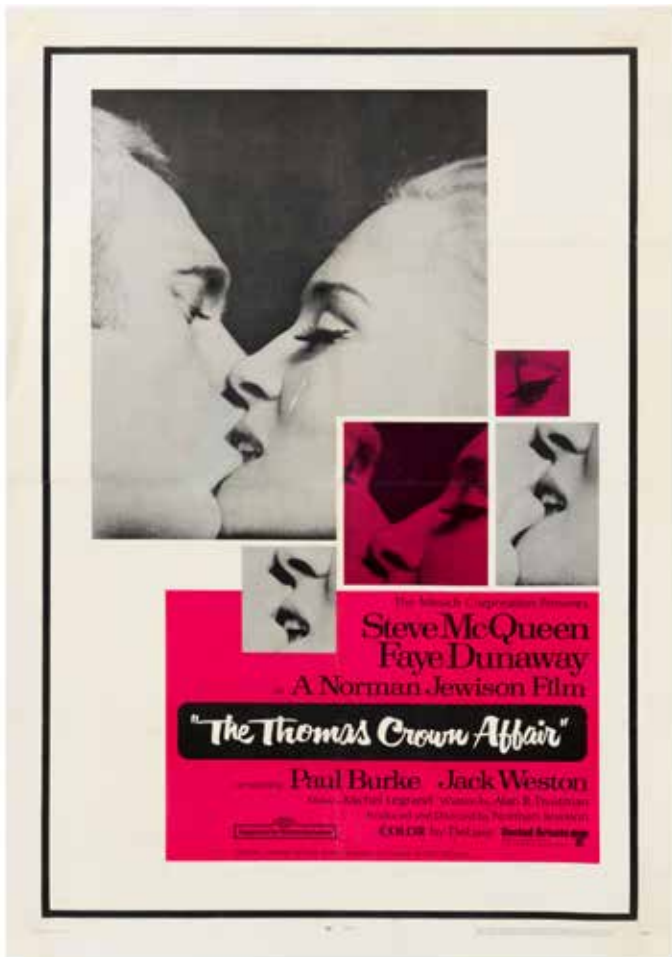




208



209



210



211



208

A SET OF EIGHT 'LAWRENCE OF ARABIA' LOBBY CARDS, 1962,

American, depicting scenes from the film in full colour and the poster, each 28 x 35.5cm.

(8)

£800 - 1,200

€1,100 - 1,700

209

A 'SINGIN' IN THE RAIN' LOBBY CARD, AMERICAN, 1952,

full colour image of the promotional artwork for the film, 28 x 35.5cm.

£250 - 350

€350 - 490

210

A 'THOMAS CROWN AFFAIR' FILM POSTER, AMERICAN, 1968,

laid on linen, old fold marks and one scratch to surface, 103 x 71cm.

£150 - 200

€210 - 280

211

A 'THE WILD BUNCH' FILM POSTER, AMERICAN, 1969,

103 x 70cm, laid on linen, old fold marks.

£200 - 300

€280 - 420

212

A JAMES BOND 'GOLDFINGER' FILM POSTER, AMERICAN, 1964,

depicting Sean Connery as 007, 105 x 68cm, laid on linen, old fold marks with overpainted restoration.

£600 - 800

€840 - 1,100

213 - 300

No lots

END OF AUTOMOBILIA SECTION



212



MOTOR CARS

13.30

Lot 301 - 384

Images of each lot can be found at:
www.bonhams.com/22725





301 N

1966 FIAT 600 MULTIPLA

Registration no. Not UK registered

Chassis no. 100D108 129535

- *Left-hand drive*
- *Believed-genuine 24,000 kilometres from new*
- *FIAT Panda 900cc engine*



This FIAT 600 Multipla was acquired by the vendors in Paris. The car was provided with Italian international number plates and driven at running-in speed to Barcelona from whence it was shipped to Menorca. It resided there for many years, on its Italian plates, being used as transport at the family's holiday villa. The Multipla was only used for four weeks each year and was kept 'in bond' the rest of the time. Eventually it became difficult to insure on this basis and so was 'imported' into Spain and given Spanish plates, 'PM' standing for Palma Majorca. At around the same time (circa 2000), the car was fitted with a 900cc FIAT Panda engine to boost performance and cope with the weight of a growing family. The car continued to be 'MoT'd' and licensed and used as a holiday car, and was last registered on the roads in 2003 as evidenced by the sticker on the windscreen.

There was a plan to sell the family villa but no desire to sell the car, so it was brought back to the UK and has sat in the vendors' barn for 12 years. The decision has been taken that it deserves something better and that a new owner should be found.

The car has been re-commissioned, receiving new brake master and wheel cylinders. New brake shoes come with the car but have not been fitted as the old ones were not worn. A new water pump has been fitted. The car is running sweetly and has been issued with an MoT expiring July 2016. It is not registered but comes with its Spanish plates and its original Italian international ones.

The car has always been garaged and the odometer reads 24,000 kilometres, which is believed genuine and entirely consistent with the usage over its 50-year life. The odometer is working but the speedometer is stuck on 50km/h. The oil pressure warning light is not working, otherwise everything else is. Everything is original apart from the engine, while the body and chassis are very sound, the latter displaying only slight surface rust.

£8,000 - 12,000
€11,000 - 17,000
No Reserve

302

1944 FORD JEEP

Registration no. 634 YUN
Chassis no. GPW 212461

- Bought from the British Army
- Highly original
- Previous ownership for 40-plus years
- Restored condition



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 Jeep was up and running by 1940.

The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys and the Ford Motor Company. Willys-Overland's final production version was the Model MB while Ford's was designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'. 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 Ford Jeep's chassis number indicate a manufacturing date of sometime in 1944.

The Jeep was purchased directly from the British Army in the late 1960s by a Mr M Humphrey, who owned it until 2010. During his ownership Mr Humphrey completely stripped the jeep to the last nut and bolt and rebuilt it over a number of years. The vehicle was not road registered until its acquisition by the current vendor, who advises us that this is the most original Ford GPW they have ever owned or seen. It has an original Ford chassis, body and engine, a quite rare state of affairs as these components were often mixed when Jeeps were returned for repair. The body panels appear to be all original, with no welded repairs. Unusually, the electrical system is still the original 6-volt, many having been converted to 12-volt. It also has its original hand-operated windscreen wiper.

We are advised that all major components are functioning as they should, with no faults, and that the engine starts 'on the button' with just a fraction of choke. The paintwork consists of a bronze green gloss undercoat that affords maximum protection, with a correct US matt olive drab top coat. Perfect for any gathering of military vehicles or themed events such as the Goodwood Revival, '634 YUN' comes with a correct reproduction canvas summer top and is offered with a V5C registration document.

£16,000 - 20,000

£23,000 - 28,000

1955 AUSTIN-HEALEY 100 BN1 'LE MANS' ROADSTER

Registration no. URK 397

Chassis no. BN1 223802

Engine no. 1B 223802M

- The 'Big Healey' in its earliest and purest form
- Equipped with the 'Le Mans' performance kit
- Four-speed/overdrive transmission
- BMIT Certificate



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

From August 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit the latter boasted high-compression pistons, stiffer front anti-roll bar and special Armstrong front dampers. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or converted to 100M specification by the works between 1955 and 1956.

This BN1 has been fitted with the 'Le Mans' or 'M' kit, including the louvred bonnet, and has the manufacturer's brass plaque fixed to the carburettors' cold air box confirming that fact. The car has been fitted with the later four-speed/overdrive gearbox, possibly from new as this is a late-model BN1, and has part-aluminium, part-steel bodywork.

The current owner, a founder member of the Austin-Healey Club France, purchased the car in 2009, since when it has formed part of his private collection of eight Austin-Healeys. When acquired it had already been restored (around 15-20 years ago) while the engine was completely rebuilt in 2010 at 48,000 miles, since when a further 1,373 miles have been covered. Described by the private vendor as in generally very good condition, this rare 'Le Mans'-equipped BN1 is offered with a BMIT Certificate, UK V5 registration document and a 'Rapport d'Expertise' (Condition Report) compiled in 2009 by Henri Pluton (perusal recommended).

£50,000 - 60,000
€70,000 - 84,000

304

1954 COOPER-JAP MARK VIII FORMULA 3 SINGLE-SEATER

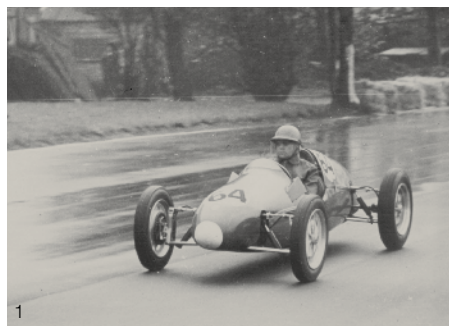
Chassis no. MK42/54

Engine no. JOS/D22346/7

- First owned by Bob Gerard
- Winner of the Autosport and JAP Trophies in period
- Present ownership since 2002
- Restored in 2005/2006

1
Bob Gerard aboard the car, 1954

2
Henry Taylor at Prescott Hillclimb, 1955
© Ferret Photographic



Powered by JAP and Manx Norton motorcycle engines, Cooper's innovative rear-engined racing cars dominated the 500cc Formula 3 scene in the 1950s, providing many future stars, most notably Stirling Moss, with their first taste of 'real' motor racing. Charles and John Cooper's first post-war racing car (there had been a one-off trials special built in the late 1930s) utilised the chassis of a crashed FIAT Topolino.

The Coopers' friend Eric Brandon drove a Mk1 to victory in the first-ever 500cc race in 1947 and before long the Cooper had established itself as the car to beat. The resulting flood of orders meant that relying on a supply of crashed Topolinos was out of the question, and the Coopers set about designing a car that could be built from scratch, powered in its initial form by the ubiquitous 'Speedway' JAP engine. Over the course of the next decade the F3 Cooper gained rack-and-pinion steering, pannier fuel tanks and a proper tubular-steel spaceframe chassis among numerous other improvements as development proceeded through Marks I to XIII, while the JAP engine gave way to the overhead-camshaft Norton Manx unit.

This Cooper Mark VIII Formula 3 monoposto was sold new in 1954 to the late Bob Gerard. Frederick Roberts 'Bob' Gerard served his racing apprenticeship in Rileys during the 1930s and after WW2 became famous following a string of successes driving the ERAs 'R4A' and 'R14B', which included 3rd place in the 1948 British Grand Prix. One of the most respected competitors of his era, Gerard switched to more modern Coopers and although there would be few more international successes, he continued winning at national level well into the 1950s.

In 1955 he sold the Cooper to Henry Taylor, who installed a JAP engine and won both the *Autosport* and JAP Trophies. In order, the next four (known) owners are: Sir Thomas Beevor (1956-1958); Peter Geale (1963-1966); Geoff Ingliss (1967-1969) and Rodney Cummings (1969-1974). In 1974 the Cooper was purchased by Richard White, who won the *Kent Messenger Trophy* at Brands Hatch in 1976, the first historic race for 500cc Formula 3 cars. The car next changed hands later that same year, passing to Edward Lewis, the well known Lotus racer of the 1950s and manufacturer of Westover racing shoes. Lewis kept the Cooper until 1988 before selling it to Neville Howes, who was followed by David Stephenson (1994-1997); Rodney Cummings (1997-1999) and then Peter Wright and Jennifer Underwood (1999-2000). Driven by Nick Leston, this car finished 3rd in the Earl of March Trophy at the first Goodwood Revival meeting. In 2000 the car passed to David Holland and since 2002 has been owned by the current vendor.

The Cooper was restored in 2005/2006 and comes with related bills. Noteworthy features include an AMC gearbox and altered rear bodywork (modified in period) while only a minimal mileage has been covered since the engine was last rebuilt. A spare rebuilt engine; correct Norton 'laid down' gearbox; assorted chains and sprockets; and a quick-lift jack are included in the sale. Accompanying documentation consists of the aforementioned restoration bills, a VSCC 'Buff Form', MSA Logbook and a current 500OAVIF.
£25,000 - 28,000
£36,000 - 40,000

305 * N

**1961 JAGUAR E-TYPE SERIES I
3.8-LITRE 'FLAT FLOOR' COUPÉ**

Registration no. 5285 DD (to be re-applied for)

Chassis no. 860083

Engine no. R3095-9

- *Early 'flat floor' model*
- *Sold new in the UK*
- *Stored in Australia for 30 years*
- *Offered for restoration*





'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 Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, 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.

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. 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.

The 83rd right-hand drive coupé built, '860083' was sold new via Henlys Ltd, London on 18th December 1961. The E-Type came to Australia in the early 1980s but has never been registered there; the assumption is that it was personally imported. After importation it remained stored in a barn on a Queensland farm until its purchase by the current vendor in December 2014. By then the owner had died and his son sold both the farm and the E-Type.

We are advised that the car was started occasionally and that it still starts and runs quite well. It is also virtually rust free and retains the original early-type bonnet with the welded-in louvres. A total of some 66,000 miles is displayed on the odometer. Offered for restoration and sold strictly as viewed, this rare and desirable early 'flat floor' E-Type comes with heritage certificate and instruction manual. Please note this lot will be subject to the reduced import tax of 5% on the hammer price should it remain in the EU.

£50,000 - 60,000
€72,000 - 86,000

306

1988 FERRARI TESTAROSSA COUPÉ COACHWORK BY PININFARINA

Registration no. F327 HAK

Chassis no. ZFFSA17S000078344

- *Delivered new to Switzerland*
- *Circa 71,400 kilometres from new*
- *Comprehensive service history*
- *Last serviced in January 2015
(belts changed)*



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.

This superb example of the legendary Italian supercar was supplied new to Switzerland in October 1988 and has spent virtually its whole life in that country, where maintenance standards and roadworthiness requirements are arguably higher than anywhere else. '78344' is said to be totally standard apart from a sports exhaust system that emits a spine-tingling howl. It has covered only some 71,400-or-so kilometres (circa 44,400 miles) from new and comes with comprehensive service history comprising the service booklet stamped by Swiss Ferrari specialists on nine occasions. The Ferrari was last serviced in January 2015 at 71,410 kilometres by Trident Cars of Great Bromley, Essex, which included a change of cam belts. Trident's invoice concludes with statement: 'This Testarossa is in exceptional condition and is one of the nicest we have seen.'

Finished in Rosso Corsa with cream leather interior, the latter retaining its original Blaupunkt stereo, the car comes with the aforementioned service history; a stamped book of emissions tests from 1999-2013; all its original handbooks; the original tool kit and two sets of keys. Said to be 'as clean as you could ever imagine a 25-year-old car to be', this beautiful and highly desirable motoring icon is offered with a V5C registration document and current MoT.

£75,000 - 85,000
£110,000 - 120,000



307 N

1954 JAGUAR XK120 SE ROADSTER

Registration no. Not UK registered

Chassis no. S674964

Engine no. F2068-8S

- Sold new to the USA
- Matching chassis, engine and gearbox numbers
- Fitted with the C-type cylinder head (210bhp)
- Only 200 miles since restoration in 2009



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. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car's heart was, of course, the fabulous XK engine, a 3.4-litre 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. 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. 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.

This XK120 comes with a Jaguar Vehicle Information Sheet showing that it was manufactured as a left-hand drive roadster and despatched new to Hoffman's in New York, USA in February 1954. The car retains matching chassis, engine and gearbox numbers, and we are advised that its engine now produces 210bhp, having been fitted subsequently with the desirable C-type cylinder head. The XK was originally finished in Pastel Blue, its colour today.

Its history is not known prior to the early 1990s when the car was sold at auction to Germany, being described at that time as a solid 'barn find'. The new owner kept it stored for several years before selling it to a buyer from Finland. The Finnish owner then consigned the car to a German specialist where a 'last nut and bolt' restoration was carried out to a high standard, the work being completed in 2009. Only slightly in excess of 200 miles have been covered since then and the XK remains in commensurately excellent condition. It also benefits from a major service carried out in June 2015 (bills available) and is ready to be enjoyed.

£70,000 - 80,000

€99,000 - 110,000



308 †

1992 AIRSTREAM 350LE CLASS A MOTORHOME

Registration no. J275 JKR

Chassis no. 1GBKP37N7M3312946

- *Iconic American motorhome*
- *Exceptionally well equipped*
- *Only 63,000 miles recorded*
- *Benefiting from recent refurbishment*



Airstream has been viewed as the premier manufacturer in the American recreational vehicle business since Wally Byam started making his unique 'Silver Bullet' trailers in the early 1930s. Since then their space age designs and aerodynamic forms have defined the American trailer scene. Indeed, NASA used a modified Airstream trailer for its quarantined astronauts during the Apollo Programme and in more recent times employed a fleet of Airstream motorhomes to transport astronauts to the launch pad.

Airstream started manufacturing Class A motorhomes in 1974 using a construction method for the 'fuselage' that was lightweight, aerodynamic and very strong. Built on a high-speed Chevrolet coach chassis, the 1992 Airstream 350LE motorhome offered here is one of the last of the classic motorhomes built with the expensive-to-produce, aircraft-style, semi-monocoque, aluminium construction. This spectacular vehicle attracts attention wherever it goes, and with its modern updates is as practical and useable as any modern motorhome. It looks particularly at home at any historic motor racing event.

Although left-hand drive, the Airstream is said to be surprisingly easy to drive in the UK, with light steering, responsive automatic transmission, cruise control and a quiet and powerful 7.4-litre V8 engine. It can cruise all day at the legal limit, with stability aided by an automatically adjusting, air-suspended Tag axle arrangement. Surprisingly, it has reasonable economy for its size and can be driven on some older car licenses thanks to a GWW of 7,500kg.

This classic Airstream was fully restored in the UK in 2010 by LAS Motorhomes of Northampton, the restoration featuring in an article published by *RV Magazine*. The quality of the interior puts that of most modern motorhomes to shame and features original hardwood furniture and fittings in oak. The soft furnishings and seats have been re-upholstered in leather by a trimming company specialising in aircraft interiors. Modernised fittings include solid oak flooring; Corian worktops; heating and air conditioning; full-size 'memory foam' double bed; new flat screen televisions; audio and entertainment (X-Box); powered driver's and passenger's seats; and an electrically folding sofa.



The aluminium fuselage has been painstakingly stripped, polished and repainted to a very high standard while the Alcoa aluminium wheels have been polished and re-lacquered. To complement the highly polished exterior, brand new matching Zipdee awnings have been fitted all round. Less visible work includes refurbishment of the self-levelling jacking system; replacement of the under floor; rewiring for UK 240-volt supply; chassis refurbishment and under sealing; re-plumbing; refurbishment of the running gear including brakes; new front adjustable airbags; and new tyres all round. Engine work included new timing chains and a replacement radiator.

This Airstream 350LE has covered relatively few miles for such a vehicle, the current odometer reading being only 63,000. Its generous specification includes cockpit air conditioning plus twin roof-mounted air conditioning units, which in combination with twin auxiliary LPG heaters keep the vehicle chilled or warm even in extreme weather. There is a self-levelling hydraulic jacking system; automatic power step; 7.0kW twin-cylinder Onan generator; and three coach batteries. A large fresh water tank and large black and grey water holding tanks allow for a weekend's stay without connecting up. Airstream is a byword for comfort and this example has an island double bed at the rear, a large leather couch and dinette seating, which can also be converted into double beds.

The kitchen has a gas hob with microwave oven above and an extraction fan, plus a large fridge freezer and lots of solid oak cabinets and draws. Bathroom facilities include a full-size shower, LPG water heater and a full-size ceramic flushing toilet. Storage is taken care of by two wardrobes, bathroom cupboards, and drawers under the couch and bed. Externally there is one large patio and three window awnings. External storage includes a large boot and lots of slide-out under-body lockers. Manoeuvring is aided by a reversing camera, docking lights and electric/heated mirrors.

The current, titled, vendor purchased the Airstream at Bonhams' sale at the Goodwood Revival meeting in September 2013 (Lot 267) since when it has benefited from extensive refurbishment in his own workshops. Works undertaken include a full service; all brakes stripped and cleaned; brakes on third axle replaced; three new batteries installed; gas system serviced and tested; repairs to wiring, indicators and interior lights; oil leak rectified; MoT test carried out; vehicle cleaned and other minor interior repairs carried out.

Described as in generally very good condition, this ultimate classic motorhome is offered with sundry restoration invoices, current MoT and a V5C registration document. Please note this vehicle is subject to VAT.
£70,000 - 90,000
£100,000 - 130,000

2005 MERCEDES-BENZ CLK DTM AMG COUPÉ

Registration no. GX05 KFJ

Chassis no. WDB2093421F14803

- One of only 100 made
- One owner from new
- Full service history
- Circa 8,490 miles from new

'... the sheer ease of driving it – at least on public roads – makes it a shockingly fast, massively entertaining road warrior. Of all the AMG beasts I've sampled – and there have been many – this has to be the most exciting.' - Richard Bremner, *Autocar*.

Offered here is one of the most exclusive and sought after limited-edition Mercedes-Benz models of recent years, the CLK DTM AMG Coupé, only 100 examples of which were produced. Developed by Mercedes-Benz's official performance division, AMG, the DTM took its name from the eponymous German touring car race series - the Deutsche Tourenwagen Masters - and was built on the platform of the '2nd Generation' C209 CLK (Coupé Leicht Kurz - Coupé Light Short) that had been introduced in 2002.





But whereas the DTM competition cars were limited by the regulations to a normally aspirated 4.0-litre V8 engine producing less than 500bhp, AMG's road version came with a supercharged 5.4-litre unit pumping out some 582 horsepower, making it the most powerful in the CLK range. The five-speed semi-automatic transmission is controlled by the 'supercar standard' shift paddles ahead of the steering wheel. Height-adjustable spring/shock absorber units are fitted all round and the suspension bushes are stiffer, while the DTM's redesigned rear suspension owes little to that of the stock CLK. There are also bigger and stronger AMG composite brakes.

A bespoke Electronic Stability Programme (ESP) helps keep everything under control, aided by a mechanical limited-slip differential. Weighing 1,742kg, the CLK DTM AMG races to 100km/h (62mph) in a trifling 3.9 seconds and runs into the rev limiter at 320km/h (199mph).

The car's aggressive styling was modelled on the racing version used by AMG works driver Bernd Schneider to win the 2003 DTM championship. Its deep front apron, large air intake ducts, prominently flared wheelarches, boot-mounted rear wing and large-diameter (19" front / 20" rear) alloy wheels are all elements developed from the DTM cars. Like its racing counterpart, the road car makes liberal use of carbon fibre for its body panels, while the interior is unmistakably that of a competition car, albeit one trimmed and equipped to Mercedes-Benz's highest standards.

Carbon fibre is also used for much of the interior fittings including the lightweight leather/Alcantara trimmed bucket seats, while the rim of the AMG sports steering wheel is covered in high-grip bucskin. There are no rear seats in the CLK DTM AMG, which is strictly a two-seater. The instrumentation consists of a digital rev counter, white-faced '220mph' speedometer, and oil and water temperature gauges, while the CLK's COMAND infotainment system is retained. An aluminium plinth on the centre console surrounding the 'PRND' gear selector is engraved 'CLK DTM One out of 100', and there are 'AMG' logos to the door kick-plates.

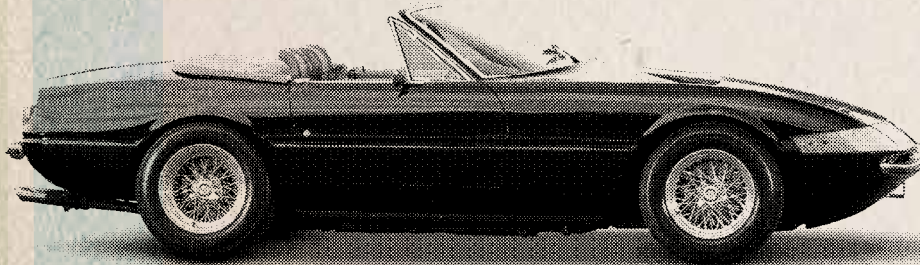
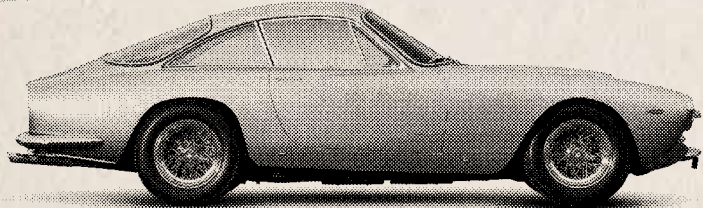
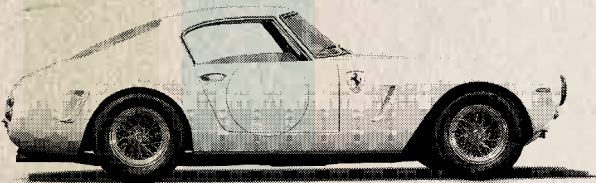
Despite an asking price of over £180,000, all 100 cars sold out immediately. High-profile owners included Formula 1 drivers Jenson Button and Takuma Sato. A limited-edition run of 80 cabriolets followed.

Offered for sale by its first and only owner, this CLK DTM AMG comes with full main agent service history together with its original purchase invoice, AMG Certificate of Conformity and UK Type Approval Certificate. The last service, which included fitting four new tyres, was carried out in September 2014 (at 8340 miles) by Harwoods Bentley. All service bills are on file, testifying to the owner's fastidious approach to maintenance, together with a V5C document and MoT to August 2016.

£130,000 - 160,000
£190,000 - 230,000

**OFFERED FROM
THE STABLE OF
CHRIS EVANS**

Lots 310 - 322



310

1983 FIAT 126 ABARTH REPLICA SPORTS SALOON

Registration no. A262 OUR

Chassis no. 8362973

Engine no. 8961544

- Built by Mike Jordan
- Abarth-specification engine by Middle Barton Garage
- One owner from new until 2011
- Unique specification



'The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.' – John Bolster, *Autosport* magazine.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of sports prototypes and limited-series production cars, many of which were produced in conjunction with *Carrozzeria Zagato*. An innovative concern with a sporting pedigree second to none, Abarth was taken over by FIAT in 1972.

The car offered here was built by Mike Jordan, owner of the Jordan Racing Team and father of Andrew Jordan, outright BTCC champion in 2013. It is a re-creation of the car his wife drove during their courtship days. The basis of this Abarth re-creation was a mint and rust free FIAT 126 discovered on display at a FIAT main dealership in 2011. The one elderly lady owner had covered a mere 6,668 miles in the car, making it the perfect candidate for restoration and upgrading, not to mention repainting in an eye-catching colour scheme.

The little FIAT was then stripped and totally rebuilt by Mike, who modified it by removing the plastic bumpers and side trims before despatching it to the highly respected Normandales body shop for a complete repaint in bright orange. The interior was re-trimmed in black vinyl with new matching carpets, and new chromed bumpers fitted together with new Minilite wheels and new tyres. Noted Abarth experts Middle Barton Garage rebuilt the engine to Abarth specification complete side-draught carburettor, Abarth camshaft, new pistons, new clutch, up-rated gearbox, stronger drive shafts and an Abarth exhaust system.

This unique Abarth re-creation is one of Chris Evans' more recent acquisitions, catching his attention due to its bright orange colour, which matches his hair! Built to an extremely high standard by experienced practitioners, it affords the prospect of enormous fun for a relatively modest outlay.

£10,000 - 15,000
€14,000 - 21,000

311

1964 DAIMLER SP250 'POLICE SPECIFICATION' ROADSTER

Registration no. ALM 742B

Chassis no. 104368

Engine no. 97621

- *Ex-Metropolitan Police*
- *Restored condition*
- *Comprehensive restoration file*
- *Many-time concours winner*

Oulton Park, CarFest North, 2015



An unusual departure for a firm more noted for its stately limousines, the SP250 sports car was Daimler's final fling before the firm's acquisition by Jaguar. Aimed at the North American market and launched in 1959, the SP250 employed a separate ladder-type chassis on which sat controversially styled glassfibre coachwork constructed by Daimler themselves. Four-wheel disc brakes were an unusual feature at the time, but unquestionably the car's biggest virtue was its 2.5-litre V8 engine. An outstandingly flexible unit designed by Triumph Motorcycles' Edward Turner, the smaller of Daimler's two V8s produced 140bhp, an output good enough to propel the SP250 to a top speed of 125mph. In keeping with the demands of its intended market, automatic transmission was available as an option.

The model survived Jaguar's 1960 takeover, benefiting from its new owner's attention that resulted in the much improved 'B' version. Introduced in April 1961, the SP250 'B' boasted a stiffer chassis and thicker glassfibre coachwork; its 'C' replacement, introduced in April 1963, differed only in detail. The Jaguar E-Type's arrival sounded the death knell for the SP250, which ceased production in 1964.

Before then, the Daimler's high-performance credentials had been recognised by the Metropolitan Police, which ordered several to serve as high-speed pursuit cars. This beautiful 'C-series' is one of the last 26 Daimler SP250s purchased by them and comes with its original buff logbook listing the first owner as the Metropolitan Police, New Scotland Yard, London, SW1. It retains the Pye police radio system and 'Winkworth' bell to the front.

'ALM 742B' was purchased by the immediately preceding owner (now deceased) in 2005 and restored to the highest possible standard, and since completion has won virtually every concours competition entered. The fastidious owner was an experienced motor trade professional who spent many years working for the Automobile Association; he kept meticulous records of the work carried out during the restoration, which are contained within two superbly presented history folders.

Chris Evans purchased the Daimler at a UK auction in August 2014 and earlier this year used it at his CarFest North charity event in aid of the BBC's 'Children in Need' where it was driven by Annette Mason, wife of Pink Floyd drummer, Nick Mason. This award-winning car remains in generally very good condition and is a magnificent example of the now ultra rare police-specification SP250.

£50,000 - 60,000

€72,000 - 86,000



1989 FERRARI 328GTS TARGA CONVERTIBLE COUPÉ COACHWORK BY PININFARINA

Registration no. GO 1328

Chassis no. 82947

Engine no. 19563

- Presented new to Nigel Mansell
- Only 15,511 miles from new
- Fully documented ownership and service history
- Last serviced in October 2013



The Ferrari 328 GTS offered here was delivered new to Nigel Mansell in 1989. One of Britain's best-loved Formula 1 heroes, Nigel Mansell excelled in a career that spanned 15 seasons and is ranked among the greatest racing drivers of all time. Mansell had signed for the Italian manufacturer's Formula 1 team at the end of the 1988 season, leaving Williams, so the 328 represented the ultimate 'welcome gift'. In a dream debut, he won for Ferrari in the season-opening Brazilian Grand Prix of 1989. A plaque in the centre glove compartment between the seats reads: '328 GTS 82974 - owned and driven by Nigel Mansell whilst driving for Ferrari in their 1989/90 season.'

Nicknamed 'Il Leone' by the adoring tifosi, Mansell would go on to score two more wins for Maranello before returning to Williams at the end of 1990. In 1992 he won the Formula 1 World Championship and followed that up by winning the CART Indy Car World Series in 1993, becoming the first and only driver to hold both titles simultaneously. With 31 wins, Mansell is Britain's second most successful Formula 1 driver after Lewis Hamilton.

Ferrari's line of highly successful V8-engined road cars had begun with the 308 GT4 of 1973. Originally badged as a Dino, the all-new 308 GT4 2+2 took over from the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received, but the performance of the amidships-mounted double-overhead-camshaft 3.0-litre V8 certainly was, and a new two-seater car using a dry-sumped version of the same power unit debuted at the Paris Salon in 1975. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling.

Subsequently updated with four-valves per cylinder, the 308 was superseded by the mechanically similar but larger engined 328 GTB in 1985. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons and improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph with the sprint to 60mph covered in 5.5 seconds. On the outside the addition of Testarossa-style moulded bumpers, a deeper rear valance and an unobtrusive roof spoiler could not disguise its underlying beauty. 'If the sublime purity of the original shape has been corrupted, its striking appearance has not,' observed *Motor* magazine. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.'



This right-hand drive 328 GTS Targa convertible was owned by Nigel Mansell, at that time resident in the Isle of Man, until 1991 when it was sold to the second owner, Mr D Saunders of Alton, Hampshire and registered in the UK. Mr Saunders kept the Ferrari until 2005 when it passed to Mr P Cromwell of Aston, Birmingham. Mr Cromwell was followed by Christopher Farley of Birmingham (2006-2007), Steve Bamber of Lytham St Annes (2007-2014) and then Chris Evans. The car comes with a good file of service history and expired MOT certificates verifying the recorded mileage of 15,518. It was last serviced in October 2013 at 15,189 miles by marque specialists Northern Supercars, including changing the cam belts, and comes with the relevant invoice.

£100,000 - 130,000

€140,000 - 190,000

313

NO LOT



314

**1963 FERRARI 250 GT LUSO BERLINETTA
COACHWORK BY PININFARINA**

Registration no. PRX 932B

Chassis no. 4851 GT

Engine no. 4851GT

- *Pininfarina styling at its finest*
- *One of the most beautiful of all Ferrari road cars*
- *One of only 350 made*
- *Ferrari Classiche Certified*





Oulton Park, CarFest North, 2015







Arguably the most beautiful product ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new standards of passenger comfort. Beautifully proportioned, it blended a low-slung nose, reminiscent of that of the SWB Berlinetta, with sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance, but made for excellent visibility and a pleasantly light and airy interior.

The Lusso's immediate antecedent had been the 250 GT *Berlinetta* SWB. Introduced at the 1959 Paris Salon, the latter was a true dual-purpose car, arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. The 'SWB' (Short-WheelBase) designation arose from a chassis that, at 2,400mm, was 200mm shorter than the standard 250 GT's. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, the Lusso road version enjoying a fully-trimmed interior and softer springing.

However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialisation in the form of the competition-only 250 GTO and Gran Turismo 250 GT Lusso. Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO, the Lusso was powered by Colombo's light and compact 3.0-litre V12 engine. Breathing through three twin-choke Weber carburetors, the all-aluminium, two-cam unit produced 240bhp at 7,500rpm, giving the Lusso a top speed of 150mph (240km/h) and a useful 0-100mph (0-160km/h) acceleration time of 19.5 seconds. An important milestone in the Maranello marque's history, the 250GT Lusso was the last of the long-running 250 series and a most fitting finale to this most remarkable family of Ferrari road cars.





One of only 350 250 GT Lussos made, left-hand drive chassis number '4851' is the 94th car completed and was delivered new to the USA via Luigi Chinetti Motors in New York. Its early history is unknown prior to the early 1970s when the Ferrari was owned by Bill Rudd of Reno, Nevada. Between 1972 and 1974 the car belonged to David S Nagel of San Gabriel, California, who also owned a second Lusso, '5861'. There is then a brief gap in the known history, which resumes in 1986 by which time the Ferrari was in the ownership of Tex K Otto of Fullerton, California, who kept it until 2005. At this time the exterior colour was red.

Its next owner was Paul Forbes, another California resident. In 2006 '4851' was cosmetically restored by Motion Products West of Carlsbad, California, the engine being overhauled by Bill Rudd, the body stripped back to bare metal and repainted in grey metallic, and the interior re-trimmed in black. The front brakes, master cylinder, radiator, fuel tank and fuel pumps all received attention at the same time. Circa 2006 the Ferrari was sold to Charles T 'Chuck' Wegner of West Chicago, Illinois, who kept it for the next five years.

In 2011, '4851' was sold to Neil McMahon in the UK and registered in this country as 'PRX 932B'. The car was then despatched to Cavallo Motorsports for HTP preparation. '4851' then participated in the 2011 Mille Miglia and 2012 Tour Auto (results sheets in history file). Chris Evans bought the Ferrari from Neil McMahon.

The accompanying history file contains the following: Ferrari Classiche file with build sheets; HTP document; FIVA certificate; import documents and purchase records; current MoT certificate; and V5C registration document.

Soon after the car's launch, *Road & Track* declared that the 250 GT Lusso was 'Ferrari's most beautiful car; a classic...' and the passage of time has not altered that assessment one iota.

£1,400,000 - 1,800,000
€2,000,000 - 2,600,000

315

1949 JAGUAR XK120 ALLOY ROADSTER

Registration no. WXC 816

Chassis no. 670061

Engine no. W1114-8

- One of only 240 alloy-bodied XK120s
- Sold new in the USA
- Matching chassis and engine numbers
- A two-time Colorado Grand and California Mille participant





'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.

Told by the post-war Attlee government to 'export or die', the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK's biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Ironically, the XK120's 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 XK six-cylinder engine to public attention. 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.

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 - hand built in the best vintage tradition - would have to go and the XK120 was re-engineered in steel after 240 cars had been completed.

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis - in essence a shortened and narrowed MkV frame - featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and drum brakes all round. The fact that the major mechanical components were already in existence meant that development centred on the body. The work of Jaguar boss William Lyons himself, and one of the most beautiful shapes ever to grace an automobile, the latter was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car's heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar's post-war range-topping saloon, the 3.4-litre six embodied the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings, and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance. The '120' referred to the car's top speed, and Jaguar lost no time in demonstrating that this was no idle boast. Any doubts about the claim's veracity were swiftly banished when in May 1949, on the Jabbeke to Aeltre autoroute in Belgium, a standard XK120 achieved a top speed of 126.4mph with hood and side screens erected, and 132.6mph minus its weather protection and equipped with an under-tray!



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. Coupé and drophead coupé 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. In the end a little over 12,000 XK120s were built, making every one of the 240 alloy-bodied roadsters something very special indeed.

The 61st alloy-bodied XK120 roadster built, '670061' is one of 184 delivered with left-hand drive. Believed owned originally by one Roger Thomas of Connecticut, the XK was later converted to right-hand drive and refinished in silver with blue leather interior, its current livery.

The immediately preceding owner, American collector Charles 'Chuck' Swimmer, acquired the Jaguar *circa* 2005 from his friend, Don Williams. Founder of the celebrated Blackhawk Collection, Mr Williams had purchased the car from its long-term owner in the UK. When acquired, it lacked rear-wheel spats and did not run well, so was immediately despatched to Jaguar Clubs of North America senior judge and restorer Jack Rabell, who added the spats and carried out extensive re-commissioning to ensure that the car would run properly.

One of his collection's earliest acquisitions, the XK120 was also Chuck Swimmer's most frequently used car. He drove it in the Colorado Grand on two occasions and also completed the California Mille, a combined total of some 3,000 miles of high-speed touring. Chuck Swimmer also showed the XK120 on occasions, and at the San Diego Concours in 2007 it was inspected by the JCNA's Jack Rabell and Tom Krefetz. Only some minor details were found to detract from this otherwise very correct and authentic car, and these shortcomings were subsequently put right in Jack Rabell's workshop.



Following Chuck Swimmer's death in December 2013, cars from his San Diego Collection were offered for sale at auction in the USA, which was where this XK120 was purchased by Chris Evans. It has since been registered in the UK and is offered with a V5C registration document and Jaguar Heritage Certificate. Importantly, '670061' retains its original tool kit and comes with a set of wheel discs and rear spats. Equally at home on the concours lawn, racetrack or Grand Tour, this early alloy-bodied XK120 roadster is without doubt one of the more significant Jaguars to come to the market in recent years.

£325,000 - 375,000

€470,000 - 540,000



316

**1963 FERRARI 250 GT SWB
'ALLOY' BERLINETTA RECREATION**

Registration no. AMO 382A

Chassis no. 3493GT

Engine no. 3493

- Sold new in the USA
- Originally a Ferrari 250 GTE 2+2
- Converted in 2010-2012
by Roelofs Engineering
- Left-hand drive





'If you were a young, well-to-do racing enthusiast in 1960-61, the finest introduction into the enthralling world of *Gran Turismo* racing was to invest in a brand-new Ferrari 250 GT Short-Wheelbase *Berlinetta*. Fast, safe, near unburstable and user-friendly – the alloy cars were the ultimate.' – *Motors*.

Introduced at the 1959 Paris Salon, the 250 GT SWB *Berlinetta* went on to dominate its class in international GT racing in the years 1960 to 1962. A true dual-purpose car, it was arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. A quick change to cooler spark plugs, racing tyres and the addition of a roll bar and the SWB could contest its class at Le Mans or Sebring.

The 'SWB' (short-wheelbase) designation arose from a chassis that, at 2,400mm in that respect, was 200mm shorter than that of the standard 250 GT. Powering the 250 GT SWB was Ferrari's light and compact Colombo-designed 3.0-litre V12. Breathing through three twin-choke Weber carburettors, this two-cam, all-aluminium power unit produced 280bhp at 7,000rpm in competition tune, giving the car a top speed of 150mph and a useful 0-60mph acceleration time of 8.2 seconds.

Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, and it was this special aluminium-bodied version of the 250 GT SWB that led directly to the immortal GTO of 1962. Before then, the 250 GT SWB *Competizione* had already established an enviable competition record of its own. In 1960 250 GT SWBs won the Tourist Trophy, the Tour de France, the 1,000 Kms of Paris at Montlhéry and finished fourth and fifth overall at the Sebring 12 Hours and fourth and fifth overall at Le Mans. The 250 GT SWB achieved numerous class wins in international events that same year and in 1961 won the Tourist Trophy yet again with Stirling Moss at the wheel, taking the GT class of the World Sports Car Championship with almost contemptuous ease.

After the first batch of SWBs had been built to lightweight Competition specification, the more refined (and 110 kilos heavier) steel-bodied Lusso, or street, version entered production towards the end of 1960 and would account for slightly more than 50 percent of the approximately 165 SWB *Berlinettas* made up to 1963.



This limited production run of SWB *Berlinettas* left many would-be customers disappointed, a situation which has led, inevitably, to a number of 'lesser' Ferraris being converted over the years, including left-hand drive chassis number '3439', that offered here. '3439' started life in 1963 as a Ferrari 250 GTE 2+2 Series II that was delivered new to the USA and first owned by a Mr Senaja Kalter.

Between 1971 and 2010 the Ferrari was owned by Mr Jerome Frederick Frick of North Hollywood, California. It was then despatched to Roelofs Engineering in the Netherlands for conversion to 250 GT SWB specification, including a totally correct new body in aluminium alloy. Carried out to an exemplary standard, the work was finished in 2012 and later that same year Chris Evans purchased the newly completed 250 GT SWB from Joe Macari. It benefits from a recent engine rebuild by Roelofs Engineering in Holland and last year was bare-metal re-sprayed by 355 International in Cream with Amaranto to match the interior. Other works carried out while in Chris' ownership include a gearbox overhaul and various engine top-end works by marque specialist Hoyle-Fox (bills on file).

Over the last three years the SWB has been one of Chris' most frequently used cars, featuring in his spectacularly successful 'Magnificent Seven' and CarFest North and South charity events organised to raise money for the BBC's 'Children in Need'. Versatile and highly desirable, exciting yet road legal, '3439' represents a wonderful opportunity to acquire a faithful re-creation of the much sought after 250 GT SWB at a mere fraction of the cost of an original.

£500,000 - 600,000

€720,000 - 860,000



317

1970 MERCEDES-BENZ 280 SL 'PAGODA' CONVERTIBLE

Registration no. OKU 994H
Chassis no. 113.044.22012754
Engine no. 130.983.22007856

- Automatic transmission
- Fully restored in 2008
- Outstanding condition
- The ultimate 'Pagoda'



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

These attributes help explain the 280 SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered 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; many celebrities and film stars owned 280SLs and only a few years ago Bonhams sold that belonging to Oscar-nominated actress Leslie Ann Warren.

An automatic transmission model, this particular 280 SL was first registered on 16th March 1970 but its early ownership history is not known. In 1979 the Mercedes was registered to Hugh Russell Ltd of Sheffield. It stayed in the North of England and was acquired by H Turner & Sons Ltd in 1985, passing in 1987 to Michael William Gilbert of Maidenhead, Berkshire. Mr Gilbert kept the car for 17 years and there are several invoices on file dating from his period of ownership.

In 2008, 'OKU 994H' was completely restored by Silchester Garage in Surrey, as evidenced by the photographic record on file showing the car completely disassembled and stripped back to bare metal. Subsequently bought by Mr Hans Rausing of the Tetra Pak family dynasty, it was then offered for sale at auction in September 2014 and purchased there by Chris Evans. Earlier this year it was used at Chris' CarFest North charity event, held in aid of the BBC's 'Children in Need'.

Offered with a hard-top and bespoke stand, the car is finished in silver with a navy blue soft-top, this beautiful 280 SL is presented in quite outstanding condition. Noteworthy upgrades include a modern Becker Mexico radio, remote central locking and an alarm.

£100,000 - 130,000
€140,000 - 190,000



Oulton Park, CarFest North, 2015



318

1966 FERRARI 275GTB/6C 'ALLOY' *BERLINETTA* COACHWORK BY PININFARINA/SCAGLIETTI

Registration no. KAO 572D

Chassis no. 08221

Engine no. 08221

'The 275 GTB is... a superlatively vigorous, very agile and quick automobile. Its comfort, the quality of its finish, the original lines of its bodywork all justify its exceptionally high price, for it is an exceptional automobile. It is a thoroughbred, with luxury devoid of excess, and a fiery temperament...' Jose Roskinski, *Sport Auto*, July 1965.

When Ferrari's highly successful '250' series was superseded in 1964 by the '275', Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of sports car design for the 275 GTB. Penetrative nose, long bonnet, purposeful side vents, high waistline and short be-spoilered tail: these were all ingredients of the recipe, yet the result was so much more than merely the sum of its parts. The tail spoiler and cast-alloy wheels echoed developments first seen on Ferrari competition cars, while beneath the skin there was further evidence of racing improving the breed, the independent rear suspension - seen for the first time on a road-going Ferrari - employing a double wishbone and coil-spring arrangement similar to that of the 250LM racer. The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Body construction was entrusted to *Carrozzeria Scaglietti*, Ferrari's close neighbour in Maranello.

Now enlarged to 3.3 litres, the 60-degree V12 engine remained the familiar Colombo type, in standard form producing 280bhp at 7,600rpm. A higher - 300bhp - state of tune employing six Weber carburettors was available, and this was used for the handful of aluminium-alloy bodied 275GTB/C (*Competizione*) models built, though customers purchasing a 275 GTB for road use could also specify aluminium coachwork and/or the six-carburettor engine, as is the case with that offered here, chassis number '08221'.

- The 7th right-hand drive 275 GTB built
- Ultimate specification: alloy body, six carburettors
- Sold new in the UK
- Classiche certification







Intended for customers who wanted to race, the *Competizione* was built in three series between 1964 and 1966. Following a pre-production prototype, the first series amounted to just three cars and differed from the road-going 275 GTB in both the detail of its chassis construction and style of bodywork. The second series adhered more closely to the standard model's specification, though it was readily identifiable by virtue of the alloy bodywork that featured an outside fuel filler cap and additional vents in the rear wings.

Constructed for the 1966 race season, the third and final series comprised 12 examples. Landmark cars, the latter were the last competition GTs to be built by Ferrari's own racing department at Maranello, then headed by the legendary Mauro Forghieri.

Despite its near-perfect appearance, revisions to the original 275 GTB were not long in coming: a longer nose, enlarged rear window and external boot hinges being introduced towards the end of 1965. Mechanically the only major change was the adoption of torque tube enclosure for the prop shaft. The model's ultimate incarnation - the 275 GTB/4 - appeared in October 1966, the '4' suffix denoting the presence of four, rather than the original's two, overhead camshafts.

Sadly, by 1968 the progress of automobile emissions legislation had effectively outlawed the 275GTB and its like from Ferrari's most lucrative export market, the United States, and the model was phased out later that same year after a total of only 460 cars had been completed.

Chassis number '08221' has the long-nose alloy bodywork and six-carburettor engine, and is the 7th right-hand drive Ferrari 275 GTB built.







The car was ordered new by Colonel Ronnie Hoare's Maranello Concessionaires and on 17th February 1966 was delivered to its first owner, Bertie Bradnack, who traded in his Ferrari 250 GT 2+2. Its first registration number was 'JJJ 4D'. The original colour scheme was Rosso Chiaro with black upholstery and grey carpets and roof.

Between 1971 and 1972 the Ferrari was owned by one J F A Rigby of Southwold, Suffolk and from 1973 by E T Victor Beazley of Leatherhead, Surrey. The registration changed to '8 PH'. Later in the 1970s, '08221' belonged to B M C Harnden of Chesterfield, Derbyshire and was reunited with its original registration, 'JJJ 4D'.

Its next owner appears to have been Jeremy Agace or possibly motor dealer Chris Drake, by whose company Chris Drake Collectors Cars it was advertised for sale in February 1985. By this time the car had been reregistered as '275 GTB'. Later in 1985 the Ferrari was purchased by Frederick Pesenti of London, during whose ownership it was extensively restored by marque specialists DK Engineering and Moto Technique, which involved removing the body from the chassis.





In 1988 Pesenti sold '08221' to the UK dealer William Loughran and the car was reregistered as 'KAO 572D'. Swiftly passing through the hands of dealers Talacrest and Modena Engineering, the Ferrari passed in 1990 to the late Dodi Al Fayed.

In June 2007, '08221' was offered for sale at a UK auction, at which time the odometer reading was said to be 41,433 miles. Its next known owner was Andy Pegg. The Ferrari then passed via a succession of well-known classic-car dealers to DK Engineering, from whom Chris bought it in 2014.

Since its acquisition, Chris has had the car repainted in the pale green livery of the famous Ferrari 250 GTO '3505', which was campaigned with distinction by Masten Gregory and Innes Ireland. It comes with all-important Ferrari Classiche certification, and earlier this year was used by Chris at his CarFest North charity event in aid of the BBC's 'Children in Need'.

£2,600,000 - 2,900,000
€3,700,000 - 4,100,000





319

1958 JAGUAR XK150SE 3.4-LITRE COUPÉ

Registration no. YTA 789

Chassis no. 824314

Engine no. V30938

- Right-hand drive, UK market car
- Known ownership history
- Only 58,267 miles from new
- Restored and well maintained



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 for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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



A sought after 'Special Equipment' model, this XK150 fixed-head coupé is one of only 1,205 right-hand drive models produced for the UK market. First owner Mr W E Daniel took delivery of the Jaguar in April 1958 and gifted it to his wife. By 1962 (at 13,291 miles) the Daniels' children had become too big to fit in the back so Mr Daniel bought his wife a somewhat roomier Ferrari 250 GTE. A copy picture showing the cars on his drive is in the history file. A personal friend of Mr Daniel, Stewart Blacker Morgan, then purchased the XK and kept the car until 1983, adding a further 21,000 miles to the total covered during his 21 years of ownership. Mr Morgan kept the Jaguar at his holiday home in the Lakes District, explaining in one of his logs that the poor visibility conferred by narrow lanes and stone walls, coupled with salted winter roads and 'clottish' motorists in the summer, had conspired to keep the mileage low.

Mr Morgan was obviously well connected, being acquainted with both noted racing driver Duncan Hamilton and Jaguar works team manager 'Lofty' England. Indeed when he retired in 1967, 'Lofty' kindly had the XK overhauled, including a re-bore and the installation of bigger E-Type brakes. The recorded mileage at that time was 31,118 and had risen to circa 34,000 when Mr Morgan sold the Jaguar to Nigel Whitehead in 1984. There is some interesting correspondence between owners two and three on file. They obviously got on well, as evidenced by their annual meetings with 'Lil' as the car was known by both on account of its colour (Lily White).

The XK was taken on several Continental tours by Mr Whitehead, who maintained it to the highest standard. During his ownership the car was stripped to bare metal and found to be in excellent condition under the original paint according to the restorers. It was repainted and the original interior reconditioned by Connolly Brothers, while the gearbox and brakes were overhauled at the same time. So well were these works undertaken that marque experts Straight Six stated in 1989: 'The condition of the car now is of the very highest order. Possibly because the car was such a good example prior to restoration, the car does not appear as a restored item. Rather as an original car in superb condition.'

Mr Whitehead's enjoyable ownership continued until 1995 when he sold the car to its next owner, who would keep it for the following 17 years. Its new custodian was a well known member of the Jaguar Drivers Club and lived in Kent. During his ownership all maintenance was carried out by marque specialists and the local main dealership.

Chris Evans purchased the XK circa 2012, since when it has been looked after by his in-house mechanic and is 'on the button' like all his cars. This very special XK150 comes with an extensive and fascinating history file.

£55,000 - 65,000
€78,000 - 92,000

320

1967/1988 JAGUAR XK SS 3.8-LITRE RECREATION

Registration no. XNF 435

Chassis no. 1E50912

Engine no. 7D54350-8

- *Superb recreation of legendary limited-edition Jaguar*
- *One of nine Lynx re-creations*
- *Ex-Dick Skipworth, Nicholas Cage*
- *Extensively refurbished and repainted in recent years*





One of the rarest Jaguars of all, the XK SS was a spin-off from the D-Type racing programme. To satisfy sports car regulations, the D-Type had been built in numbers greatly exceeding the demand for such a specialised piece of racing equipment, and conversion to road trim was viewed as the best way of clearing unsold stocks, hence the XK SS.

Modifications to make the D-Type acceptable for road use included installing a seat and door on the passenger side, fitting a full-width windscreen, and heat-shielding the side-exit exhaust system. A mohair hood and detachable side screens provided weather protection, and, as twin fuel tanks and the spare wheel occupied the boot space, a luggage rack was provided on the tail. The 3.4-litre XK engine remained pretty much to racing specification, producing around 250bhp, which, in a car weighing just 18cwt, made for electrifying performance. Sadly, the loss of a number of bodyshells in the fire at Jaguar's Brown's Lane works in February 1957 severely curtailed the XK SS programme, with the result that only 16 had been made by the time production ceased in November of that year.





Like many other legendary sports cars, the Jaguar XK SS inspired a number of imitations. An acknowledged master in this highly specialised field is the Sussex-based firm of Lynx Engineering, which enjoys an international reputation for accuracy and quality second to none. The car we offer is one of an exclusive series of only nine such replicas made by Lynx, being commissioned by Jaguar connoisseur and collector Dick Skipworth in 1988 and built to a high specification. Its history is known from new. The following four owners in order, all in the USA, were Gary Bartlett, actor Nicholas Cage, Herb Wetson and Thomas Knudsen, who purchased the car in 2008. The immediately preceding (sixth) owner purchased the XK SS in 2011.

Of riveted aluminium sheet, the coachwork conforms to the original method of construction. Unlike the original, the Lynx XK SS is powered by a larger, up-rated, 3.8-litre, dry-sump XK six fitted with triple Weber 45DCOE carburetors. Other noteworthy features include 16" wheels, a nicely patinated leather interior, and a correct original D-Type tachometer.

'XNF 435' was subject to substantial service work carried out by CKL Developments on its return to the UK in 2011/2012, and in 2013 was treated to a bare metal repaint to show standard by Thornley Kelham. Presented in generally very good condition, with excellent bodywork and paint, the car is both fast and reliable as evidenced by a faultless drive from London to Zurich in 2013.

In September 2014 the XK SS was offered for sale at Bonhams' auction at the Goodwood Revival meeting (Lot 244) where it was purchased by Chris Evans. Upon purchase, Chris collected the car from the Goodwood Revival on the Sunday and drove it directly to Hyde Park in London where he was presenting the BBC's spectacular 'Proms in the Park' concert. The latter was headlined by the Electric Light Orchestra, and marked frontman Jeff Lynne's return to performing with ELO for the first time in nearly 30 years. Since then the XK SS has been maintained by Chris' in-house mechanic, receiving new suspension bushes and drive shaft universal joints. It was used recently at Chris' CarFest North charity event, held in aid of the BBC's 'Children in Need'.

Offering breathtaking performance with classic Jaguar style, this superb XK SS re-creation comes with current MoT and V5C registration document.

£325,000 - 375,000
€460,000 - 530,000



321

**1971 FERRARI 365GTS/4 'DAYTONA' SPIDER
COACHWORK BY PININFARINA**

Registration no. NRX 665K

Chassis no. 14543

Engine no. B1152

- *One of only 121 made*
- *Delivered new to the USA*
- *Ex-Harrah Collection*
- *Recent restoration to concours standard*







'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of *Ferraristi* like the 365GTB/4. The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honour of the sweeping 1, 2, 3 finish by the Ferrari 330P4 at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed *Carrozzeria's* director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello.

An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically-operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favourite among the many Ferraris he designed.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary Scaglietti in Modena. The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at 7,500rpm, with 318lb/ft of torque available at 5,500 revs. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel ventilated disc brakes. Air conditioning was optional, but elsewhere the Daytona remained uncompromisingly focussed on delivering nothing less than superlative high performance.



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

The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph and is surely destined to remain a front-ranking supercar for the foreseeable future. Only 1,300 *Berlinetta* models and 121 Spider convertibles had been made when production ceased in 1973.

The 18th of the 121 original Daytona Spiders built, left-hand drive chassis number '14543' was completed by the factory in August 1971 and delivered finished in Bianco Polo with Nero leather interior. It was constructed to US specification and equipped with air conditioning, Voxson radio, instruments in miles, and seats with red inserts. '14543' was sent by train from Maranello to Bremen, Germany and then shipped to San Francisco, California.





Ordered by casino owner and car collector William F Harrah of Reno, Nevada, the Ferrari was kept by Harrah as part of his personal fleet until 1976 and then sold to the second owner, Action Performance, the exotic-car dealership owned by another enthusiastic collector, Dr Jack F Frost, resident in St Donatus and Dubuque, Indiana. There were just 2,509 miles showing on the odometer at that time.

The Daytona joined Frost's 50-strong collection where it would remain for the next 30-plus years, kept in a climate-controlled warehouse. During Dr Frost's ownership, '14543' was pictured in the publications *'Ferrari Owners Club Monterey 1984'* (page 66) and *'California Ferraris'* by Alfred S Cosentino (page 135).

Repainted in its original livery in the late 1980s, the Daytona still belonged to Dr Frost when he died in December 2006. The car was then offered for sale by his estate, with a recorded mileage of 3,692, passing via a dealer to its third owner, Wayne Davis of Southlake, Texas. A sympathetic re-commission ensued, replacing as few original items as possible, to return the Spider to full roadworthiness. Ferrari Classiche certification was obtained in 2009, recognising the car's outstandingly original condition, which included the factory-fitted Michelin XWX tyres.

In August 2010, '14543' was sold at auction in the USA to Italian collector Davide Parmegiani, resident in Lugano, Switzerland. Mr Parmegiani showed the Daytona at the Palm Beach Cavallino Classic in January 2011 and subsequently commissioned a full restoration to concours standard, which included removal of the US-specification side marker lights, a repaint in black, and an interior re-trim in red leather by Luppi. The car was then registered in the UK as 'NRX 665K'.





The Daytona was upgraded subsequently by Joe Macari, receiving adjustable damping and ride height; electrical power assisted steering; electronic ignition; and a bespoke stainless steel sports exhaust system. In September 2014, the Ferrari was offered for sale at a UK auction where it was purchased by Chris Evans. By this time it had covered only 3,946 miles. Earlier this year the Daytona featured at Chris' CarFest North charity event as part of the 'Dirty Dozen'.

Offered with a comprehensive history file, this low-mileage, few-owner car is arguably the finest Daytona Spider currently on the open market. Only infrequently offered for sale, genuine Ferrari Daytona Spiders are extremely rare, and even more so in this condition, making this pristine example all the more collectible.

£2,300,000 - 2,600,000
 €3,300,000 - 3,700,000





322

CHITTY CHITTY BANG BANG REPLICA

Registration no. 772 YUJ

Chassis no. Y174734

Engine no. RY972201P

- *Accurate replica of this most iconic movie car*
- *Built with assistance from the original's creators*
- *Road legal*
- *Potential marketing tool*





Released in December 1968, '*Chitty Chitty Bang Bang*' is one of the best-loved children's movies of all time. Played by Dick Van Dyke, eccentric professor Caractacus Potts transforms an old jalopy into a car possessing magical properties, which he and his two children then use to overthrow the tyrannical ruler of Vulgaria. The car's name is said to derive from the sound made by its engine.

This Chitty replica was started in 1998 and has been totally constructed from scratch except for the Ford V6 engine and automatic gearbox, which were chosen because this combination was used in the original film car. It took the preceding owner just under ten years to recreate in his spare time.

Help was provided by Bond film designer and Chitty Chitty Bang Bang assistant art director, Oscar winner Peter Lamont, who advised on techniques used in the car's construction and the various companies originally involved. The blueprints and notes from the film car were supplied by retired set decorator, Denise Exshaw, widow of Harry Pottle, art director on Chitty.





Painstakingly re-created, the ladder frame chassis was made with the assistance of Gomm Metal Developments and Lionel Whitehead, who was the chief mechanic at Alan Mann Racing, the company that built the original car for the film. Mr Whitehead kindly passed on the original plans to the vendor. The boat tail's woodwork was made with the help of Terry Dan, the original film car's boat builder, who worked on it in 1968 at Bates Boatyard in Surrey. Terry provided the dimensions and details of how the rear bodywork was made, and the then owner had it recreated at Loch Lomond by veteran boat builder Angus MacFadzean, a family friend, who took just under three years to complete the task.

The wheels have been cast from Chitty's original wheels, and the original machinist, Roy Golding of Portsmouth, still keeps the pattern in his workshop at home. New Pro Foundries of West Drayton, Middlesex, the company responsible for the original wheels, cast those of the replica. The polished aluminium bonnet and mudguards were recreated at AL Gordon Engineering in Falkirk, Scotland by a four-man team that included the vendor's father - an engineer and mechanic by trade - working in his spare time.

The leather seats were made in the drapes department at Pinewood Film Studios in Buckinghamshire, where the film was made, while the basket rack and wings were made by NLS Film & TV Metalworks, another member of the Pinewood Group and also Royal Warrant holders. The brass metalwork was entrusted to Propshop Modelmakers at Pinewood. Since completion the car has been featured in the *Sunday Express* newspaper and also in Channel 4's *'Four in a Bed'* as well as being used for weddings at the National Motor Museum, Beaulieu where it has been a major attraction.

Chris Evans acquired the car directly from its creator circa January 2012, since when it has been made road legal by Joe Macari. It is registered as a 1936 Ford and has been used extensively by Chris on his popular CarFest events.

As promotional vehicles go there can be few, if any, more instantly recognisable than this exact replica of Chitty Chitty Bang Bang, which has been faithfully re-created with the assistance of many of those responsible for the original nearly 50 years ago. Priced at a mere fraction of the £1 million selling price of an original film car, it also represents an exceptional value for money purchase and an excellent marketing opportunity with an annual earnings potential of many tens of thousands of pounds.

£250,000 - 350,000
€350,000 - 500,000



323

**1958 ASTON MARTIN DB MKIII SPORTS SALOON
COACHWORK BY TICKFORD**

Registration no. NCH 888
Chassis no. AM300/3/1690
Engine no. DBA/1319

- Formerly the property of Orlando Bloom
- Arguably the first 'James Bond' Aston Martin
- Matching chassis, engine and registration numbers
- One of only 551 made



Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, 'Goldfinger'. It was also the last Aston Martin produced with the W O Bentley-designed six-cylinder engine. Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The 3.0-litre 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, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

Between 2012 and 2014 this DB MkIII has belonged to film star Orlando Bloom, arguably best known for his role as Will Turner in the immensely successful 'Pirates of the Caribbean' series of motion pictures. Forever busy in the USA, Orlando found little time to visit the UK but enjoyed driving his DB MkIII whenever circumstances allowed.

Its accompanying copy guarantee form shows that chassis number '1690' was sold to Swift Motor Services of Derby for use as a demonstrator. Two subsequent owners are recorded: Mr Norman Jordan of Wirksworth, Derbyshire and one J L Bostock of Darton, Yorkshire, though neither change of ownership is dated. The original colour scheme was Deep Carriage Green with matching interior trim, while an overdrive unit is the only item of non-standard equipment listed. In August 1971 the Aston passed from one D C Fieldhouse of Bradford to the immediately preceding owner, the late Sydney Benson, and was cherished as part of his private collection for the next 40 years.

Accompanying documentation consists of a V5C registration document, old-style continuation logbook (issued 1971), a quantity of expired MoT certificates, current MoT and a file of bills, mostly from marque specialists Post Vintage Engineers of Otley, West Yorkshire. Produced for only two years, the DB MkIII represents the culmination of Aston Martin's first post-war design, which had succeeded in establishing the British company as one of the world's foremost producers of fine GT cars. 'NCH 888' is an exceptionally original example of this rare landmark model and one which any serious collector would be proud to own.

£160,000 - 200,000
€230,000 - 290,000



324 * N

1973 PORSCHE 911S 2.4-LITRE COUPÉ

Registration no. J 96513 (Jersey)

Chassis no. 9113300934

Engine no. 6331478

- Last of the 'pre-facelift' 911s
- Sold new in Italy
- Left-hand drive
- Restored in 2010



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 that had secured the fledgling company's reputation as producer of some of the world's finest sporting cars. The iconic 911 would take this reputation to an even more exalted level on both the road and racetrack.

The 356's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

All 911 variants received the 2.4-litre (actually 2,341cc) unit for 1972, by which time the 911S featured the stronger Typ 915 five-speed gearbox and 6"x15" alloy wheels as standard. Porsche had already tried a 2.4-litre engine in endurance racing, the stretch being achieved by lengthening the stroke, but the impetus for the larger unit's introduction came from the USA's ever more stringent emissions laws.

Not sold in the USA, the 911S produced 190bhp, some 40 horsepower more than was on offer to American customers. The most obvious external change from the 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability. Porsche had built 1,430 2.4-litre 911S coupés by the time production switched to the 2.7-litre model for 1974. The '2.7' was the first 911 to incorporate the large impact-absorbing bumpers, disliked by many purists for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

This left-hand drive, matching numbers 1973 Porsche 911S Coupé was manufactured to European specification and sold new in Verona, Italy in March 1973 via the JV dealership. Delivered with manual transmission and the optional tinted window glass, it subsequently was enjoyed by various owners in other countries in Europe before finding its way to Spain.

The car is currently registered in Jersey, Channel Islands. Described by the vendor as accident-free and not rusted, the car was restored in 2010 to presentable rather than concours standard. It was repainted in the original colour of Oxford Blue while the interior was re-trimmed in the correct beige vinyl. We are advised that the engine was refreshed but not restored and is running well. The car is offered with an instruction manual, service book (recording servicing in Italy) and a Jersey logbook. Please note this lot will be subject to the reduced import tax of 5% on the hammer price should it remain in the EU.

£120,000 - 150,000
€170,000 - 220,000



325 N

1963 ALFA ROMEO GIULIA SPRINT SPECIALE COUPÉ COACHWORK BY CARROZZERIA BERTONE

Registration no. Not UK registered

Chassis no. AR 101.21.380576

Engine no. AR 00121.0569

- *The ultimate Giulia model*
- *One of only 1,399 made*
- *Sold new in Italy*
- *Single family ownership for circa 46 years*



'One of Satta's very remarkable achievements was the creation of a race of modern, mass-produced motor cars which, depending on the model, retain or improve upon the competition-bred thoroughbred qualities of Alfa Romeos of the artisan past.' - Griffith Borgeson, *'Alfa Immagini e Percorsi'*, 1985.

By the time of the Giulia's introduction in 1962, Alfa Romeo's highly successful 'small car, big performance' formula, begun by the Giulietta in 1954, was well established. The Giulia is one of Alfa Romeo's many imaginative and successful designs produced under the aegis of Dr Orazio Satta Puglia, the company's esteemed Central Director. It was Satta who brought high-volume production to Alfa Romeo with the Giulietta, thereby ensuring the company's future.

The Giulietta range's ultimate incarnation - the Sprint Speciale - had arrived in 1957. Built on a slightly shorter wheelbase than the standard Sprint coupé, which was likewise the work of *Carrozzeria Bertone*, the mouth-wateringly curvaceous SS came with 100bhp and a five-speed gearbox, while the wind tunnel-developed shape made for an impressive top speed of 125mph. Outwardly almost indistinguishable from the outgoing Giulietta, the Giulia version launched at the Geneva Salon in 1963 boasted front disc brakes and a more powerful (112bhp) and much less fussy 1,570cc version of Alfa's classic twin-cam four. Other notable improvements over the Giulietta version included a redesigned dashboard with additional instrumentation.

Only 1,399 of the Bertone-bodied Giulia Sprint Speciales were built between 1963 and 1965, and today this rare model is highly prized by Alfa Romeo connoisseurs.

According to the records held by the Alfa Romeo Archivio Storico, this beautiful Giulia Sprint Speciale left the factory on 23rd November 1963 and was sold on 10th December of that year to its first owner in Piacenza, Northern Italy. Around five years later the car changed hands and was issued with a new Milan number plate. It remained within the same family ownership until some four months ago when it changed hands, passing from the grandson of the second owner to the current vendor.

As the Giulia has always been looked after, it has only required a re-spray and an engine overhaul, which were undertaken approximately four years ago. Since then the car has covered only some 3,000 kilometres. It is described by the vendor as in generally excellent condition and has recently participated at the Tuscany Classics event, where it covered 1,500 kilometres without missing a beat.

A beautiful limited edition Alfa Romeo in the stunning colour combination of dark blue with grey/blue cloth interior, this rare Bertone-styled jewel is offered with Italian registration documents and a (very rare) original instruction manual.

£100,000 - 125,000
€140,000 - 180,000



1963 HUMBER SUPER SNIPE ESTATE CAR

Registration no. 6101 PF
 Chassis no. B8203721BWHUO
 Engine no. B8203721BWHUO

- Rare survivor of Rootes' top-of-the-range model
- Known ownership history
- Used as a course car for historic racing
- Good service history



Already the majority shareholder in the combined Hillman/Humber concern, Rootes completed its takeover in 1931. Under Rootes' guidance, Hillman concentrated on models with mass-market appeal while Humber was pitched at a wealthier clientele. The Super Snipe first appeared in the late 1930s, finding a ready market within the ranks of Civil Service officialdom and the middle class professions, and continued in mildly face-lifted form post-WW2.

In 1958 the existing Super Snipe was superseded by a new unitary construction car, retrospectively known as the 'Series I'. The Series I's new bodyshell was shared with the contemporary four-cylinder Hawk, but the former's engine was an all-new 2.65-litre six-cylinder unit. Improvements to the Super Snipe appeared almost annually, a 3.0-litre engine and front-wheel disc brakes arriving in 1959 (Series II); a four-headlamp front end in 1960 (Series III) and a slightly more powerful engine in September 1962 (Series IV). Production of these large, luxurious Humbers finally ceased in 1967, the Super Snipe Series VA being the last of the line.

This Super Snipe Estate was first registered on 24th September 1963. The car was purchased from H Taylor & Co Ltd, prepared by R J Shanks & Co of Weybridge and delivered the following day to its first owner, Mrs M D Fentiman of Wentworth, Surrey. Some time later the Humber changed hands, passing to a Mr C R Benson of Merseyside. The car was owned by Mr Benson until April 2000 when it was acquired by David Morgan Training Services of Pinner, Middlesex, passing swiftly to Mrs Jacqueline Suckling of Mayfield on 25th May 2000. While in the Sucklings' ownership the Humber was used as a course car at historic racing events and was a regular sight in the paddock at the Goodwood Revival meeting.

The current owner acquired '6101 PF' on 7th May 2010. There is a substantial quantity of service history (some dating back to the 1960s) and expired MoT certificates on file, indicating regular maintenance rather than any more extensive restoration. The recorded mileage total when the last MoT was issued in June 2015 was 72,022. An ideal support vehicle for historic racing, this rare Super Snipe Estate is offered with owner's handbook, service book, press kit, marketing material, the aforementioned service history and a V5C registration document.

£15,000 - 18,000
€21,000 - 25,000

327

1949 HEALEY ELLIOTT SPORTS SALOON

Coachwork by Samuel Elliott & Sons

Registration no. GFY 465

Chassis no. B1797

Engine no. B1663N797

- *Rare coachbuilt sports saloon*
- *One of only 101 produced*
- *Restored in 1999*
- *Recently serviced*



The Donald Healey Motor Company completed its first car in 1945, going into full-time production in a disused RAF hangar in Warwick the following year. Given Donald Healey's background, it was inevitable that his firm's first products would be cast in the sporting mould. An ex-RFC fighter pilot and many times Monte Carlo Rally competitor during the 1930s, Healey had won the '31 event for Invicta and later that year joined the Triumph Motor Company, where he went on to develop the Dolomite Eight and Southern Cross sports cars.

Healey's first offerings as an independent producer were the Elliott sports saloon and Westland roadster, each taking its name from the coachbuilder responsible for the body. Both models were 2.4-litre Riley-powered and constructed on a welded-up X-braced chassis featuring Healey's own trailing arm independent front suspension. For a time the Elliott was the world's fastest closed four-seater production car, clocking 110mph at Jabbeke, Belgium in 1947. In 1950 the Elliott and Westland were superseded by the Tickford saloon and Abbott drophead coupé, by which time only 101 Elliott saloons and 64 Westland roadsters had been built.

A coachbuilt car that could show many of its contemporaries a clean pair of heels, this Elliott-bodied Healey sports saloon was restored in 1999, including an engine rebuild, and remains in generally very good condition. The car was sold to Dr Clive Randall in 2002 and then in November 2005 was acquired by the current vendor. In March 2008 the Healey was selected to participate in the Parliamentary Car Club's rally in honour of HM The Queen's 60th wedding anniversary, and later that year took part in a Goodwood track day. Part of a private collection, 'GFY 465' benefits from servicing by marque specialist Warren Kennedy, undertaken in July 2015, which included fitting a new brake master cylinder and other items, and comes with the bill for £1,774.

Sold only due to lack of use, the car is offered with sundry restoration invoices, old-style logbook, current MoT certificate and a V5C registration document. This is a rare opportunity to acquire one of these handsome sporting saloons that aroused such interest in their day for their unique combination of performance and precise roadholding.

£30,000 - 35,000

€43,000 - 50,000

328 N

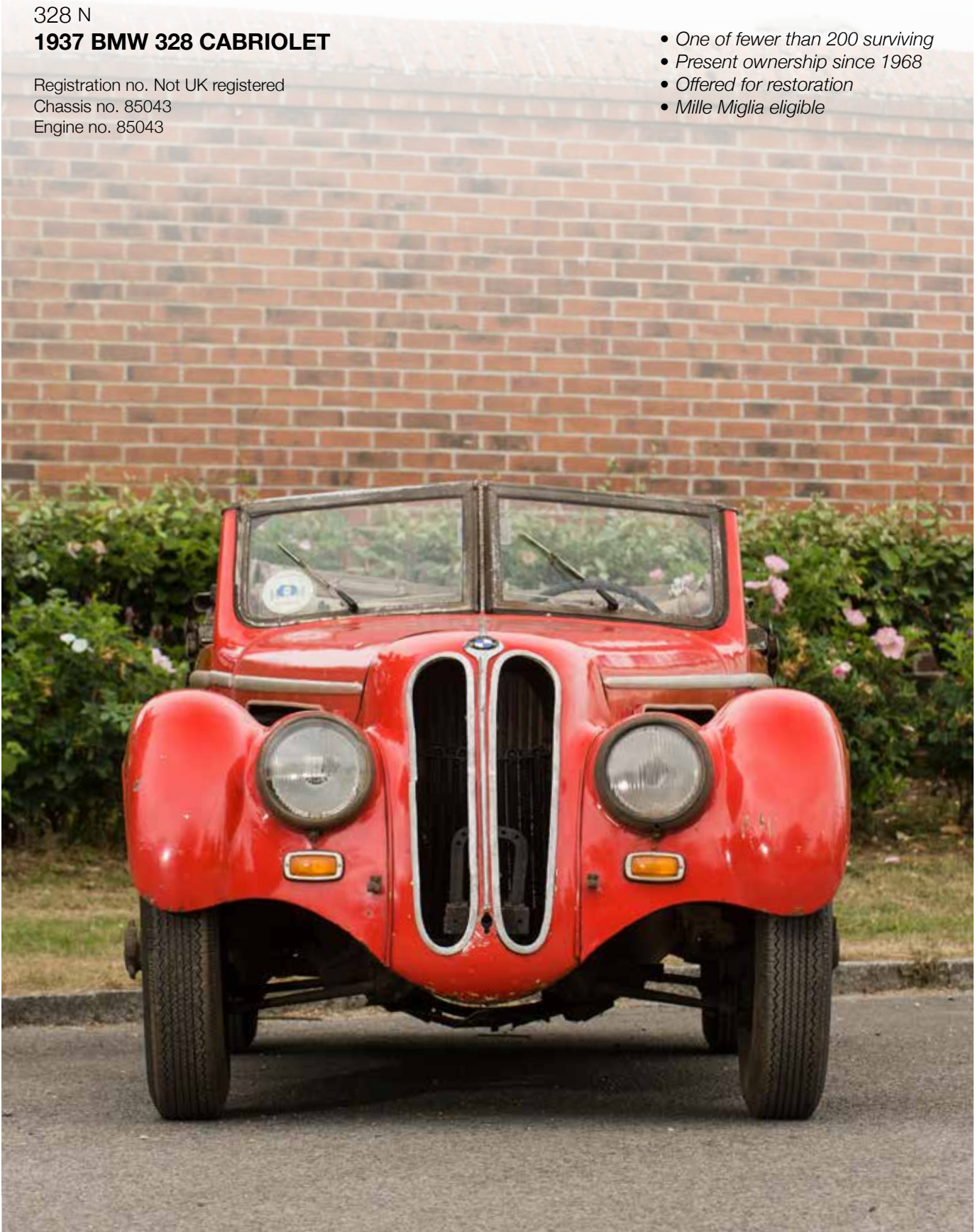
1937 BMW 328 CABRIOLET

Registration no. Not UK registered

Chassis no. 85043

Engine no. 85043

- *One of fewer than 200 surviving*
- *Present ownership since 1968*
- *Offered for restoration*
- *Mille Miglia eligible*





BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on 14th June 1936, when Ernst Henne beat a field that included 1½-litre monoposto racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary '328'. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf IFS and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness in equal measure - virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.



The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim.

The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminium coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible hood, and were well equipped and very comfortable in the manner of the best Grands Routiers. On the racetrack the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.

The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Between 1936 and 1939 only 426 BMW 328s were made, of which fewer than 200 are estimated to exist today.

Chassis number '85043' was despatched new to BMW dealer Fendler & Luedemann in Hamburg on 22nd May 1937. It is believed that the body is by Verieinigte Werkstatten of Munich, though this has not been confirmed and no records exist of its pre-war history. The car's post-war history is recorded in accompanying Czech registration documents, the earliest known owner being M Synek of Brno, who registered the car on 28th February 1949 with the number 'OZ-90-13'.

The present owner purchased the BMW on 23rd July 1968 from Jan Vyska of Prague, and subsequently drove it to the UK to escape the repression imposed by the occupying Soviet forces, which had invaded on the night of 21/22 August. En route, the cylinder head gasket failed in Southern Bohemia and the owner returned hastily to Prague to purchase a new one using a borrowed motor scooter. UK import duty of £18 17s 2d was paid on 11th August 1969 (documents on file) but the BMW was not subsequently registered in this country.



Prescott, September 1970 © BMW Classic

Born in 1940, the owner trained as a motor vehicle mechanic at Prague Transport College and worked for the Prague Science Museum, entering museum cars in various events. With two others he purchased a 1913 Bugatti, which was entered in various events including the 1966 Targa Floria. The Bugatti was transported from Prague to Palermo dismantled, the parts being carried in and on top of two borrowed FIAT 600s! After the move to England he raced at Prescott and worked for Skoda and Alfa Romeo as Zone Manager, and subsequently for Hexagon Motors of Highgate.

'85043' appears to be unmodified apart from a racing filler cap and additional wheel studs added to the splined shafts to conform with Czech legislation. In 1969 the BMW was laid up due to low oil pressure. The engine was dismantled and parts purchased from Bristol Motors to convert it to shell bearings, together with a new oil pump, etc. However, the car has not been re-assembled and thus is offered for restoration. Generally regarded as one of the very few pre-war models that drives like a post-war car, the BMW 328 is eligible for all the most important historic events including the Mille Miglia, Nürburgring Oldtimer GP and Le Mans Historic.

£220,000 - 270,000
€300,000 - 380,000



329

**1993 FERRARI F40 BERLINETTA
COACHWORK BY PININFARINA**

Registration no. K63 JRP

Chassis no. ZFFGJ34B00093779

Engine no. 31221

- *European specification*
- *Perspex windows, no catalysts, non-adjustable suspension*
- *12,835 kilometres (approximately 7,975 miles) from new*
- *UK registered since 2004*
- *Ferrari Classiche certified*





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

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the F40 was the ultimate supercar. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288GTO, and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-litre V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre. Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil.

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



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

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

This particular F40 was first registered on 11th February 1993 to Giuseppe Carlo Castellano of Orlando, Florida, USA. However, it should be noted that this car was built to European specification and has never left Europe. '93779' has the Perspex sliding windows option, no catalytic converters and non-adjustable suspension, and has been fitted with a Tubi sports exhaust (original available). The accompanying service history testifies to regular maintenance by recognised European specialists.

In 2004 the F40 came to the UK and was registered here. Its first UK owner subsequently sold the Ferrari to Nick Cartwright Specialist Cars in May 2012 and the car remained in storage until its sale to the current vendor. Nick Cartwright replaced the cam belts in 2013 and the fuel cells in 2014 (bill on file). Presented in immaculate condition, this little used F40 is offered with a V5C document and the all-important Ferrari Classiche certification.

£720,000 - 780,000
€1,000,000 - 1,100,000



330 *

The ex-Lance Reventlow/Chuck Daigh

1959 SCARAB FORMULA 1 SINGLE-SEATER

Chassis no. 001



In recent years front-engined Formula 1 car competition at Historic and Vintage level has seen the full flowering of a fabulous and brave American motor racing project that has been recalled with great pride and nostalgic pleasure by generations of road-racing enthusiasts.

Where front-running success in such Historic races had for long years been the preserve of Italian Maserati 250Fs, then Ferrari Dino 246s and the British BRM Type 25s, the almost all-American Scarab-Offenhausers have in recent years re-written the form book on both sides of the Atlantic, driven most notably – and successfully – by respected marque exponents Don Orosco and Julian Bronson.

Here we at Bonhams are delighted to be able offer not just one of Mr Orosco's Grand Prix racing Scarabs, but two – the example comprising this Lot being the surviving and wonderfully well-restored original team car chassis '001', and the second – see Lot 331 - a painstaking largely original-parts re-assembly of chassis '002' which was severely damaged at Silverstone in 1961.

- *Wonderfully well restored original Reventlow Automobiles Incorporated example*
- *Ex-Briggs Cunningham/Cunningham Museum car*
- *220 Cubic-inch Meyer-Drake Offenhauser engine*
- *Pure-bred iconic American Grand Prix car*
- *Globally proven Historic race-winning capacity*

1
America's great hope for Formula 1, 1960 - Lance Reventlow in the Monaco pits. Courtesy of The Revs Institute for Automotive Research, Inc

2
Practice for the 1960 Monaco GP - Reventlow in Ste Devote corner. Courtesy of The Revs Institute for Automotive Research, Inc

3
The Scarab's striking lines at Beau Rivage, Monte Carlo, 1960. Courtesy of The Revs Institute for Automotive Research, Inc





Mr Orosco's near life-long love affair with Scarab began in 1958 when he just 14 years old and his Aunt Agnes ("from Belfast") took him on a day trip to San Francisco, during which they took in a movie at the city's Orpheum Theatre. While waiting for the second feature during an intermission a movie short was run entitled *'The Sound of Speed'*, made by sometime racing driver Bruce Kessler for Scarab constructor Lance Reventlow, and majoring upon these glorious-looking, thunderously noisy and supremely successful American machines testing at Riverside Raceway, California. Open-mouthed Orosco was "absolutely mesmerized ...instantly hooked – just sooo cool! And that's what jump-started his lifelong passion for Historic racing and restoration..."

Sixteen years later he was able to find his way into race driving, facilitated by with the sale of the first shopping centre he had developed, in LeMoore, California. He had a Porsche Carrera Speedster, and "learned to drive it with \$750 for a five-day course at the Bob Bondurant race driving school at Sears Point". Thereafter, there was no way he was ever going to become 'unhooked'. He progressed through Porsche RS60 and RS61 sports-racing cars to a Maserati 'Birdcage', an Alfa Romeo 8C-2300, Porsche 904 and 910, Jim Clark's 'Gold Bug' Lotus 26R, Lotus 23 and 16, and a Lotus 19 which he bought from Stan Mullen – who was the Reventlow family's attorney, so making a very useful contact. The list ultimately extends to embrace some 150 different types.

He never forgot the impact of *'The Sound of Speed'* and coveted the surviving Reventlow family Scarab sports-racing car that was displayed in the Briggs Cunningham Museum. Having made contact with Stan Mullen, the attorney representing Barbara Hutton, mother of the late Scarab constructor Lance Reventlow, he then learned that Briggs Cunningham did not own the Scarab. It was instead on ten-year loan from Reventlow's widow, former *'Micky Mouse Club'* actress Cheryl Holdridge. And after long months of negotiation through Stan Mullen and crossed-finger worry she agreed to sell him the car, the proceeds to provide her "with a new Spring wardrobe". The street equipment that Lance Reventlow had had fitted to the car had to be removed as it was restored to 1957-58 racing form and campaigned with tremendous Vintage-level success for many years, eventually being sold to a fellow enthusiast in 1997.

Meanwhile half-brother Richard Reventlow decided to commemorate his brother Lance by restoring the single-seater Scarab now offered here – chassis '001' – which was also on display in the Cunningham Museum, but in this case owned by Briggs himself. The veteran all-American sports car constructor and racing great suggested that Richard Reventlow should buy the car outright – for a reputed \$7,500, which was accepted. Mr Orosco was left kicking himself - "I had always been just too embarrassed to ask!".

4

A different age of racing then - Lotus driver Stirling Moss was invited to try the brand-new Scarab during practice, 1960 Monaco GP. © edwardquinn.com



4



Richard Reventlow commissioned original fabricator Dick Troutman to rebuild the car around 1985-86. The desmodromic-valved engine that was installed was pulled out and entrusted to Jim Jones at Traco in Culver City for rebuild. Meanwhile Don Orosco had debuted his Scarab sports car in Vintage racing to rave reviews, and a chance meeting with Richard Reventlow prompted a suggestion that "it would be nice to re-unite the two works cars". In 1986 Mr Reventlow changed his plans – and he sold the single-seater to Mr Orosco for \$68,500.

It was then that ongoing complications with the desmodromic-valved 2½-litre engine were assessed, and it was decided instead to adopt the InterContinental Formula alternative using one of the very rare 3-litre lay-down Offenhauser engines as used at Goodwood and Silverstone in 1961. Ex-RAI – and later Shelby and Ford GT programme – technician Phil Remington had become a firm friend and through him Don Orosco was introduced to engine specialist Vince Conze who had been Bobby Unser's mechanic for a period and who ran a machine shop in East Los Angeles. Only 55 220 cubic-inch 4-cylinder Meyer-Drake Offenhauser engines had been produced for the Sprint-car racing fraternity's frenetic five-nights a week programme, and they had been effectively raced into the ground through the 1950s until Chevy V8s took over. Of those 55 engines it merged that while working with Bobby Unser, Vince Conze had amassed no fewer than 16 of these units, plus a huge stock of related spares.

After a very tentative introduction, in which it became evident that this track-racing veteran regarded Orosco, the amateur Vintage road-racer, with considerable suspicion, the ice thawed and Mr Conze made available one complete engine – the best he had – for \$12,500, a second for \$10,000 – his reasoning being that I would have taken all the best parts in the first engine – a great day. Vince Conze had added "...and you can take the best parts from both", evidently motivated by "the idea of the iconic Scarab" while as Mr Orosco observes, "...maybe my being an Irish-Mexican helped".

Mr Conze then softened further, and allowed Mr Orosco to trawl through his entire Offy 220 stock, take all the likely bits he wanted, keep two engines and just return anything he didn't need. The main bearings in these magnificent power units are housed in cast-bronze web components, and the buyer found himself permitted to take his choice from no fewer than 36 such items – each one described with fling as being formed in "unobtainium".

This unique stock was completely cherry-picked to provide the parts from which two Scarab-style lay-down Offy engines were finally assembled and prepared for 001's return to racing.



An assemblage of assorted Desmodromic engine components are available with this Lot, and the sister single-seater. A mahogany buck is also available for the whole engine as part of the pattern process – there is also a complete set of Leo Goossen drawings for the entire engine and every component part of it.

In Don Orosco's hands Scarab-Offenhauser '001' now offered here has achieved tremendous Vintage and Historic racing success over many years. It has been the absolute star of the Monterey Historics events at Laguna Seca and has shone as an always welcome entry in numerous editions of the Goodwood Revival Meeting in England each September.

Both Don Orosco and his son Patrick have campaigned the car and its potential is demonstrated by it having pulled well over 150mph in top gear along the dog-leg Lavant 'Straight' at Goodwood. It is self-evident that in the hands of a capable driver this is an Historic race-eligible front-engined Grand Prix car absolutely capable of taking a starring role, and winning, on any circuit anywhere worldwide. Most notably, here in the Goodwood Revival Meeting this car achieved a podium finish in 2003, while last year after a starter motor problem in practice Don Orosco catapulted from 19th place on the starting grid to 5th place at the chequered flag, while son Patrick in the sister car not only soared from 10th to finish 4th overall here, but also set fastest race lap – proving these Scarabs' sheer pace potential – and overwhelming all BRM Type 25, Ferrari Dino 246 and Maserati 250F opposition.

So here we are delighted to be able to offer not only an undeniably genuine, pure-bred iconic American Grand Prix car – the first to come to Europe as a full factory entry since the French GP-winning Jimmy Murphy-type Duesenbergs of 1921 – but also, as it has been perfectly accurately described, "...an absolute rocket-ship of a race car".

It is exquisitely well-presented, it is offered in recently-raced, uncompromised ready-to-run order – and it is available right here to provide a new owner with both the connoisseurial satisfaction of iconic ownership, utterly unimpeachable only two-owners-from-new provenance, and globally proven race-winning capability. We recommend Scarab-Offenhauser chassis 001 to the worldwide market as being worthy of the closest consideration.

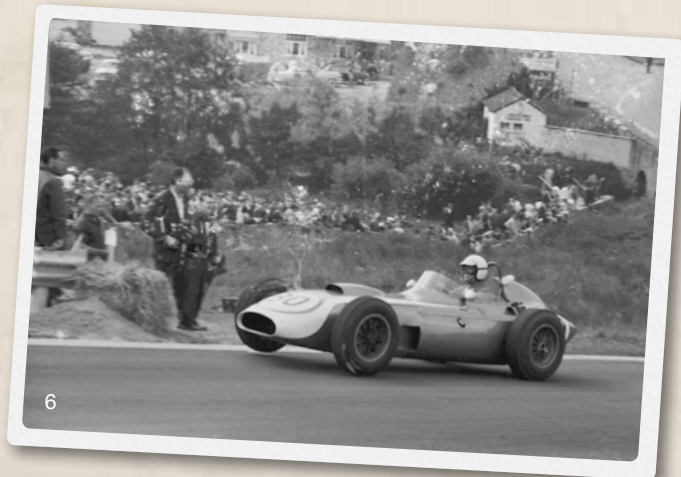
Please note this Lot is subject to 5% import tax if remaining in the EU.
£700,000 - 950,000
€990,000 - 1,300,000



5



7



6



8

5 In the 1960 Belgian GP paddock at Spa-Francorchamps. Courtesy of The Revs Institute for Automotive Research, Inc

7 Chuck Daigh pressing on round the Raidillon curve, 1960 Belgian GP. Courtesy of The Revs Institute for Automotive Research, Inc

6 Chuck Daigh in the Scarab at Goodwood Easter Monday 1961. © GP Library

8 Chuck Daigh giving rival driver Jo Bonnier a lift at Spa, 1960 Belgian GP meeting. Courtesy of The Revs Institute for Automotive Research, Inc

331 Ω

The Don Orosco/Patrick Orosco

**1959-TYPE SCARAB FORMULA 1
SINGLE-SEATER**

Chassis no. 002

- *Dick Troutman built*
- *Vintage and Historic race winner*
- *Rigid, lightweight spaceframe chassis combined with a fuel injected engine*
- *Embodies the romance of the Reventlow Scarab story*
- *On the button, ready to race and win*





A fuller story of the Scarab Formula 1 Grand Prix car project is related in these pages with the chassis 001 description, but here we offer what amounts to being the second 1960-61 Reventlow Automobiles Incorporated (RAI) Scarab-Offenhauser team car as part reconstructed, part-restored by and for proud American owner/driver Don Orosco and his dedicated Vintage racing team between 1986 when the chassis was duplicated by Don Masterman of Master Fabrications in Fresno, CA during restoration of '001'. The car's body panels were also hand-crafted by Masterman and by 'Tin Jim' Allen working from car 001's original panels while painstakingly incorporating all the subtle detail differences between the two cars as recorded by contemporary photography.

The project to build this car stemmed from a chance meeting between Mr Orosco and a gentleman who explained to him that Dick Troutman – the original RAI Scarab chassis fabricator in period – was at that moment making a copy for him of the long-time owner's – i.e. Mr Orosco's – own original car...

To him, this came as complete – and very unwelcome - news because his genuine car was indeed at that moment in Dick Troutman's workshop in Costa Mesa, CA, and nothing had been said to him about any project to replicate it there. A conversation ensued between Mr Orosco and Mr Troutman in which the veteran and much respected fabricator declared "Yeah, I did 'em all originally, so what's your point?".

This did not sit particularly well with the original car's owner who did not want it copied without his having been consulted. Consequently, just four days after that tense conversation the original car and all parts associated with it were "pulled out of there" and returned to Mr Orosco's home-base workshop where his specialist mechanics conducted normal preparation work and from which he had long raced his Scarab cars so widely – and so successfully.

Subsequently, a project began to duplicate the original car's chassis frame, building the new structure with peerless accuracy to measurements taken from surviving chassis '001' since there are no surviving original chassis drawings.

A splendid surviving set of contemporary technical photographs by Lester Nehamkin also verified much detail and recorded contemporary RAI team practise in construction and assembly. Reference to these photographs permitted every nuance of the original to be re-made. Merely reproducing the car's extremely complex original rear hub carriers was a major fabrication job, as each one comprises some 80 individual components – and that was just one aspect of a singularly demanding project. Not having such originals to duplicate would have rendered duplication impossible.

Work proceeded on a low priority over a twelve-year period, all work being carried out to absolutely precise dimensions and completion drawing heavily upon the immense collection of genuine contemporary spare parts accumulated by Mr Orosco with and for '001'.



Included within that set of parts was the only other known Hilborn fuel-injection set made for the Scarab installation with its overlapping ram-intake stacks, the correct Vertex ignition magneto, the Lehman-drive water pump and more. Only the 220 CID-derived Offenhauser engine will fit perfectly between the Scarab chassis frame rails in the correct lay-down configuration and – spurred on by the unfortunate incident of the approximate look-alike rival creation – Don Orosco determined that his project to recreate the written-off Silverstone '61 second team car should be completed with 100 per cent accuracy.

Discussion with surviving RAI team members, including Chuck Daigh himself – the injured driver at Silverstone – indicated that the original remains of 002 had been returned to California in a steamer trunk. Some of those mechanical components had since been absorbed into 001, while others had joined the associated stock of spares associated with it.

Completion of this second single-seat Scarab commenced in earnest around 1997-98, and it was completed relatively quickly. Its body panels were accurately fashioned after the style of those clothing the original – and long-lost – '002' car in period.

Through 1960-61 the two works Scarab Formula 1/InterContinental Formula cars had been very much individuals. Now Mr Orosco's second car emerged matching that 1960-61 car's original aesthetic form, with its unique louvre and intake configuration as distinct from those of '001'. Having developed quite a taste for such work, a 100 per cent faithful left-hand drive Scarab-Chevrolet sports-racing reproduction was also assembled. Mr Orosco recalls: "More people than ever before were watching closely what we were doing with these Scarabs and so the second car in each case had to be absolutely right. This extends to the original white-covered aviation wiring originally sourced by Reventlow's guys from Northrop Aviation, and the famous Von Dutch lettering and pin-striping on the finished paintwork. With the other cars either retired from racing or appearing very, very seldom, my purpose was simply to avoid a situation in which fans would not be able to see a Scarab in action out on track at all... The legend deserves better."

Certainly the Scarab Formula 1 car offered here together with its older sister – represents the ultimate refinement of the traditional front-engined Grand Prix car configuration; rigid yet lightweight spaceframe chassis, high-power fuel-injected engine, disc brakes, etc. It also embodies all the romance of the Reventlow Scarab story – 'Team America' – us against the world – the super-sophisticated admittedly over-ambitious ambitions of youth. In microcosm here we have a vehicle embodying the emergent Californian spirit of the 'Sixties in Formula 1 form...



Both Don Orosco and his son Patrick have raced both the single-seater cars now offered here, the 1960-season surviving car presented previously in the sale and the re-assembled machine we now featured right here as this Lot.

Any would-be owner/driver who has witnessed the sheer thunderous presence and pace of these rakish and spectacular front-engined Grand Prix cars will be fully aware that here, in capable hands is potentially a regular Vintage and Historic race winner.

Scarab-Offenhauser chassis '002' offered here is immaculately presented. It is "on the button", ready to go – and we commend it to the market as being entirely worthy of the most earnest consideration. For the right entrant and driver, further pole positions, fastest laps, and Vintage and Historic race wins most definitely beckon...

Please note this lot is subject to import tax if remaining in the EU.
£400,000 - 525,000
€560,000 - 740,000



332 Ω N

1958-TYPE SCARAB-CHEVROLET MARK I SPORTS-RACING TWO SEATER

Chassis no. RAI 003

- *The most exquisite sports-racing car of the 1950s*
- *Constructed around surviving and re-made absolutely as original components*
- *339.3 CID - Jim Jones (former Traco Engineering) Chevrolet power...*
- *Clocked here at Goodwood at 172mph*
- *Uniquely runnable, raceable, entirely practicable 'Team America' legend*



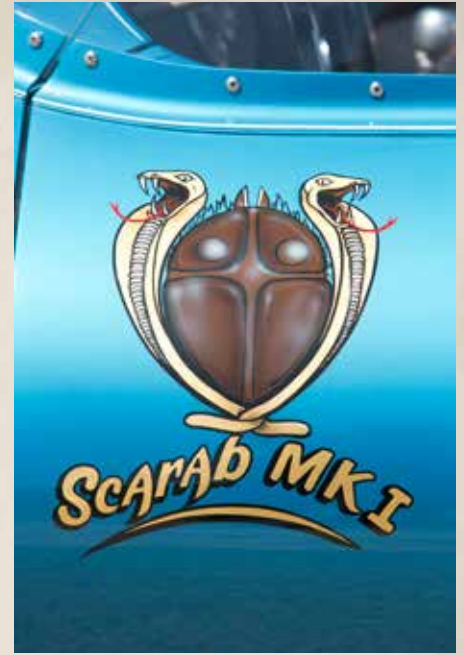
Lance Reventlow is recalled nostalgically by many enthusiasts today as one of the iconic characters of American road racing history. Others accept an alternative view of him as having been merely a car-mad Californian spoiled brat with deep pockets. On the one hand his Scarab cars were a pioneering marque that cleared the way for the Shelby Cobras and Jim Hall Chaparrals that were to follow – on the other the Scarab sports-racing cars are regarded as simply the ultimate and best-financed of the US racing specials. Either way, the truth is that Scarab wins...

Lance Reventlow himself – the Woolworth heir with the movie-star good looks and the burgeoning sporting ambitions to match – seemed somewhat ambivalent about his entire Reventlow Automobiles Incorporated adventure. Sometimes he would declare that he chose the name Scarab for his cars because it was the ancient Egyptian symbol of immortality. Other times he would claim that choosing Scarab as his brand-name had instead been just an inside joke; naming his car after a lowly dung beetle was his way of thumbing his nose at the contemporary convention of naming cars with what he described as "super-totemic" names – usually the more macho the better. That was not the young American's free-wheeling way.

But, as Scarab historian Preston Lerner has recalled: "Even after Reventlow quit, his wonderful, stirring, fearsome Scarabs lived on. And on. Owned by others they scored victories in the hands of A.J. Foyt, Walt Hansgen, Carroll Shelby, Augie Pabst, Jim Jeffords, Harry Heuer, Don Devine, Bill Wuesthoff, John Kilborn and Jack Saunders. Today, incredibly, all of the cars still survive, many of them restored by men who helped build them in the first place..." (from 'Scarab – Race Log of the All-American Specials 1957-1965' by Preston Lerner, Motorbooks International, 1991).

In the Historic racing world American owner/driver/restorer/collector Don Orosco has done more than most to perpetuate the enduring Scarab legend, racing his charismatic original ex-works Formula 1 single-seater and preceding sports-racing Scarab-Chevrolet Mark I throughout the International motor racing world.

Here we are now delighted to offer Mr Orosco's second sports-racing Scarab-Chevrolet – a Mark I-based left-hand-drive car painstakingly constructed around surviving and re-made absolutely as-original components. This project was intended to ensure that as more of the original cars have retreated into un-raced collection storage, enthusiastic race-going crowds can still be thrilled and entertained by the sight and sound of what first rocked all enthusiastic American road-racing fans back upon their heels in the late 1950s...



It was upon Lance Reventlow's personal insistence that the first of his Scarab sports-racing cars was powered by a small-block Chevrolet V8. The Ed Cole-designed Turbo-Fire V8 introduced in 1955 was Chevrolet's first new 8-cylinder engine in 36 years, and as one of the most tunable power units on the open market it has proved to be one of the most enduring designs in automotive history.

Lance Reventlow's original plan had been to mount such an engine in a chassis suitable for International road racing up to FIA World Championship level. But just as his new Reventlow Automobiles Incorporated Scarab project was gaining pace, in September 1957, the FIA dropped its capacity-ceiling bombshell, declaring that the 1958 World Championship would be restricted to only 3-litre engines, no larger. At 283 cubic inches displacement – 4.6-litres – the Chevrolet V8 was too big to be downsized successfully.

Reventlow simply decided that his new racing venture would instead confine itself to domination at home in American road racing. Initially, future team driver Chuck Daigh would be Reventlow Automobiles Inc's one-man engine department. He worked in a corner of Warren Olson's workshop, boring-out the basic 283CID block to 301.6CID, then 327 and ultimately 339.3CID which, as Preston Lerner observed: "...was more than enough".

Jim Travers and Frank Coons of Traco Engineering were the first specialists in America to optimize tuning of the small-block Chevrolet, and they rapidly formed a partnership with RAI. Jim Nairne did all the machining on the cars and engines – and the machine shop, Traco and RAI were all in neighbouring workshops.

The team wisely opted for maximum torque rather than outright media-impressing horsepower, and when track-tested by Reventlow for *'Road & Track'* magazine in 1958 his new Scarab-Chevrolet Mark I clocked 4.2secs 0-60mph, 9.0secs 0-100mph, it gobbled-up the quarter-mile in 12.2secs, and with a 3.31:1 final-drive ratio Chuck Daigh predicted it would exceed 175mph down the back straight at Riverside Raceway. At Goodwood the car offered here was clocked on radar at 172mph, when its engine's valves floated after holding peak revs for probably 15 seconds. It is now fitted with a 577bhp engine built by veteran former Traco specialist Jim Jones to maintain peak rpm – for an hour..



Ken Miles was invited to contribute on spaceframe chassis and suspension design, but it seems moreso to have been designed during manufacture by a combination of Warren Olson, Chuck Daigh and fabricator Dick Troutman. The original chassis comprised a tubular spaceframe of 1.25-inch diameter chrome-molybdenum main-tubes triangulated by 1-inch diameter stock. The finished structure weighed around 125lbs. Some of the most sophisticated drum brakes ever produced reined-in the cars, massive radial-finned, custom-cast aluminium brakes with 11-inch diameter drums, 4-inch wide front shoes and 3.5-inch wide rears. The front brakes were mounted outboard, the rears inboard.

The first prototype Scarab-Chevrolet Mark I – with left-hand driving position – first ran on January 16, 1958, its aluminium bodywork was hand-finished by renowned craftsman Emil Deidt to a design by youthful LA Art Centre College design student Chuck Pelly. Paintwork was by Von Dutch "the Michelangelo of West Coast painting and striping (who) mixed a show-stopping shade of blue metal flake and set it off with bold white scallops and snakelike pinstripes..."

The Scarab-Chevrolet's public debut was then the stuff of legends – Bruce Kessler driving at Riverside to break the lap record on his first flying lap, then passing Dan Gurney's 4.9-litre Ferrari 375-Plus round the outside in a turn. Diminutive Richie Ginther was then invited to try the car, lapping 6 seconds inside the existing lap record.

Subsequently, in two May 1958 races at Danville, Virginia, Reventlow finished 3rd and 5th. In June at Riverside, Reventlow won an 8-lap preliminary race, and at Pomona two weeks later he won twice with the new car. The Nevada Grand Prix at Reno saw Chuck Daigh in the first right-hand-drive Mark II Scarab-Chevrolet beat his boss by passing him in the last corner of the race. In August, at Montgomery, Chuck Daigh won handsomely in the second team car built – at Thompson Raceway Reventlow won imperiously – and the major International 'Los Angeles Times' Grand Prix at Riverside in October was then won by Chuck Daigh, beating no less than future World Champion Phil Hill in a potent Ferrari. Reventlow then won at Laguna Seca in a team 1-2 domination – and so the Scarab legend took root. Here was a homegrown all-American project that was not just beating the imported foreign sports cars – it was humiliating them.

Three of these front-engined Scarab-Chevroleets were completed in period by RAI, the prototype LHD Mark I followed by two right-hand drive Mark IIs, chassis '002' and '003'. A copycat '004' was later produced by Frank Troutman for Lance Reventlow's half-brother, Richard. Hence the adoption of chassis number '005' for the contrastingly true-to-original younger-sister car now offered here.



And not only did the cars look sensational, they ran and sounded a million dollars too. Preston Lerner quotes long-serving race official Joe Moore who recalled of the Scarab-Chevrolet V8s: "When they started up, it sounded like the beginning of the third day at Gettysburg – not exactly a rumbling but like a heavy thunderstorm over the horizon. And when they went by at speed they gave you a sort of gut-wrenching feeling. I've seen a lot of racing, and I've seen a lot of great cars, but I've never seen a car that stirred me so deeply. The earth shook when they went past."

Consider all this background and understand how, after selling his original left-hand drive Scarab-Chevrolet Mark I in the late 1990s, American collector and enthusiast Don Orosco became concerned that modern generations of Scarab fans worldwide might be denied the chance of seeing such cars in full-blooded action.

It was in consideration of this thought – and while racing his Lotus-Climax Type 15 in the Mark I car's place – that Mr Orosco decided "...that we really ought to see how much of a replacement Scarab sports car we still had amongst our spares and parts before we might forget what connects with what".

His chief mechanic Brad Hand had all the relevant parts laid out on their workshop floor and when – virtually five years to the day after he had sold the unique original Mark I car – Mr Orosco walked in he asked "What are we missing to put this car together...?". In answer, Mr Hand simply held up one hand, thumb to forefinger. Zero. Nothing more was needed. Nothing at all. Mr Orosco had produced sufficient spare parts over his 15-year period of ownership to cover every eventuality, including total loss of the car as perhaps in some air-freighting disaster.

They had a complete car set there on the workshop floor, including engine, gearbox, suspensions, front and rear cast brake drums, the Masterman-built chrome-molybdenum frame made some years before as a stand-by for the original, and perfectly matching its every dimension and specification. Halibrand cast-alloy wheels, instruments, De Dion rear axle from the original car, magnesium rear hub carriers, the original-type Porsche 550 tail lights that RAI adopted, Dick Troutman's favoured Northrop Aviation white-insulated wiring, upper and lower A-arms (suspension wishbones), unique-pattern Scarab Halibrand quick ratio-change back axle/final-drive, unique Hilborn fuel injection, the unique Lehman drive for the engine that powered the car's magneto, water and fuel pumps, toggle switches, the steering, radiator, body panels – everything was there, begging assembly into one rumbustious race entity – a younger-sister Scarab-Chevrolet.



This sports car rebuild project was conducted in 2002 and the body panels which were adopted for it had been formed over a complete forming buck which specialist Jack Hagerman Sr had prevailed upon Mr Orosco to have made. He had flown out of London on the very next PanAm service after Flight 103 that was lost in the 1988 Lockerbie bombing disaster. Since Mr Orosco's Scarabs were being flown all over the world to race, Mr Hagerman feared that such an American icon could easily be lost without possibility of accurate replacement, and so he had fashioned the forming buck over the original Mark I body surfaces.

Jointly they set out to ensure that there should in future be little chance of perhaps the most iconic front-engined American sports-racing car of them all not being seen again in red-blooded racing action. That danger simply, as Don Orosco says "...stuck in my craw", and so here we offer this magnificent – and in the right hands still potentially Historic race-winning iteration of Lance Reventlow's 67-year old all-American dream.

It has already proved its frontline capabilities in the hands of both Don Orosco himself and his son Patrick. This is more than just a younger-sister Scarab-Chevrolet – this is the uniquely runnable, raceable, entirely practicable 'Team America' legend, designed in 1957-58 and built with abiding respect and adoration by Team Orosco at the outset of the 21st Century. And proud ownership and use of this great car could for you be just one bid away...

Please note this lot is subject to import tax if remaining in the EU.

£650,000 - 900,000
€910,000 - 1,300,000



333 * N

The ex-Maserati works team, Reventlow Automobiles Inc Scarab works team, Shelby American Cobra works team, Alan Mann Racing, David Piper Racing, Steve McQueen movie 'Le Mans', JCB Historic racing team

1956 FIAT-BARTOLETTI TIPO 642 DIESEL-ENGINED RACING CAR TRANSPORTER

Chassis no. to be advised

- *The greatest motor racing transporter, spanning the '50s '60s and '70s*
- *Works Shelby Cobra roadsters, Cobra Daytona Coupes, Ford GTs and many private Ferraris, among others, have been transported on this great vehicle*
- *Ready for show and display, or for active duty transporting the world's finest historic competition cars*
- *Thoroughly and meticulously restored to concours condition*
- *Absolutely unmissable once in a lifetime opportunity*



Today widely recognized as some of the most iconic and nostalgic of all motor race-related vehicles, former great factory-team racing car transporters are today held in great awe and respect.

In very few cases is that more true than of the stupendous background history and provenance of the fully-restored and truly imposing Fiat-Bartoletti now offered here. For this is not only (according to contemporary notes of the great motoring correspondent Denis Jenkinson) the Maserati factory team's great No. 1 transporter of its World Championship-winning 'Fangio 250F' season of 1957 – and which would also have taken Fangio's *Piccolo* 250F (chassis '2533') to the last race of his glittering career at Reims in 1958 – it was subsequently acquired by Lance Reventlow for his 'Team America' Scarab assault upon the European Grand Prix road racing establishment in 1960-61.

This Fiat-Bartoletti transporter's next all-American owners then made the most massive impact of the postwar period upon the European road racing establishment – as Carroll Shelby's Cobra operation used this enduring team transporter during its ultimately Ferrari-toppling FIA Grand Touring Car World Championship-winning assault of 1964-65...

This transporter's amazing pure-blood, thoroughbred, motor racing pedigree at World-class International level was then perpetuated as the leading British Ford GT-programme team of Alan Mann Racing, based in Byfleet, England, hauled its cars and associated men and *materiel* around the World Championship battle zones of Europe.



Ultimately this Fiat-Bartoletti 642 was taken-on by leading Ferrari privateer David Piper – and liveried in his bright tone of 'BP green' – to carry his Ferrari 275 LM and 'P-car' sports-prototypes through the later 1960s until, in 1969-70, it was acquired by Steve McQueen's Solar Productions team to feature prominently – under ever-changing team liveries – in what has now become perhaps the ultimate motor race enthusiast cult movie – '*Le Mans*'.

This great transporter – absolutely dripping with 1950s/60s motor racing history – was based, just like its Ferrari factory team sisters, upon a Fiat Tipo 642 RN2 'Alpine' bus chassis. It was powered originally by a 92-horsepower 6,650cc six-cylinder diesel in-line *Tipo* 364A engine, and was completed with custom-made bodywork and vehicle ramps and hoist by Bartoletti of Forlì, Italy. Overall dimensions were 9,085mm overall length, 2,492mm overall width, and 2,924mm overall height. Top speed in original Fiat-engined form was only 85km/h, sufficient for European rural and Alpine roads in period. The transporter could carry three race cars, a considerable stock of spares and tools, and at least seven crew members/mechanics.

Once it had completed its '*Le Mans*' filming duties, in Italian-red factory Ferrari look-alike livery, the transporter was acquired and run for a while by Anthony Bamford's renowned JCB Historic racing team in the UK, before passing in later years to Cobra enthusiast and noted 'Cobra-Ferrari Wars' historian and author Michael Shoen for his own marque collection.

However, the vehicle – unrestored and in severely dilapidated (though, as it subsequently proved, still runnable) condition – later became neglected victim of a complex family situation which saw it lying effectively abandoned in the open – fortunately in near-perfectly dry desert-air preservation conditions at Mesa, Arizona – for many years.

It eventually fell to Cobra and Scarab owner, collector and enthusiast Don Orosco – who, by coincidence had also once owned and restored Fangio's swansong 1958 French GP *Piccolo* 250F '2533' – to become curious about the fate of the once-famous old Maserati/Scarab/Cobra transporter. It had been such a distinctive feature of European World Championship race paddocks in the late '50s and early '60s its lure proved magnetic. He recalls how "I asked Carroll Shelby what had happened to it and he just laughed and said 'Everybody and his brother has tried to get that sumbitch, and they've all got absolutely nowhere. Don't waste your time tryin'...'".



1
Truly historic snapshot - all three original 1960 works team F1 Scarabs together on the transporter, including the unraced 003. © credit

2
This image has kindly been supplied by Bruce Dowell, better known today as the custodian of the Sunbeam Register. We quote Bruce as follows... *I see that you are offering a Fiat racing car transporter, a truck I did once know well. In 1964 I rode shotgun with Ermano Guogi when he and I brought the two Shelby Cobra Coupes up from Modena to Le Mans. Attached as pictured at the Italian-Swiss border.*



To the intensely competitive Mr Orosco that was like a red rag to a bull. Carroll Shelby eventually provided Michael Shoen's telephone number that led to contact with his brother Joe Shoen, President of the AMERCO group which owned the U-Haul truck rental company. A remark by Michael Shoen then led Mr Orosco to a strategy which might perhaps unlock brother Joe's deeply entrenched disinclination to sell the transporter to anyone within the Cobra world.

Approaches long went unanswered until out of the blue Mr Orosco received a telephone call from one Harry Duchene (spl?) – U-Haul Vice-President responsible for maintenance and manufacturing, in Scottsdale, Arizona - who simply asked "I hear you made a call about wanting one of our trailers?".

Don Orosco then explained that he had two Scarab Grand Prix cars and a Scarab sports car and was indeed interested in the former all-American team's 1960-61 period European-based transporter. Mr Duchene proved to be extremely friendly and cooperative and Mr Orosco flew down to meet him in Scottsdale, from where they drove to Mesa.

It was there, in an otherwise yawningly empty U-Haul used-equipment disposal yard, that Harry showed Don the dilapidated, faded, rusting Fiat-Bartoletti...just lying there in the baking sun, all alone – and evidently in desperate need of finding a friend. Full photographic coverage of this transporter in the Mesa yard as acquired can be viewed on the internet at: www.montereyspeedandsport.com/album/fiat-bartoletti-transporter

Its windshields had fallen out, its doors were hanging open – and it was plain that acquiring the vehicle would be merely the start of perhaps the most complicated and demanding restoration ever envisaged by a classic-car collector/racer. Eventually a sale was agreed, and Harry Duchene himself proved a wonderful ally, having the transporter checked through in his U-Haul workshop, its probably JCB-installed turbocharged Bedford engine found to be in runnable order, and the old, long-stored engine oil itself looking as fresh as if it had just been added.

Mr Orosco's pessimistic estimate of just how extensive – and expensive – restoration of this Fiat-Bartoletti would need to be, proved to be well wide of the mark. The process proved infinitely more costly and demanding than that.

He recalls: "For a start we had to make new windshields – I have a spare pair which is now included with this Lot – while extrusions had to be made to match the Bartoletti originals. For just 40 feet of the correct-section extrusion I had to have a thousand feet made. The dashboard instruments had to be replaced and I managed to make contact with an Italian bus restoration group on the internet, and found a guy who could supply as-original brand-new old-stock gauges. That was a major success. We had to go through the whole thing, and after its long years in Europe the rust had got into it and we ended-up with extensive new framing and body panelling. I have still got the original rusted-out Ferrari-liveried nose panelwork as a wall-hanger in my workshop."



A visit to the then long-replaced Bartoletti factory in Forli yielded news that "everything at all relevant had finally been scrapped in a clear-out just a few years before" – apart from a set of four rear-wheel grease caps which Mr Orosco was able to acquire from a sympathetic Bartoletti employee.

Mr Orosco and his restoration team had the Bartoletti-lettered pressed-steel stampings which featured in various locations around the vehicle painstaking re-sourced with new dies made, while 0.090-inch thick steel panelling was hand-crafted and fashioned to re-skin the vehicle overall. The finish quality achieved was so fine that the surface required absolutely no filling before it was resprayed in-house at Mr Orosco's workshop by Jesse Cruz in contemporary RAI team livery, as now offered here – the blue also corresponding closely to subsequent Shelby Cobra team colours.

All the complex vehicle ramp equipment was serviced, renovated and replaced where necessary. All the manual elevation lines were renewed, and the transporter cab – with a four-man bench seat in the rear, driver's bucket seat plus a two-seat passenger section up front, was remade and re-upholstered. The original fold-down metal and canvas bunk bed was also renewed, this vital feature permitting en route driver changes without losing any vital travel time between race weekends and venues across Europe.

The wooden decking was replaced in locking tongue-and-groove South African hardwood, each plank cut to differing widths as original, while storage area planking was renewed with vertical-grain fir.

Fabrication on the project was handled by master craftsmen Olle Eriksson, Brad Hand and Willy Stryker, with two hired-in fabricators "Brian and Mike". The restoration involved labouring five days per week for some eighteen frenetically busy months to complete the task in time for the 2008 Monterey Historics race meeting at Laguna Seca, and the associated Pebble Beach Concours.

Eventually this Fiat-Bartoletti was revived in all its original Reventlow Automobiles Inc team condition – apart from retention of the intensely practical and wise Bedford bus turbocharged diesel engine in place of the – in truth – rather feeble original 92-horsepower Fiat power unit. The replacement engine has since proved capable of powering this Fiat-Bartoletti at an effortless 65mph cruise "...all day long, and it just doesn't notice hills".



With the two Scarab single-seaters and Mr Orosco's magnificent Scarab sports-racing car all loaded on board, this Italian-born American motor racing icon was then driven into Laguna Seca's Monterey Historics' paddock to a tumultuous reception from the throng of patriotic enthusiasts. Its appearance that day was described by one observer as being "Like Moses parting the sea, with every onlooker clapping, waving, sharing high-fives with the truck crew". Mr Orosco: "We certainly got a fantastic reception, and it was one of those real lump-in-the-throat moments after such an immense project and such an intense period of really painstaking work. For the Californian fans in particular, this was the Scarab team of our youth revived and alive again at Laguna".

In a later eBay search Mr Orosco found someone selling a bed cover and curtains fashioned from fabric featuring three Scarab Grand Prix cars, one red, one yellow and one blue, amongst other period Formula 1 models. He then discovered that the vendor's mother had bought them in period from her local Woolworth's store. Scarab-founder Lance Reventlow's mother Barbara Hutton had been primary heiress to the Woolworth fortune – and it seems that she had had the design woven in-period into bedspreads for car-mad kids. Mr Orosco bought the fabric for \$100 as crew accommodation linings for the correctly blue-exterior cab curtains that now furnish this remarkable machine.

And there is a remarkable postscript to the story of this Fiat-Bartoletti transporter. During its frenetically-busy active life it has seen truly great cars – the works Maserati 250Fs, the works Scarabs, the works Shelby Cobra roadsters and Cobra Daytona Coupes, the quasi-works Ford GTs and so many private Ferraris - driven at World Championship-winning level by such toweringly iconic motor racing figures as Juan Manuel Fangio, Jean Behra, Harry Schell, Dan Gurney, Phil Hill, Ken Miles, Graham Hill and so very many more.

But in 1960 Denis Jenkinson – revered Continental Correspondent of the British magazine 'Motor Sport' – wrote of this transporter as follows:

"It was a Wednesday in Modena, we had recovered from the excitement of the race the previous weekend, and the build-up for the race the following weekend had not started. A leisurely lunch had been taken in the *Albergo Reale* and we were sitting around in the restaurant when one of the group said: 'Why don't we go to the opera this evening?' It seemed like a good idea and we soon mapped out a plan. It was a Verdi evening at the *Arena di Verona*, which the Mille Miglia competitors used to roar past flat-out on their way through the great city of Verona.

"It was a mere 70 miles from Modena, there were four of us, so our two Porsches were adequate but then Henry" – the RAI transporter driver left behind in Modena by his American team – "...said 'Gee, I'd like to join you'.

"His big transporter lived in a side street, it being his only means of getting about. Having decided he'd like to come to the opera with us, the rest was easy. We'd all go in the Maserati transporter...!

"But over dinner Henry mentioned that one or two 'other guys' would like to join us, and there was plenty of room in the transporter. Before we all clambered in, the count was about 11, the driver and two beside him, three in the living compartment on a sofa and three on the fold-down bed and two more squeezing in somewhere. There may have been a few more, but they were all motor racing people, so it was a happy and jolly bunch.



"From Modena to Verona was flat and across-country before the Autostrada was built and we made good time... Henry was heading for a car park outside the open-air arena. 'No!' screamed the attendant. 'Motor coaches are around the other side'. Henry explained it wasn't a motor coach, it was a private vehicle containing 11 people. If it had been a motor coach there would have been 63 people on board. The attendant was adamant...so we went to the coach park. 'No!' Another car park attendant : 'You don't have a commercial licence, you can't come in here'. Henry explained again it was really just a big private car with 11 people on board but the coach park attendant didn't want to know, so it was back to the Arena again.

"This time we waited until the attendant was a bit preoccupied and then drove straight in without stopping and kept going to the end of the car park. By the time the man caught up with us we had all scrambled out and formed quite a large crowd around Henry as he locked the cab door. At eleven to one the poor chap did not have much chance...."

The attendant then tried to charge them for the twenty Fiat 500 cars he claimed could park in the space taken by the transporter, but the group argued that there were only 11 of them so how could they have driven twenty Fiat 500s into his car park? Two girls with them could not drive at all, so that left only nine, and then one person in each car was uneconomical so they would surely have brought in even fewer 500s?

Two of the lads produced a steel tape to prove conclusively that the truck did not take the space of twenty cars, adding that it was specially made to carry only three. They finally bought only eight tickets and got to see the opera!

Jenks concluded his story with this: "Leaving the car park was no problem, once we had all packed in again, as no car driver was going to argue with the big Bartoletti transporter, and Henry drove us back to Modena with everyone singing or humming their favourite aria and with a full chorus at times. A couple of night caps in the bar of the *Reale* when we got back and everyone agreed that our Night at the Opera had been a huge success...".

Fostered – not least – by the magnificent motor vehicle now offered here. Ladies and gentlemen, we most earnestly commend this magnificent and wonderfully historic Fiat-Bartoletti transporter to the market.

Please note this Lot is subject to 5% import tax if remaining in the EU.

£575,000 - 750,000

€830,000 - 1,100,000



334

1961 PORSCHE 356B SUPER 90 CABRIOLET COACHWORK BY REUTTER

Registration no. 254 HYY

Chassis no. 155501

Engine no. P803125

- Rare right-hand drive Super 90 Cabriolet
- Imported from Malaya
- Matching numbers
- Restored in the 1990s

One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

Cabriolets had been manufactured right from the start of 356 production but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15" diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

The 356B represents significant advances in driveability and comfort over earlier 356 models and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, that offered here being the work of its close neighbour and collaborator, Reutter. This right-hand drive car was imported into the UK from Malaya (as it then was) in February 1963 and registered as '9 EXX', which was transferred in 1971. The accompanying continuation logbook (issued 1970) lists five owners over the succeeding couple of years, and the car also comes with a V5C document and current MoT certificate.

Restored circa 1993/1994 while with one of its previous owners, the 356 has appeared in at least two books on the marque: '*Porsche 911 The Complete Story*' by David Vivian and '*The Illustrated Motorcar Legends - Porsche*' by Roy Bacon (copies available). It was also pictured in *Tatler* a few years ago. The restorer is not known but there are a few receipts from marque specialists Autofarm in the history file. Since then, the 356 has been serviced only by Porsche and a local garage owner who rallies in Austin-Healeys.

The car comes complete with hard top, workshop manual, luggage rack and straps, and a spare set of wheels. A beautiful example of the rare right-hand drive Super 90 Cabriolet - believed to be one of only 21 made - is presented in generally excellent condition, ready to enjoy.
£80,000 - 120,000
€110,000 - 170,000







335 N

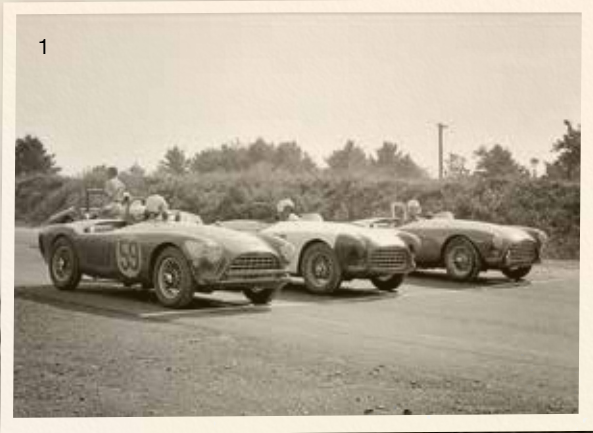
1957 AC ACE-BRISTOL ROADSTER

Chassis no. BEX 387

Engine no. 100D781 (see text)

- *Sold new in the USA*
- *One of only 466 Bristol-engined Aces*
- *Winner of the SCCA E Production championship in 1959*

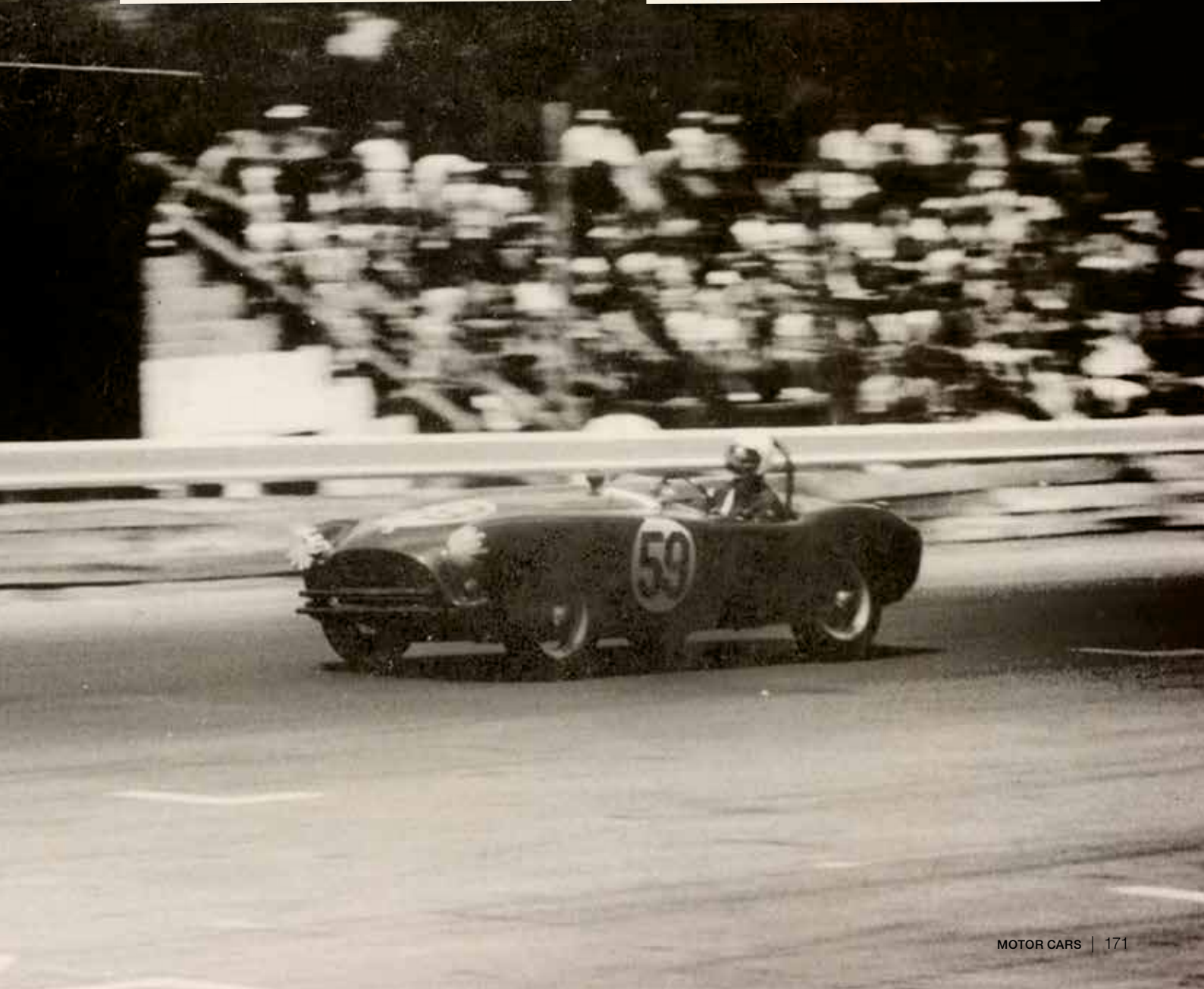
1
BEX 387 prepares for the start of the 1960 Sport Car race at the Virginia International Raceway, Danville, Virginia, USA.



2
Pierre Mion with BEX 387 and the many trophies won for the 1959 SCCA EP Championship Title.



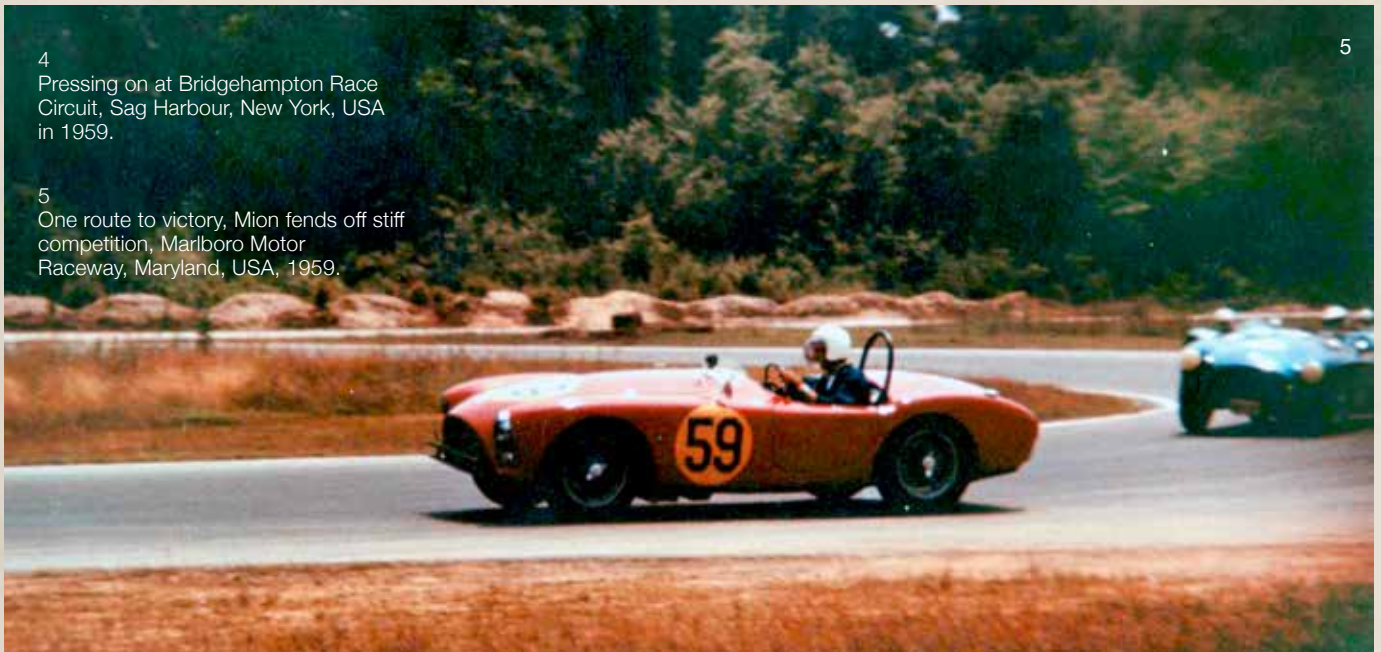
3 (main)
Mion wins the race at Marlboro Motor Raceway, Maryland, USA during the Championship winning year, 1959.





4

4
Pressing on at Bridgehampton Race Circuit, Sag Harbour, New York, USA in 1959.



5

5
One route to victory, Mion fends off stiff competition, Marlboro Motor Raceway, Maryland, USA, 1959.

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

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

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine, giving the car a level of power that was more in keeping with the capabilities of its excellent chassis. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod

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

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing. In the USA, the AC Bristol won the Sports Car Club of America's E Production Class Championship in 1957, 1958 and 1959, but arguably its finest achievement was a 1st-in-class and 7th overall finish at Le Mans in '59. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.



Only 466 were built with the Bristol power plant between 1956 and 1962, and unlike the Cobra, the Ace Bristol is eligible for the world's most prestigious events including Le Mans Classic, Italian and Californian Mille Miglia, Monterey Historics and others.

According to the AC Registry, this left-hand drive car left the factory on 20th December 1957 destined for AC Imports Inc in the USA. 'BEX 387' was originally finished in Svecia red with black leather interior, and was fitted with front disc brakes. The first owner was Mr Pierre Mion, a pioneering sports car enthusiast who was involved in American road racing in the early post-war years. Pierre Mion started racing stock cars when he was 18 and then switched to motorcycles for five seasons. In 1957 he returned to cars and by 1959 was an experienced racer. He purchased 'BEX 387' new from Frank Pohanka's Sports Motors with the intention of having a serious crack at the championship. By the middle of May he was already 3rd and by the beginning of September his 32 points were enough to give him the SCCA EP championship for 1959. Three or four races were run between engine overhauls and the original engine, number '100D733', was replaced by '100D781'. Although the championship was his, Pierre raced the car at the Watkins Glen Sports Car Grand Prix and came 2nd. That season he was 2nd at Danville (Virginia), 3rd at Cumberland, 2nd at Bridgehampton, 2nd at Thompson, 1st at Montgomery and 2nd at Watkins Glen.

In the early spring of 1960, Pierre put the car up for sale: 'AC Bristol 1959. SCCA E Production National Championship car in 1959. Perfect condition. 4,900 Miles. Ready for road or track.' It was bought by Henry Mergner, who was keen for Pierre to continue racing the car even though Ace Bristols had been moved up to Class DP for 1960 season due to their dominance of EP. At Danville early in the season, he rolled the Ace at around 80 mph during practice but still came 2nd in the race. In the middle of the season he replaced 'BEX 387' with another Ace Bristol, finishing 4th in the D Production category.

In the late 1980s, 'BEX 387' was purchased by a collector in Barcelona, Spain and has remained in that lovely city until now. It is unmolested; the interior is in very nice condition, with fresh black leather and matching carpets that are 'as new'. The dashboard gauges and controls are likewise in very nice condition throughout and the steering wheel is new. The engine compartment is clean and detailed, and although not prepared to show standards is impressively clean. 'BEX 387' has proven to be an enjoyable weekend touring car, having been used on few non-competitive rallies, and is presented in good running order. This is an excellent opportunity to acquire a wonderfully sorted AC Bristol roadster with extensively documented in-period competition history, which has been featured in countless books on the marque.

£200,000 - 250,000
€290,000 - 360,000

336

1950 JAGUAR XK120 ROADSTER

Registration no. JVC 66

Chassis no. 660059

Engine no. W1257-7

- *The first steel-bodied, right-hand drive car*
- *Matching registration, chassis and engine numbers*
- *Delivered new to Australia*
- *Restored to original specification by J.D Classics*



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 coachbuilt, 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 coachbuilt 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, a 3.4-litre 'six' embodying the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp.

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. 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 first steel-bodied, right-hand drive XK120 chassis number '660059' was completed on 6th April 1950 finished in bronze with biscuit/tan interior and fawn hood. Registered 'JVC 66' in Coventry on 19th April 1950, it was despatched the following day. In Australia the car was delivered via Melbourne Jaguar distributor, Bryson to first owner Nicholas Hilton, a member of the family that had developed the 'Aspro' analgesic, and registered in Melbourne on 6th October 1950. The car was owned by John King, of Tasmania from 1967 to December 1978 when it was purchased by Sandy Frith-Brown, a resident of Hobart, Tasmania's capital.



Sold by him in 1980 to Peter McNamara of 'Bimbimbi, Vermont, Victoria, it was in generally good original condition at that time. By the mid-1990s the XK was in the hands of Cliff Rattray-Wood, who by 1995 had restored it, refinishing it in the Jaguar XJ40 colour, 'Oyster'. While in his hands, the Jaguar participated in the 1996 Darwin to Alice Springs Run.

The car was the subject of a sympathetic restoration by renowned marque specialists J.D Classics in 2005; it was in rust-free condition when consigned and thus its basic structure did not require any serious attention. Restoration was to original specification and included a full overhaul of the engine and gearbox, and a bare-metal repaint to the original factory colour of Opalescent Bronze. Noteworthy features include body coloured seat belts and full spats.

Bought from its Australian owner in 2007, the Jaguar was offered for sale at Bonhams' 'XK 60' auction at Goodwood in August 2008 (Lot 218) where it was purchased by the current owner to compliment his collection of sports and competition cars. Little used since and a worthy concours contender, this historic and landmark Jaguar sports car is offered with Jaguar/Daimler Heritage Trust Certificate (confirming matching chassis/engine numbers) and a UK V5C registration document.

£130,000 - 160,000

€180,000 - 230,000



'660059' when it was new just after arrival in Australia
© John Elmgreen and Terry McGrath, *The Jaguar XK in Australia*

1931 ALFA ROMEO 6C 1750 GT 5TH SERIES SALOON COACHWORK BY CARROZZERIA TOURING

Registration no. 809 UXL

Chassis no. 10914592

Engine no. 10914592

- *Iconic model*
- *Formerly owned by Luigi Fusi*
- *Featured in books on the marque*
- *Extensively restored mechanically whilst retaining originality*



'The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction.' - Michael Frostick, *'Alfa-Romeo - Milano'*.

It was in 1923 that Enzo Ferrari, no less, persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none.

Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam *Turismo* and twin-cam Sport (later renamed Gran Turismo - GT) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 75mph being attainable depending on the coachwork.

There was also a supercharged 'SS' version, which later evolved into the 'GS'. The 17'50s sporting career, aided by its mechanical longevity, extended far beyond its production, which ceased in 1933.

This car's Certificate of Origin (dated 21st October 1931) shows that it was registered on 22nd October that year as '39577 MI' to Conte Luigi Visconte di Modrone. It was supplied by Pirola & Co, at that time a well-known Alfa Romeo dealership in Milan. In 1932 the car changed hands and was purchased by Luigi Marinoni and reregistered '30648 Roma'. Subsequent owners were Glaino Venturi, Ugo Curti and Mario Farina.

In 1967 the car (registered '4714 CB' some time in 1945) was acquired by Luigi Fusi, senior design engineer at Alfa Romeo, who subsequently became the official factory historian and author of numerous books. This car appears in several publications, most notably *'The 6C 1750 Alfa Romeo'* by Fusi and Slater (page 32) and *'Alfa Romeo - Milano'* by Frostick (page 29).



At some point in Fusi's ownership the Alfa was re-sprayed in its current livery, the original colour being black. The original certificate of homologation (from the Automotoclub Storica Italiano) assigned in 1970 is one of many documents accompanying the car. On 27th February 1981, ownership changed to Luigi's son, Gigi. Luigi Fusi died on 27th December 1996 and it is believed that at this date the car was still owned by Gigi. The current owner acquired the Alfa in 2004, bringing it to the UK for the first time.

We are advised that '809 UXL' has undergone a major mechanical overhaul, resulting in a reliable car that drives, steers, corners and stops like an Alfa should. The work carried out (and supported by invoices) includes rebuilding the engine around a new block (original with car) together with new forged pistons and con-rods, and shell-type big-end bearings. The engine was run in on a dynamometer, and the carburettor subsequently set up on a rolling road.

A new modified clutch was fitted (original with car) and the gearbox rebuilt using new gears from Brineton Engineering. The radiator has been re-cored (with correct square section) and a correct Bosch distributor sourced and rebuilt (with discreet integral electronic ignition). The carburettor is a correct Solex 26-30 FFV twin-choke up-draught unit, which is supplied with fuel via a rebuilt Autovac.

The suspension has been rebuilt, new shackle pins/bushes being fitted, the leaf springs stripped/greased and shock absorbers overhauled. Likewise the steering box and column, while the track rods are now adjustable. The rear axle torque tube universal joint has been rebuilt with new oil seals, and the brakes relined and skimmed to match the drums. New Blockley tyres are mounted on rebuilt wheels featuring correctly remanufactured wheel nuts. The roof has been re-covered and the running boards refurbished, while the interior remains largely untouched, retaining the original dashboard and full compliment of working instruments. The seats, door cards and headlining are all original. The brass plate fitted (illustrated above) represents Fusi's membership of the 'Automotoclub Storica Italiano'.

We are advised that the Alfa is now a very usable car, 'on the button' and with everything working. It has been driven to Zandvoort (Dutch Alfa Romeo Club meeting), toured Brittany, been driven up the hill at Shelsley Walsh (AROC meeting) and completed numerous Bean Car Club Daffodil Runs, as well as attending the usual VSCC events such as Prescott, etc. Accompanying documentation consists of the aforementioned original Italian paperwork, sundry restoration invoices and a V5C registration document.

£120,000 - 150,000
€170,000 - 220,000

1925 LANCIA LAMBDA 4TH-SERIES TORPEDO TOURER

Registration no. BF 7069

Chassis no. 12968

Engine no. 2800

- One of 850 4th Series cars
- Desirable short-chassis, small-door model
- Angled windscreen and aluminium dashboard
- Restored between 2000 and 2001



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

Apart from a solitary six-cylinder model, the relatively unsuccessful Dialfa of 1908/1909, all early Lancias had four-cylinder engines and were only supplied in chassis form, there being no in-house coachworks at this time. Lancia's very first offering, the 18/24hp Alfa, embodied the principles that its maker had come to consider essential: low weight, a high-revving engine, shaft drive, a pressed steel front axle and worm-and-screw steering. New models were introduced on almost a yearly basis – all named after letters of the Greek alphabet – and production increased sufficiently for Lancia to move to larger premises in via Monginevro, Turin in 1911.

Lancia's first V-engined model - the V8 Trikappa sports car - appeared in 1922 but it was the Lambda, launched soon after, that would prove to be of even greater significance. A milestone in automotive history, the revolutionary Lambda was the world's first car to have a stress-bearing body and the first to be powered by a V4 engine.

The absence of a separate chassis meant the driver could sit lower, enabling a low aerodynamic body line to be achieved, while Lancia's patented sliding-pillar independent front suspension endowed the Lambda with ride and handling qualities unmatched by anything in its class. The engine, an overhead-camshaft unit of 2,120cc, was progressively enlarged, arriving at its final 2,570cc, 68bhp configuration in 1928. Production of the Lambda lasted from 1923 to 1931 in nine series.



This particular Lambda is one of the very rare 4th Series (850 produced). In Lancia blue it is a desirable short chassis variant carrying small-door torpedo coachwork, and has the angled windscreen lacking in other models, making it look far more attractive. It also has the aluminium dashboard - a really nice feature compared to the smooth painted type on other models - complete with original instruments including a Jaeger clock and Le Nivex fuel gauge. This is the actual car featured on the Wikipedia Lancia Lambda page, illustrating the 1925 4th Series.

Originally registered in London as 'XY 2177', this Lambda was in the hands of VSCC member Mr Antrobus of Bath for a remarkable 43 years. In October 1997 the car was offered for sale at Brooks' Earls Court auction (Lot 377), though the buyer is not known. The previous Swedish owner purchased the Lambda at a UK auction in 2000 and the car then underwent a total restoration by marque specialists Sheldt & Pettet of Harrow, Middlesex with no expense spared. Eligible for many vintage and classic rallies, there is a full photographic record of the restoration on file together with numerous expired MoT certificates, a V5C registration document and a substantial quantity of invoices dating back to the early 1970s.

This car formed part of a prominent Scandinavian collection for the next 14 years. Its previous owner was the proprietor of the largest privately owned company in Sweden, which also owned 50% of Volvo at one time; his collection contained some of the finest cars ever made. He searched worldwide for a 4th Series small-door Lambda before finding this one, which he had fitted with a Volvo M40 four-speed gearbox and conventional clutch for ease of use on rallies.

The original three-speed gearbox and clutch are included in the sale should the new owner wish to return the car to factory specification, and it also comes with half and full tonneau covers, rear hood cover and side screens, all in perfect condition. There have been no other changes to original specification.

A wonderful opportunity to acquire a rare variant of one of the most outstanding automotive designs of all time.

£100,000 - 130,000
€140,000 - 180,000

339 N

1954 ALFA ROMEO 1900C SUPER SPRINT COUPÉ COACHWORK BY CARROZZERIA TOURING

Registration no. Not UK registered

Chassis no. AR 1900 C 01678

Engine no. AR 1308 00792

- One of only 854 Super Sprints made
- Lightweight Superleggera coachwork
- Extensively restored
- Eligible for many prestigious events including the Mille Miglia



'The final flowering of the 1900 was the Super series, of which the Berlina, or saloon, and the 1900C Super Sprint were produced from 1953 to 1958... the Super series was mainly distinguished by the fact that the engine was enlarged... raising capacity from 1,884cc to 1,975cc. The 1900C Super Sprint could achieve 118mph...' – *Alfa Romeo - A History*, Hull and Slater, 1964.

Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon. The Touring-bodied Sprint Coupé attracted such public acclaim that it was subsequently adopted as the basis for all future 'aerodynamic' Alfa Romeo coupés. One direct descendant was, of course, the lovely little Giulietta Sprint in which the family resemblance is immediately obvious.

The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models. In June 1954 the engine was enlarged to 1,975cc and the model re-designated as the 'Super Sprint'. With 115bhp on tap and possessing an excellent power-to-weight ratio courtesy of the aluminium-alloy body, these cars could reach 118mph, a mightily impressive speed for 1954. They shone in competitions of all kinds. A total of 949 Sprints and 854 Super Sprints had been made by the time production ceased.

According to information supplied by the *Centro Documentazione Alfa Romeo*, this stunning 1900 SS left the factory on 22nd March 1954 and was sold to its first client via the Alfa Romeo importer in Lugano, Switzerland, on 9th July of that year. This delightful car from the second series, regarded by many as the best of its kind, features the 115bhp engine with twin Solex carburettors. The car was extensively restored prior to its acquisition by the current owner in 2004 and is still beautifully presented in dark red with tan leather interior. Since acquisition it has resided in an exclusive UK-based collection, sharing the garage space with many other fine Italian classics. Eligible for the most exclusive events including, of course, the Mille Miglia Retrospective, it is equally capable as a fine Gran Turismo, just as its designers intended.

£180,000 - 220,000
€260,000 - 320,000



1969 LAMBORGHINI ISLERO S COUPÉ

Registration no. YLR 11G

Chassis no. 6432

Engine no. 2988

- One of only 100 Islero S models made
- One of only five right-hand drive examples
- Sir Roger Moore's car in the movie, 'The Man Who Haunted Himself'
- Circa 40,000 miles from new



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

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

The Islero's square-tube chassis was based on that of its predecessors, though with wider track to accommodate fatter rubber, while its elegantly understated coachwork was styled by ex-Touring personnel led by Mario Marazzi. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'.

Housed beneath an impressively low-slung bonnet, Lamborghini's 4.0-litre V12 engine was carried over from the 400GT and produced 320bhp initially, 350bhp in later Islero S form. The latter appeared in 1969 and could be distinguished by its flared wheelarches, vented front wings and a revised interior with more supportive seats and improved instruments and switch gear. Improvements were also made to the suspension and brakes.

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

One of the 100 more powerful Islero S models built, this example was driven by Sir Roger Moore in the motion picture, 'The Man Who Haunted Himself'. A cult thriller released in 1970, it was Moore's last movie before taking over from Sean Connery as James Bond and is considered by many - Moore included - to be his best work. He played both Harold Pelham, a conventional city businessman, and his doppelganger, an urbane Bond-like individual. The latter drove this Islero, which served as a powerful representation of Pelham's alter ego throughout the film.







Reunited with 'his' Islero a few years ago, Sir Roger autographed the sun visor, the original driver's handbook and a special plaque, all of which come with the car. Also included in the sale is the original factory invoice, a photographic record of the restoration (see below) and a letter from Lamborghini's legendary test driver, Valentino Balboni, confirming that '6432' is the car used in the movie.

The factory invoiced right-hand drive chassis number '6432' on 31st March 1969, the build details showing that it was finished in Azzurro Blue metallic with grey Connolly leather interior. The UK sales invoice, dated 18th April 1969, was for £8,440, which included the 'S' engine and air conditioning. Registered 'YLR 11G', the Lamborghini was first owned by Clifford Johnson, who sold it to racing driver Paul Weldon shortly after the movie was completed. Its next owner, Phillip Richards, kept the car for 13 years.

In 1986, the Islero passed into the ownership of Brian Power, who despatched the car to Gantspeed Engineering where it underwent a no-expense-spared restoration at a cost of almost £100,000. Ferruccio Lamborghini had driven an Islero, and Mr Power decided to have his refinished in that car's colour scheme of silver with Burgundy leather trim.

'6432' was next owned by a wealthy collector, who consigned the car to climate-controlled storage for some 20 years before selling it in 2007. Re-commissioned by Brian Classic, the Islero was test driven by Martin Buckley for *Classic & Sports Car* magazine (July 2008 edition), who proclaimed it 'the best Lambo of the lot.'

The current vendor purchased the Islero from Graeme Hunt in 2012, and had been looked after by Colin Clarke Engineering and wanted for nothing. The car remains in beautiful condition; the sumptuous leather interior is superb and still retains its original Blaupunkt Blue Spot radio in working order, while the provision of modern adjustable shock absorbers means that the ride is even better than when the car was new.

Offered with assorted paperwork, V5C registration document and fresh MoT, '6432' represents a wonderful opportunity to acquire a matching-numbers example of one of these exclusive, limited-edition early Lamborghinis - driven by Sir Roger Moore - benefiting from a superb restoration.

£300,000 - 350,000
€420,000 - 490,000

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. JVG 758M

Chassis no. 152121BW

Engine no. 7S12825SB

- Only 25,100 miles from new
- Automatic transmission
- Three lady owners from new
- Extensively overhauled in 2003



Testing the E-Type Series III back in 1972, *Road & Track* magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

A UK-delivered example equipped with the automatic gearbox, this Series III E-Type roadster has the unusual distinction of being registered from new to a succession of lady drivers. Sold new to a Miss Y Avann, it passed to the second owner, Miss E Tweedy, in September 1993 and was purchased by the current (third) lady owner at auction in November 1996, at which time the recorded mileage stood at 23,100. First registered as 'YMA 278', the car carried 'GH 10' from 1998 to 2013 when the registration changed to 'JVG 758M'.

The lady owner wanted the steel wheels changed to wires, and in 2003 this was done by Watford Jaguars Ltd, who completely overhauled the car at the same time. These works were carried out at 24,116 miles, as evidenced by Watford Jaguars' invoice for £19,461 on file. For most of the time in the current ownership the E-Type has been kept covered in a heated garage, off the road and SORN'd. It has covered only some 2,000 miles since acquisition and only 1,000 or so since the 2003 overhaul. The current odometer reading is 25,100 miles.

In 2013, 'JVG 758M' was road taxed for six months following a major service and MoT, and again June 2015 for six months with the latest MoT expiring on 27th May 2016 (bills on file). Described by the vendor as in generally very good condition, the car is offered with the aforementioned documentation, V5C registration document, a quantity of expired MoT certificates, original owner's handbook, and other various records dating back almost to when it was new. A removable hardtop (in white) is included in the sale.

£50,000 - 70,000

€72,000 - 100,000



THE FOLLOWING THREE CARS ARE OFFERED FROM A PRIVATE EUROPEAN COLLECTOR

342 N

1989 PORSCHE 911 'TURBO-LOOK' SPEEDSTER

Registration no. Not UK registered
Chassis no. WPOZZZ91ZKS151974
Engine no. 63K04037

- *Delivered new to Spain*
- *One owner from new*
- *16,600 kilometres from new*
- *All books and tools*





Porsche's first take on an open-top 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar. The 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March 1982 and by the end of the 1983 model year had sold over 4,000 units, a total some 50% higher than that achieved by the cheaper Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. The idea of a new Speedster had first crystallised in 1983 with the development of an ultimately stillborn prototype.

Porsche's president, the German-American Peter Schutz, revived the project in 1986, knowing that such a model would have great appeal in the United States market. A prototype based in the 911SC was shown at the Frankfurt Motor Show in 1987, but by the time the production Speedster arrived, the 911SC had been superseded by the Carrera '3.2'.

Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell and thus was the last 911 model to feature the old-style body based on the brilliant original design of 1963.



The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood, a simplified affair described by the factory as for 'temporary' use.

From 1984 Porsche had offered the 'Turbo-Look' body style - flared wheelarches, large rear wing and deeper front spoiler - on its normally aspirated models including the Speedster, the vast majority of which were ordered with this option. One of the rarest of the 911 family, the Speedster was built during 1989 only, a mere 2,065 cars being completed of which only 171 had the narrow (non-'Turbo-Look') body.

A 'Turbo-Look' model, this rare 911 Speedster was delivered to the current owner on 27th June 1989 via Porsche agent Beny Fernandez in Vigo, Spain. There is one stamp in the service book, by RS Motor of Porto, Portugal dated June 1990 at 2,994 kilometres. Since then the car has been fastidiously maintained by the vendor's team of qualified mechanics.

The Speedster is accident free and is presented in generally excellent cosmetic condition having covered a mere 16,600 kilometres from new. Benefiting from recent new Michelin Pilot SX tyres all round, it is finished in the classic Porsche combination of Guards Red with black leather interior trim and matching carpets, and has the 'no rear seats' option. Rare and beautiful, this highly collectible Porsche 911 Speedster comes complete with 'space saver' spare wheel, jack, air compressor, owner's wallet, instruction manual, service agents booklet, Sony radio instructions and the service book.

£130,000 - 150,000
€180,000 - 210,000

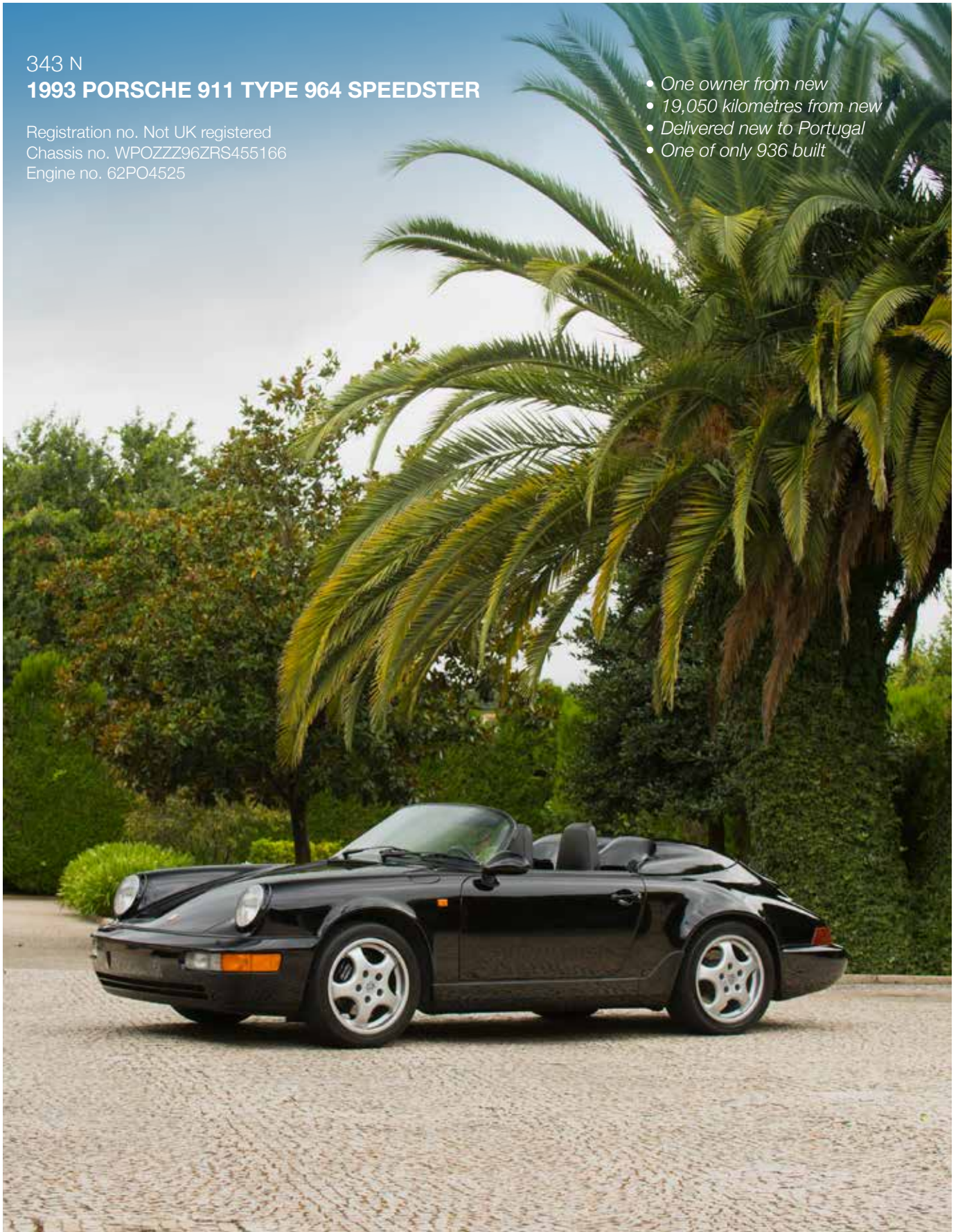


343 N

1993 PORSCHE 911 TYPE 964 SPEEDSTER

Registration no. Not UK registered
Chassis no. WP0ZZZ96ZRS455166
Engine no. 62PO4525

- *One owner from new*
- *19,050 kilometres from new*
- *Delivered new to Portugal*
- *One of only 936 built*





With the introduction of the 911 Speedster in January 1989, Porsche revived a charismatic model from its past, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the 'old style' body. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood. A mere 2,102 Speedsters had been completed by the time of the new Type 964's introduction in August 1989.

Their arrival representing a major step forward in the development of Porsche's perennial 911, the Type 964 Carreras marked the first time that four-wheel drive had been seen on a series-production model, appearing on the Carrera 4. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).



It took Porsche a couple of years to re-introduced the Speedster to the 911 line-up, the Type 964 version being announced in October 1992. Based on the Carrera 2, it looked very like its immediate predecessor, but unlike the latter was not initially available with the 'Turbo-Look' body style. It is estimated that only 936 Type 964 Speedsters were built for the 1993 model year, with some of the later examples being completed as 1994 cars and sold alongside the successor Type 993 Porsches. With the latter's introduction, the Speedster once again disappeared from the 911 catalogue, only to be revived a few years ago as part of Porsche's 'Exclusive' programme of strictly limited edition models.

This rare Type 964 Speedster was purchased new by the current owner via Foz-Car, Porsche main agents in Porto, Portugal. It was delivered to the owner's specification, being most handsomely finished in black with matching interior trim, carpets, hood and hardtop. Other noteworthy features include a Blaupunkt Paris stereo system and Michelin Pilot Sport tyres all round, while the car also comes with its 'space saver' spare tyre, compressor, tyre gauge, tool roll and wheel brace. The Speedster has been fastidiously maintained by the vendor's qualified team of mechanics since delivery and is presented in generally excellent condition having covered only 19,050 kilometres from new.

Stylish, rare, highly desirable and superbly presented, the car comes complete with its leather wallet; instruction book (including section for a Speedster); service booklet; stereo instructions, etc.

£130,000 - 150,000

€180,000 - 210,000



344 N

1992 PORSCHE 911 TYPE 964 CARRERA RS COUPÉ

Registration no. Not UK registered
Chassis no. WPOZZZ96ZNS491262
Engine no. 62N81968

- *One owner from new*
- *44,475 kilometres from new*
- *Factory sunroof*
- *All books and tools*

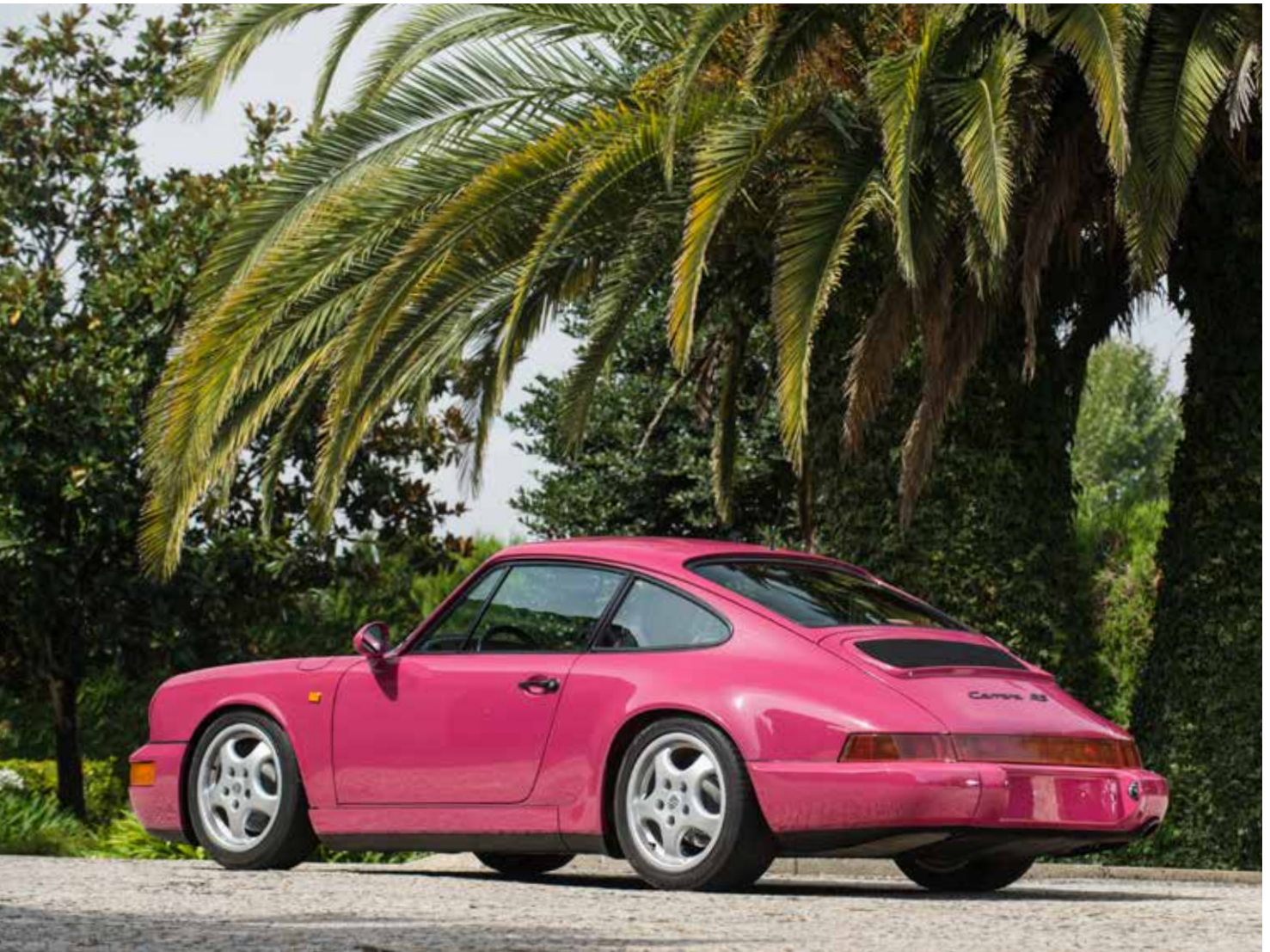




Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1991 Porsche introduced the Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold in Europe only, though there was a lower-specification 'RS America' for the United States market. There was also a Touring version that kept most of the road equipment fitted to the standard Carrera, and it is this model that we offer here.

The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp and equipped with a lightened flywheel for improved response. The G50/10 five-speed transmission featured closer ratios, an asymmetrical limited-slip differential and steel synchromesh, while the suspension was lowered and stiffened. For the lightweight version, the interior was stripped out completely and the power steering, power windows and seats, rear seats, air conditioning, cruise control, sound deadening material and stereo system removed. Two lightweight racing bucket seats were fitted instead.





The lightweight's front bonnet was made of aluminium and the chassis was seam welded, while the side windows were made from thinner and lighter glass. Rounding off this radical exercise in weight reduction, the Carrera RS was equipped with 17" Cup magnesium wheels. The result was a total weight saving of around 150kg compared to the Carrera 2, transforming the RS into a faster, more agile and responsive car. Excluding America and RSR variants, only 2,051 units of the Type 964 Carrera RS were produced.

This beautiful Touring example was delivered new to the current owner on 7th January 1992 via Foz-Car, Porsche main agents in Porto, Portugal. Ordered to his personal specification, the car is presented in the striking colour scheme of Ruby Stone with black/Ruby Stone interior and comes with a copy of the original bill of sale. The service booklet has been stamped on five occasions by Foz-Car up to 2006 at 37,000 kilometres, since when the Porsche has been fastidiously maintained by the vendor's team of qualified mechanics. The car comes complete with tool roll, compressor, warning triangle, wheel brace and the owner's leather wallet containing instructions, service agents list, radio instructions, etc.

£160,000 - 180,000

€230,000 - 250,000



345

1965 ASTON MARTIN DB5 CONVERTIBLE

Registration no. GUV 30C
Chassis no. DB5/C/2119/R
Engine no. 400/2273

- *One of only 123 DB5 convertibles made*
- *Delivered new to the UK*
- *Comprehensive rebuild in 2005*
- *Present ownership for ten years*





'More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege.' – *Autocar*, 18th September 1964.

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

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4.

The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.



The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.

This Aston Martin DB5 Convertible was purchased from H R Owen by Mr Robert C Taylor of London on 10th November 1965. It was originally delivered with engine number '400/2273' and was finished in Sierra Blue with grey interior and matching Everflex hood. In 1968 the car went back H R Owen in part exchange.

In 1969 the DB5 was sold to Mr Geoff Budge. He was followed by Mr Stanley Cale of Cleckheaton (date unknown) and then Anthony Gorst Howarth, who purchased the car in May 1989. At that time the Aston was in a state of partial restoration, having been off the road, garaged for at least ten years. The car was not running but required no chassis work, though there was some electrolysis to steel parts. The hood fabric had been removed, as had the chrome trim, which was in boxes. The valve gear was noisy so Mr Howarth replaced the valves and cylinder head gasket himself.

Low oil pressure when hot led to Mr Howarth having the engine bottom end rebuilt. The non-standard chrome wire wheels were fitted in 1989 and the car repainted in 1993, a new hood being fitted at the same time.

Mr David Preece acquired the car on 1st May 1996 and it is known to have covered 74,680 miles by 15th October 1999. The current vendor acquired the DB5 on 21st November 2005. Fewer than 3,000 miles have been covered over the course of the last 15 years, and only some 300 between July 2011 and June 2014, when the total stood at 77,518.

In 2005, marque specialists Chris Shenton Engineering completed a comprehensive overhaul of the car. Works undertaken included remaking and fitting chassis sections; replacing the sills; de-denting the bodywork; removing rust from the bumpers; rebuilding the engine; overhauling the carburettors; dismantling and replaced seized brake callipers; re-carpeting the interior; re-plating the brightwork; balancing the wheels; and fitting a new convertible hood.

Finished in California Sage with sand Connolly hide interior, this ultra-rare and highly desirable soft-top Aston Martin is offered with sundry restoration invoices, current MoT certificate and V5C registration document.

£1,000,000 - 1,200,000
€1,400,000 - 1,700,000



1964 ALFA ROMEO GIULIA TI SUPER COMPETITION SALOON

Registration no. Not UK registered

Chassis no. AR 595469

Engine no. AR00516.00266 and 18 (Autodelta)

- One of only 501 built
- 6th place Sebring 3-Hour race 1965
- Autodelta works entry for Teodoro Zeccoli
- Restored condition



The Giulia TI (*Turismo Internazionale*) was Alfa Romeo's flagship high-performance saloon in the 1960s. Introduced in 1962 and outwardly almost indistinguishable from the outgoing 1.3-litre Giulietta, the Series 101 Giulia boasted a more powerful and much less fussy 1,570cc engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round.

Announced in April 1963, the Giulia TI Super was a lightweight and more powerful 'homologation special' built for international touring car racing, only 501 of which were produced. Alfa Romeo missed the deadline for 1963 homologation, so the TI Super was forced to compete in the *Gran Turismo* class that year before being accepted for touring car racing in 1964.

The racing version of the Giulia TI Super was, as usual, the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo. This particular Giulia TI Super is generally accepted as being one of the cars prepared by Autodelta for the 1965 Sebring 3-Hour race in the USA, run on 26th March that year. Driven by long-time Alfa Romeo works driver Teodoro Zeccoli, this car finished 6th overall and 3rd in class behind the winning Ford Lotus Cortina of Jim Clark. The Alfa also competed in the SCCA GT2 class in 1979 driven by Ernie Walclen, John Boloul and a Mr Cary (photographs on file).

On static display for the preceding 20-plus years, the Giulia was purchased in 2008 by the current vendor from American Alfa Romeo specialist Tom Zat and imported into Japan. It had previously been restored in 1982 for static display purposes, complete with correct lightweight body panels and the lightweight grille and taillights. The running gear was restored at the same time as the body, while the engine is a rebuilt 1,850cc 'Super Talladega' unit claimed to produce in excess of 200bhp.



It features the full oiling block; hardened crankshaft and con-rods; 12:1 compression, big-valve cylinder head; cold air box; oil cooler; lightweight bell housing; heavy duty clutch; and twin Weber 45DCOE14 carburetors, a type used only for the Alfa Romeo TI Super, GTA and TZ. There are two alternative transmissions, one close-ratio, the other wide-ratio, and two differentials with final drive ratios of 5:12:1 and 4:55:1. The brakes are ATE discs all round and the car has Koni adjustable shock absorbers. Other noteworthy features include Autodelta full roll cages; original Campagnolo magnesium wheels (7Jx14); Autodelta air intake; and a spare TI Super engine block, 'AR00516.00264'.

Included in the sale is an SCCA logbook; US title and bill of sale; a quantity of Autodelta technical papers; Alfa Romeo SpA Certificates of Conformity; and many other documents. A rare opportunity to acquire one of these highly desirable ex-works Alfa Romeo 'homologation specials' prepared by Autodelta and possessing in-period race history.
£70,000 - 90,000
€99,000 - 130,000



347

1973 PORSCHE 911S 2.4-LITRE COUPÉ

Registration no. RGO 73M

Chassis no. 9113301311

Engine no. 6339136

- *Matching chassis and engine numbers*
- *Three owners from new*
- *Fully restored to original specification*
- *Outstandingly original UK-delivered example*



Equipped with the semi-automatic 'Sportomatic' transmission, this Porsche 911S was first registered in October 1973 and delivered via Hexagon of Highgate, London to its first owner. The second owner kept the car for 28 years and it has remained within the London area most of its life. 'RGO 73M' is one of 58 right-hand drive S coupés delivered to the UK in 1973 and one of six supplied in the typically 1970s colour, 'Fleider' (Lilac), re-branded in the UK as 'Royal Purple'. The car was also delivered with the original factory options of a sunroof, rear screen wiper, electric windows and tinted glass.

This car is documented as one of the last five 2.4-litre 911S coupés registered in the UK, being produced in June 1973. Being a late example, it also benefits from the stronger '7R' engine cases, as used on the 2.7-litre 911RS models, which are a rare find on a '2.4'. Complete with Porsche Certificate of Authenticity confirming all details are correct, the car has been verified by Porsche Club GB as one of only two right-hand drive 1973 911S Sportomatic models. It is the only one known to be registered currently and as such is unique. It is estimated that the number of UK-market 2.4-litre 911S models surviving is in the low teens.

'RGO 73M' is offered fresh from a two-year restoration by marque specialists Tech 9 of Liverpool, which consumed in excess of 1,000 man-hours. Tech 9 purchased the Porsche in December 2012 from the second owners, Howard and Lindy Springett of London. They had owned the car since 1984 and had cherished and kept it in wonderful condition. The vehicle had been repainted red in the mid-1980s, the 1970s 'Royal Purple' being deemed 'old fashioned' by then; such colour changes were not uncommon.

When Tech 9 received the car, the red paintwork had stood the test of time remarkably well but it was nevertheless decided to reinstate the original colour scheme. The Porsche-approved body shop, Road & Race Restorations in Bolton, was entrusted with the task of bare metal preparation and repainting in the original colour of 'Royal Purple'. No serious rust was encountered and it was decided to retain the original door frames, replacing the door outer skins with new genuine Porsche Classic parts. Photographic documentation from Road & Race shows the condition of the bodywork, which even retains its original kidney bowls, door jambs, outer sills and floors.





Importantly, the car retains all its original parts. All wheels are matching and date stamped, while the original intake system includes the correct '013 pump', intake stacks and all other period-correct parts. The original interior boasts ultra-rare double locking Sports Recaro seats. It was decided to replace the carpets, as they were looking somewhat tired, but the originals have been retained. Even the original soundproofing material on the floors remains intact.

Tech 9's approach to the wheelarch trims typifies the care taken to restore rather than replace original parts. The original trims were stripped of the anodising, then polished and bright anodised to factory finish. These parts are both extremely rare and fragile, and were personally transported to each repair shop rather than risk the use of a courier. The original suspension pieces were treated to the correct zinc-plated finish, and others powder coated where necessary. The original aluminium front brake callipers were restored by one of the world's leading experts in brake restoration in the USA, to ensure the correct original green anodised finish was achieved.

The engine was completely dismantled and rebuilt with all new consumable parts and it was decided to use a new set of original Mahle pistons and cylinders. The original Sportomatic gearbox and all other associated parts (mostly unique to the S model) have been restored.

The gearbox ratios and the engine's flexibility complement each other perfectly; indeed, the car can be driven from standstill to 80mph in one gear making it perfectly suited to spirited driving along country lanes. Since the comprehensive rebuild, the Porsche has covered fewer than 500 miles. We are advised that it drives beautifully and that the performance is stunning.

The car comes with the original service book stamped by Hexagon of Highgate, presented in its correct maroon service document folder, while the original tool kit, jack and compressor - often lost - complete the picture. Accompanying documentation consists of the aforementioned Porsche paperwork; sundry MoT certificates dating back to the 1970s; a quantity of restoration invoices and a V5C registration document.

Its condition and originality testify to the care and attention of this 911S's former keepers, and it is extremely rare to find such a highly original example as this one, which has covered only 103,000 (documented) miles. Representing an important piece of Porsche UK history, this rare 911S Sportomatic and will surely continue as an appreciating asset in future years.

£250,000 - 300,000
€350,000 - 420,000





ROBERT 'BOB' GRAVES (1930 - 2012)

The late Arthur Robert 'Bob' Graves was born in Croydon on 7th August 1930. On leaving school aged 17, Bob joined the RAF as a wireless mechanic and became an instructor, commencing his long love affair with aircraft. By 1959 he was running a company in Surrey servicing radios and televisions, and went on to develop a similar business in the North of England. Having sold that business, he met Peter Michael. While at London University, Michael had designed a pre-set FM radio, which he and Graves sold as self-assembly kits. The pair went on to establish the Micro Consultants Group and Quantel, the latter taking its name from Quantised Television, a reference to the process of converting an analogue television picture into a digital signal. Aimed initially at the defence industries, their products soon found applications in the media, in areas such as computer graphics and special effects for television. Among their most successful and best known products was the Quantel Paintbox, a computer graphics system widely used by artists and designers. Quantel won six Queen's Awards for Industry and in 1989 was acquired by Carlton Communications. By the end of the succeeding decade, Quantel had offices and facilities in the USA, Paris, Tokyo, London, Seoul, Hong Kong and Sydney.

In 1984 Bob Graves had joined the board of Cosworth Engineering, another element of Quantel's parent-company, UEI. While there he resurrected the shelved Norton-Cosworth Challenge motorcycle engine project. Over the next four years, Graves reputedly spent £100,000 on developing the concept, a process that culminated in 1988 when Roger Marshall won the Daytona 'Battle of the Twins' race on the Quantel-Cosworth. He also established a children's charity in Thailand, and a trust financing research into congenital heart conditions in infants.

The sale to Carlton meant that Bob Graves now had the money to finance his other interests. He won a number of air races flying his SIAI-Marchetti and also raced motorcycles and Formula 3 cars. After retiring from business, Graves bought the two Amilcars in this sale and began developing them in the workshop at his Surrey home with assistance from marque specialist Harry Clayton, who had worked on Amilcars during the 1920s. Bob's fascination with the marque had begun in 1945 when he would wait for the school bus opposite a car showroom that had a C6 in the window.

Graves used his Cosworth connections and modern metallurgical knowledge to cast new cylinder blocks and heads, and improved most other parts of the cars to remedy weaknesses in their original manufacture and design. He radically developed the two Amilcars using Harry Clayton's extensive knowledge. This approach was aimed at weight saving, increasing engine output and improving the roadholding. He undoubtedly achieved his aims, the maximum output of some 150 horsepower being probably the highest ever from a C6 engine. He raced the blue Amilcar extensively, and it and its red sibling were always immaculately presented. There is no doubt that the Graves Amilcars perform at a level never previously attained.

Illustrated above
Bob alongside his beloved Amilcar C6's at his Surrey workshop.

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ROAD & TRACK

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LIMITED
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1927 AMILCAR C6 VOITURETTE

Chassis no. 11032

Engine no. 90032

- *Rare Vintage-era Grand Prix voiturette*
- *Formerly the property of the late Bob Graves*
- *Extensively re-engineered and improved*
- *Fast and powerful (circa 150bhp)*
- *With copy of VSCC 'Buff Form'*



The C6 offered here, chassis number '11032', was a complete car when discovered by a Swiss journalist, Mr Heinz-Ulrich Wiesselmann, in East Berlin. Together with a spare chassis, '11023', the Amilcar was eventually smuggled out bit by bit into Switzerland. Both were purchased by a Mr and Mrs Frost of Florida, USA, who restored '11032' and sold the spare chassis '11023' to Desmond Peacock in the UK. '11023' was later rebuilt as a complete car and featured in *The Automobile* (January 1997 edition).

Maurice Frost ran '11032' for some time as a road car having fitted an accumulator box and starter motor. After some years the engine block cracked and a repair proved impossible, so Frost sold the Amilcar to a small motor museum. '11032' was later purchased from the museum by a British motor dealer, Mr Dan Margulies, who sold it on to a German client called Zinkle. Mr Zinkle delivered the car to Tomkins Engineering in Essex for rebuilding, and a subsequent deal involved Tomkins taking the Amilcar into stock. Bob Graves purchased the partially rebuilt car from Tomkins in 1982.

This Amilcar C6 was purchased as a complete car with matching part numbers except for the rear axle. Amilcar manufactured cars from kits of components, all stamped with the same number as the engine, though the chassis were never stamped during the 1920s.

A serial number comprising the engine number with the first two digits substituted for '11' would then be allocated to each completed car. However, this C6's obviously very original body had no trace of any number, so it must obviously have been on a plaque. This car would have been '11032'.

This chassis has the engine number stamped on the dumb-irons but its lettering is different from all other stampings and was probably done for customs purposes to facilitate crossing borders. The front axle assembly is stamped and the entire original assembly of stub axles, track rods and steering arms is in place. The steering box is original and correctly numbered. The radiator shell is original but the matrix has been renewed using the original honeycomb.



VSCC Silverstone '94 © Mark Ballard



VSCC Silverstone '98 © Eric Sawyer

Plated '90032', the damaged engine was beyond use. New iron castings were commissioned to replace the original block and cylinder head, and were made by Grainger & Worrall Ltd, suppliers of iron castings to Cosworth. At the same time the opportunity was taken to provide an outlet for a modern full-flow oil filter. Many original components were used in the rebuilt engine: camshafts, magneto, water pump, timing gears, etc. The remanufactured engine is in a sense more 'original' than before, as machining has been done accurately to conform to the original Amilcar drawings, unlike the often sub-standard factory castings.

Cylinder head gasket failure was a common problem with these Amilcar engines, and Bob Graves's solution was to commission special seals that fit into concentric slots machined in the block around each cylinder. The new cylinder head casting, thicker in crucial areas, was machined to take modern 10mm spark plugs. Machining was carried out on the jig used for the very first Cosworth DFV heads. Fixing thread sizes were changed wherever it was thought they would improve reliability. Later cylinder head castings were thicker under the inlet ports, resulting in a stronger structure and superior port shape. Improvements were made to the oil and water pumps, and the clutch relined with a modern material, the latter necessitating a thicker pressure plate and stronger springs.

The gearbox and torque tube are correctly numbered but the gearbox casing was cracked and attempts at welding were aborted because of its porosity. A new casing was cast from the original in LM25 aluminium alloy, and the lengthy standard gear lever replaced with a remote linkage.

The original body has been retained and looks very good externally but is in fact full of filler, while its steel frame is deeply rusted. In a letter on file, Bob Graves remarks that C6 bodies were obviously hand built when the cars were ordered, as he had never seen two identical shapes. The current body was made from templates of the original. Construction is based on steel angle frame exactly as the original. The oil tank, normally carried between the front dumb-irons, has been moved to the engine bay firewall. The brake back plates (the front ones are used to reinforce the steering arms) have been replaced because, like all C6 aluminium castings, they are highly suspect. Those fitted currently are replicas in heat-treated LM25.

The front dampers are built to Amilcar pattern but are of larger diameter and have additional friction plates. The rears are 1920s Rotoflex concealed behind the body because they were considered somewhat ugly. Road springs are the originals complete with the French maker's name. The rear ones are 'keyed' together, an Amilcar patent to supposedly provide lateral stability. Additional location is provided by a Panhard rod.





The rear axle carries the number '90016'. That is the number of the engine in the other C6 referred to above, which has this car's original axle, stamped '90032'. These axles were obviously interchanged while in the ownership of Mr and Mrs Frost in the USA.

Although just about acceptable when the car was purchased, the brakes quickly revealed their shortcomings and were progressively upgraded by Bob, their development taking a number of years. A mechanical balance bar has been installed to make the rear brakes more effective; some of the cables have been replaced with rods; and the front brakes have been converted to twin-leading-shoe operation.

In another letter on file, Bob states that the only power output enhancement on this car is the use of a standard Amilcar exhaust camshaft in the inlet position plus using steel tubes in the inlet ports to reduce their diameter and thus increase gas velocity and fuel atomisation. While satisfactory for running on petrol, the stock induction pipe was found quite unsuitable for alcohol fuel. Bob fitted a single feed from the supercharger to a primary pipe, feeding in two places into a secondary pipe, which in turn feeds the individual inlet ports. Experimentation revealed that alternative inlet and exhaust systems gave significant power increases but their use would have involved altering the bodywork and thus was rejected. Modifications to the fuel system included a new custom-made mechanical air pump and a smaller-capacity tank.

One of the more surprising discoveries was that the standard rev counter lagged well behind the crankshaft - blipping the engine to an indicated 4,000rpm actually revved the motor to 7,000! Bob cured this problem by using a modern Stack digital rev counter disguised with an Amilcar-style dial and bezel.

Bob estimated that manufacturing a C6 engine from scratch took 2,500 hours, and given the amount of care and attention to detail that this seems to have involved, that figure may well have been an underestimate. The development history of his Amilcars is recorded in detail in a fascinating 17-page document on file (perusal highly recommended). The highest power output quoted therein is 150bhp at the crankshaft, and the Graves Amilcar C6s are recognised as being the fastest in existence, dramatically quicker than the works cars were in period.

'11032' was raced extensively by Bob Graves in VSCC events and is pictured competing at Silverstone in 1994 and 1998, and the Brooklands Sprint in '98. The car is offered for sale by the Graves family and comes with a copy of the VSCC 'Buff Form'.

£250,000 - 300,000
€350,000 - 420,000

349

1927 AMILCAR C6 VOITURETTE

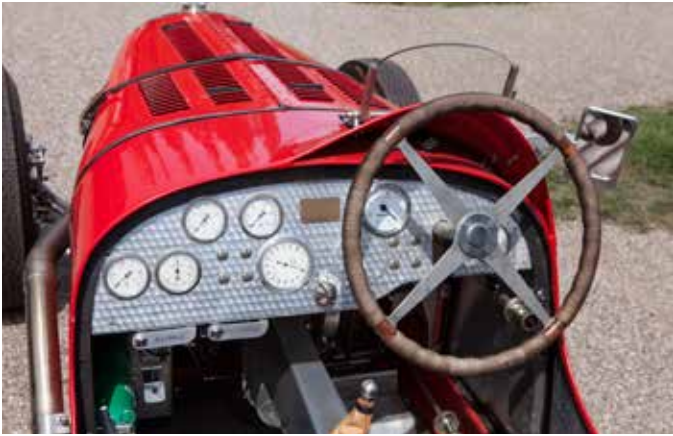
Chassis no. 11037

Engine no. 90037

- Rare Vintage-era Grand Prix voiturette
- Formerly the property of the late Bob Graves
- Extensively re-engineered and improved
- Fast and powerful (circa 150bhp)









Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realise his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed Morel's and Moyet's prototype, which was enthusiastically received. Powered by a diminutive 904cc four-cylinder sidevalve engine, Amilcar's first model, the CC, commenced production in 1921. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and loyal following and setting the pattern for future models. It also provided Morel with his desired competition success when he became the 1100cc Class champion of France in 1922.

Within a couple of years Amilcar found itself at a disadvantage to Salmson, whose new twin-overhead-camshaft four was considerably more powerful, and responded with a twin-cam six. First seen in 1925 and universally admired for their low build and light weight, the Type CO (works) cars boasted supercharged engines with integral cylinder heads and exquisitely machined crankshafts running in seven main (roller) bearings. In October 1926 at the Paris Salon the company introduced a production version with detachable head, plain-bearing engine, the C6, which *Autocar* magazine described as 'beautifully finished, excellently streamlined...' Fed by a Roots-type supercharger and equipped with dry sump lubrication, the C6 engine represented state-of-the-art automotive technology, delivering a maximum power output of over 60bhp.

Effectively a Grand Prix car in miniature, the exclusive, limited edition C6 was exactly what Amilcar's sporting clientele had been asking for, though the price of 60,000 Francs placed it firmly in Bugatti Type 35A/37 territory.

The C6 enjoyed considerable success against the rival Salmsons and BNCs but away from the racetrack the company was not doing so well. Its straightened circumstances led to a drastic cutback of the competitions department in 1927, though in private hands the advanced Amilcars continued racing well into the 1940s. Today, despite a production run of barely a single season, these exquisitely crafted Grand Prix voitures have become the quintessential Amilcar and among the most recognisable French competition cars of the Vintage era.

This particular C6 was purchased by the late Bob Graves as a fresh project after he had completed the other Amilcar in this sale (Lot 348). This C6 was acquired from Belgium as a complete rolling chassis and then rebuilt and improved using all the experience gained from developing the other car, '11032'. It has not been used anything like as extensively as the blue car, though it is known to have attended at least one Brooklands Reunion. The car is offered for sale by the Graves family.
£350,000 - 450,000
€500,000 - 640,000

350

1950 JAGUAR XK120 ROADSTER

Registration no. LXO 122

Chassis no. 660498

Engine no. W2732-7

- *Matching-numbers, UK-delivered, right-hand drive car*
- *Only four owners and 30,350 miles from new*
- *32 years in a private museum*
- *Extensive maintenance records*

'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 coachbuilt, 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 coachbuilt 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, roadholding 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 particular car, chassis number '660498', was manufactured on 24th December 1950 and originally was finished in Birch Grey with Biscuit and Red interior trim and Gunmetal convertible top.

It was first registered as 'LXO 122' on 12th March 1951 by Henly's, London to a Mr John Graeme Dutton-Forshaw. He sold the car on 5th April 1955 to a Mr Roy Bygrave Voller, who in turn sold it to The Right Honourable, The Lord Doune on 12th July 1967 with only 17,082 miles on the odometer. The XK remained in Lord Doune's classic car collection in his Perthshire museum until the present owner purchased it in 1999 (see correspondence on file). In 1999 the car entered the Jabbeke speed trials 50th anniversary meeting, and because of its relatively dormant life in the Doune museum over the previous 32 years, was not driven hard, finishing in 48th place out of the 50 invited entries. To date it has been driven only 30,350 miles.

While in the vendor's care the XK has benefited from extensive maintenance work as well as regular servicing by the highly respected marque specialists Twyford Moors Classic Cars. Works carried out include an engine rebuild in June 1999 (by Sigma Engineering) and a re-spray in 2006. In addition, the car has been upgraded with Jaguar disc brakes, re-bushed steering and suspension, adjustable shock absorbers and a Kenlowe electric cooling fan. All bills, records and MoT certificates are contained within the comprehensive history file together with a JDHT certificate, original old-style buff logbook, current MoT certificate and a V5C registration document.

£90,000 - 120,000
€130,000 - 170,000

351

1962 JAGUAR E-TYPE SERIES I 3.8-LITRE COUPÉ

Registration no. 8599 NE

Chassis no. 860472

Engine no. R4759-9

- *Desirable early model*
- *With its first owner for 39 years*
- *Only three owners from new*
- *Recent full restoration by marque specialist*

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. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

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. At the rear the E-Type's 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) in January 1962. 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.

This original right-hand drive E-Type Coupé was despatched from the factory on 14th May 1962 finished in Opalescent Silver Grey with red interior, its colour scheme today. It was supplied on 1st June 1962 by Henlys of Manchester to Mr R H Hyman. Mr Hyman treasured the car for 39 years until he sold it in 2001, since when it has had only one further owner apart from the vendor, a keen historic car collector, who acquired it in 2013.

Over the past 18 months the car has undergone a full 'last nut and bolt' restoration to original specification, undertaken by a marque specialist, which included stripping the body back to bare metal and repainting in its original colour. Accompanying documentation consists of a Jaguar Heritage Certificate, sundry restoration invoices, current MoT certificate and a V5C registration document. This highly original early E-type is very well presented in arguably the best colour combination and is ready for immediate use.

£110,000 - 140,000

€160,000 - 200,000





Owned from new by Sir Douglas Bader

1938 MG MIDGET TA ROADSTER

Registration no. GPC 671

Chassis no. TA 1753

Engine no. MPJG 2010

- Old-style logbook in Bader's name
- Fully restored to original condition
- Only 100 miles since completion

Douglas Bader enjoying a drive in the country aboard 'GPC 671'

© Getty images



'The latest Series T MG Midget... gives an unusually good performance for its engine size, handles in a distinctly better manner than the ordinary touring vehicle and possesses those touches in the tout ensemble that endear it to the owner with sporting tendencies.' – *The Autocar*, 18th September 1936.

As such, the Midget was exactly the sort of car that would appeal to fighter pilot Douglas Bader, who purchased 'GPC 671' new in January 1938. One of the RAF's most famous flyers of WW2, Bader had lost both his legs in a flying accident in December 1931 but recovered and flew again in the Battle of Britain, only to be shot down over France in August 1941. Despite his physical handicap, he made several escape attempts and eventually was confined in the notorious Colditz Castle. Released from captivity in 1945, he left the RAF in 1946 with the rank of Group Captain and resumed his peacetime career in the oil industry. He was knighted in 1976 and died in 1982, aged 72.

Launched in 1936 as successor to the PB Midget, the TA Midget was an altogether larger and roomier car. Longer in the wheelbase at 94", the simple chassis followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve

engine instead of the previous overhead-camshaft type. The TA was introduced after Nuffield's takeover of MG and used the 10hp 1,292cc four-cylinder Wolseley engine, itself derived from that of the Morris Ten, which produced around 50bhp at 4,500rpm. Though MG purists complained about the adoption of a pushrod engine and synchromesh gearbox, the TA was faster than the PB, having a top speed of 80mph (with the folding windscreen lowered) and its total production of 3003 was 19% more than that of the P-Series.

This Midget's accompanying continuation logbook, stamped throughout the early war years, shows that it was registered to Douglas Robert Steuart Bader on 14th January 1938, his address being given as West Kensington Court, London W14. There are three changes of address recorded, the final being RAF Coltishall, Norfolk in 1946. Bader sold the MG soon afterwards.

In the 1960s, 'GPC 671' was involved in a major accident and was in a dismantled state when it was purchased by the previous owner 11 years ago. It is offered for sale having undergone a 'ground upwards' total restoration to original condition by Warren Kennedy (Classic Restorations Ltd). The car retains its original engine and is presented in generally excellent condition, having covered fewer than 100 miles since completion. Accompanying documentation consists of the aforementioned old-style logbook and a metallurgist's report confirming the chassis number stamping's originality.

£60,000 - 80,000

£84,000 - 110,000



353 N

*The ex-Gulf-JW Automotive team, ex-Richard Attwood/Bjorn Waldegaard
Targa Florio, ex-Pedro Rodriguez Nurburgring 1,000Kms
The only Porsche 908 Turbo remaining in the world today*

1970 PORSCHE 908/03 SPORTS-RACING PROTOTYPE

Chassis no. 908/03-011

Engine no. 10

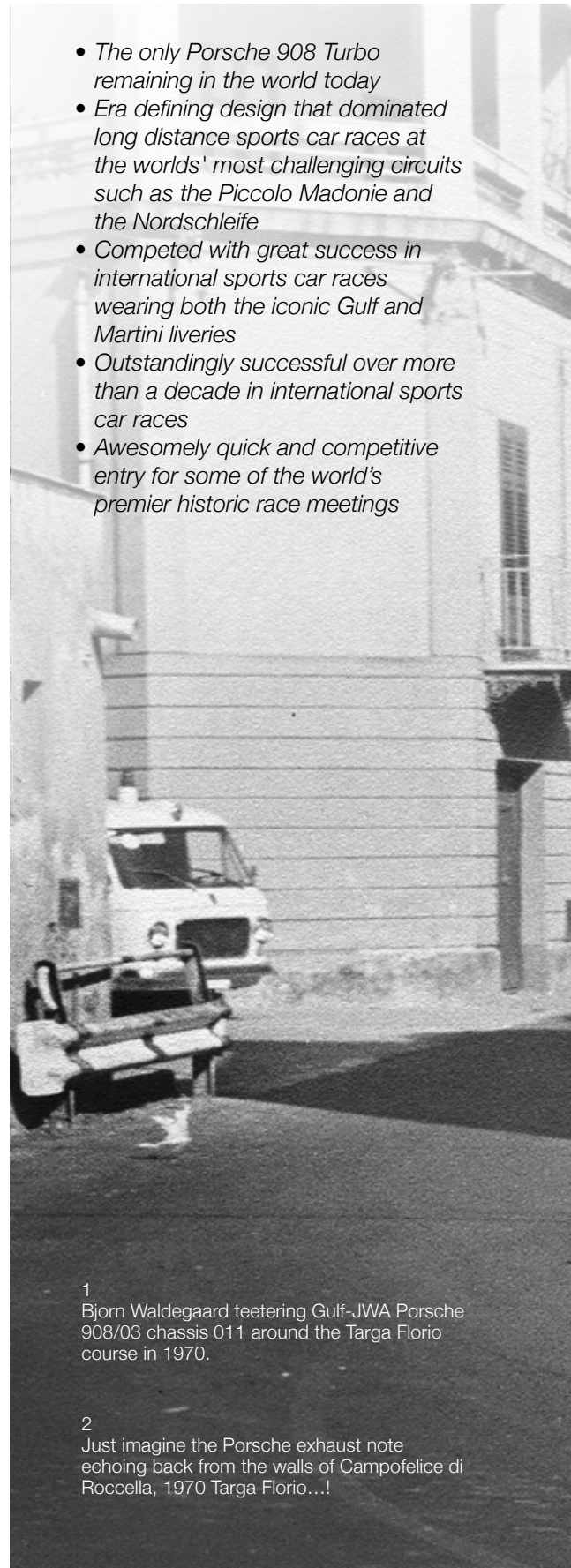


The very best and most world-beating of all competition cars have often been those which were conceived as being the minimum motor car for the maximum driver. Seldom has this been more applicable than in the case of the fantastically compact little Porsche 908/03 sports-prototype cars which were designed for world-class racing professionals to exploit to the full upon tortuously winding road circuits as in the Sicilian Piccolo Madonie course for the Targa Florio, or the Nürburgring *Nordschleife* for the ADAC 1,000 Kilometres race.

This particular 908/03 was run originally brand-new by the Gulf/JW Automotive quasi-works team in the 1970 World Championship of Makes-qualifying Targa Florio race around the Piccolo Madonie circuit in Sicily. It was entrusted to the trusted British works racing driver Richard Attwood who would win that year's Le Mans 24-Hours for Porsche – scoring their historic first-ever outright victory in the world's most prestigious endurance race. He was teamed with the outstandingly talented Swedish rally driver Bjorn Waldegaard, whose public road special stage experience was considered ideal to tackle the Sicilian mountain circuit – a magnificent 44 mile (72 km) course that favoured nimble cars that handled well and the bravest of drivers. They ran well during the Targa Florio, ultimately finishing fifth – covering the same 11 laps as the winner – in '011' now offered here.

The car at that time was powered by one of the 908/03 car family's original 3-litre flat-8 air-cooled engines, and its second outing for Gulf-JW Automotive followed in unchanged configuration in the 1970 ADAC 1,000 Kilometres at the Nurburgring, in which it was shared by Mexican star Formula 1 and sports car driver Pedro Rodriguez and the very fast Finnish sports car specialist Leo Kinnunen. After starting 2nd fastest on the grid, the car went off the road and failed to finish that day, though once again demonstrating its fantastic capabilities on the winding road circuit.

- *The only Porsche 908 Turbo remaining in the world today*
- *Era defining design that dominated long distance sports car races at the worlds' most challenging circuits such as the Piccolo Madonie and the Nordschleife*
- *Competed with great success in international sports car races wearing both the iconic Gulf and Martini liveries*
- *Outstandingly successful over more than a decade in international sports car races*
- *Awesomely quick and competitive entry for some of the world's premier historic race meetings*



1
Bjorn Waldegaard teetering Gulf-JWA Porsche 908/03 chassis 011 around the Targa Florio course in 1970.

2
Just imagine the Porsche exhaust note echoing back from the walls of Campofelice di Roccella, 1970 Targa Florio...!







The supreme family of 3-litre flat-8 air-cooled Porsche sports-racing prototype cars first exploded upon the FIA World Championship of Makes scene in 1968. While the preceding *Typ 907* model had been powered by a rear-mounted 2.2-litre flat-8 engine producing some 270bhp, the new 3-litre engine punched out a meaty 350bhp at a raucous 8,400rpm.

The 908 originated as a closed endurance-racing Coupe that minimized aerodynamic drag on fast-venue tracks, but from 1969 forward was campaigned mainly as a lightweight open-cockpit *Spyder*. For Porsche, function was everything. Finish was irrelevant. And function brought a triumphant catalogue of race victories. Porsche's ambitions extended to outright victory in the FIA World Championship competition, and during 1969 Dr Ferdinand Piech's landmark 4.5-litre flat-12 Type 917 Coupe was introduced to the factory team's armoury.

That design was considered too bulky and unwieldy to be the optimum solution to racing on the tortuous Nurburgring in the annual ADAC 1,000Kms and upon the Piccolo Madonie mountain circuit in Sicily, for the Targa Florio. Both events were important points-scoring rounds counting towards the World Championship crown, and so Piech had a much more compact, open-cockpit *Spyder* tailored to those venues. Thus was born the *Typ 908/3* as now offered here.

During the 1970-71 seasons the cars generally succeeded in their purpose, dominating both the Targa Florio and the Nurburgring 1,000Kms that first season, but being beaten by Alfa Romeo in the 1971 Targa Florio after suffering the misfortune of two cars crashing out on the opening 44-mile lap...

Based upon the ultra-lightweight, stubby, utterly spartan Porsche 909 prototype deployed by Porsche in the contemporarily highly-significant European Mountain Championship series, the new 908/03, was even shorter than the already abbreviated 908/02, and weighed a mere 500 kg (just 1,100lbs) - an astonishing figure for a long-distance endurance racer. In fact its weight contrasted starkly to that of the mighty Porsche 917 Coupe, at around 840 kg (1,900 lbs). In 1971, vertical tail fins were added to the cars and their 1-2-3 finish in their home 1,000Km race at the Nurburgring cemented the 908/03s' tremendous reputation as the minimum race car, for the maximum driver.

A total of thirteen Porsche 908/03 chassis were finally built, amongst which the first five were assigned to test and development use centred upon the factory's Weissach research facility outside Stuttgart. Of this initial batch only one chassis '003' was deployed in serious competition, finishing second in the 1970 ADAC 1,000Kms. During the factory's race programme of 1970-71 no more than five 908/03s were ever fully assembled and running at any one time, and in fact only eight of the cars' bespoke transaxles were manufactured in period.



When FIA World Championship of Makes regulations changed for 1972, the Porsche 908/03s began a second life as a number would eventually be reconfigured with turbocharged 2,142cc 6-cylinder engines, and would race on through the mid-1970s. Back at the factory's racing and experimental department, many of the early 908/03 chassis were stripped and stored, and salvaged components were then built into later machines.

In company with the other 908/03 chassis, '011' now offered here was stripped, dismantled and placed into store.

Porsche factory historian Jurgen Barth – himself previously a Le Mans 24-Hour race-winning driver for the Stuttgart marque – wrote a confirmatory letter to a previous owner of chassis '011' here in which he stated: "Normally the chassis been foreseen (sic) to be scrapped, but then sold to Dr Dannesberger (Germany) and then in 1974 to be then converted into a 908/03 Turbo by the Customer Racing/Repair Department of Porsche in Zuffenhausen".

His car history for the Dannesberger Martini Team-liveried car '011' with its turbocharged flat-6 cylinder engine is then confirmed by this same letter – a copy of which is preserved within the documentation file accompany this car today - as follows:



1970 PORSCHE 908/03 SPORTS-RACING PROTOTYPE RACING HISTORY - CHASSIS NO. 908/03-01 I

Date	Circuit	Driver	Place
23. 03. 1975	Mugello 1,000Kms	Gijs van Lennep/Herbert Muller	3rd overall
06. 04. 1975	Dijon 800Kms	Gijs van Lennep/Herbert Muller	9th overall (not running at finish)
13. 04. 1975	Hockenheim InterSerie	Manfred Schurti – Rtd,	engine problems
20. 04. 1975	Monza 1,000Kms	Leo Kinnunen/Herbert Muller - Rtd,	engine problems
04. 05. 1975	Spa 750Kms	Leo Kinnunen/Herbert Muller - Rtd,	gearbox problems
18. 05. 1975	Enna 1,000Kms	Leo Kinnunen/Herbert Muller	7th overall
01. 06. 1975	Nurburgring 1,000Kms	Leo Kinnunen/Herbert Muller	3rd place overall
14. 06. 1975	Le Mans 24-Hours	Leo Kinnunen/Herbert Muller	Did not start qualifying
15. 06. 1975	Mainz-Finthen InterSerie	Herbert Muller	FIRST OVERALL
29. 06. 1975	Zeltweg 1,000Kms, Osterreichring	Leo Kinnunen/Herbert Muller	9th overall
12. 07. 1975	Watkins Glen 6-Hours	Herbert Muller/Eppie Weitzes Rtd,	engine problems
20. 07. 1975	Hockenheim InterSerie	Herbert Muller	Did not start
17. 08. 1975	Kassel-Calden InterSerie	Herbert Muller	3rd overall
24. 08. 1975	Zandvoort InterSerie	Herbert Muller	2nd overall
07. 09. 1975	Nurburgring InterSerie	Leo Kinnunen/Herbert Muller	3rd overall
28. 09. 1975	Hockenheim InterSerie	Jurgen Neuhaus	7th overall



At some point '011' now offered here was certainly sold to Porsche privateer Dr Sigi Brun of Eberbach, West Germany, who re-assembled this extremely potent road-racing Porsche into its present form and then entered it in the 1982 Norisring race for the American IMSA and Indianapolis racing driver John Paul Jr, who finished 6th overall in it.

At Hockenheim on August 7, 1982, it was then driven for Brun – the engaging professional dentist known to the English-speaking racing fraternity as 'Sticky Bun' – by Jurgen Barth, finishing 8th.

On August 29 back at Hockenheim the car was entrusted to Axel Plankenhorn who suffered turbocharger problems in its engine, after having qualified the car 6th fastest.

The following season, 1983, saw Brun Racing then entered '011' again at Hockenheim on April 10, resulting in a 6th place finish for Sigi Brun himself. And at the Norisring, Nuremberg, on July 3, Axel Plankenhorn drove and again finished 6th.

It appears that this was the car's last frontline racing appearance, and it passed subsequently into Swiss ownership with Jean-Marc Luco in Cologne. From there it passed to the present owner and it is now offered complete with FIA Historic Technical Passport documentation, an engine dyno test sheet dated September 27, 2013 and showing maximum power of no less than 660bhp at 7,916rpm, coupled to maximum torque figures of 66.82kgf/m at 5,918rpm.

This awesomely-specified twin-turbocharged Porsche sports-prototype car has been campaigned as recently as 2013 in the Dix-Mille Tours at Ricard-Castellet in the South of France, finishing 2nd. The car still retains its original body which, when compared to today's materials, is a little heavy. A new body and the latest lightweight wheels would reduce the 776 kg overall weight by as much as circa 70 kg – transforming it into an absolute winner.

As offered here – in effectively race ready condition – it is eligible for the Le Mans Classic races, Proto Seventies and Pre-80 Endurance Series events in addition to so many more. For the buyer who wants to race – and win – the car also comes with a useful spares inventory that is available from the Bonhams office.

Additionally, we recommend it warrants the closest consideration by all connoisseurs of classic Porsche sports-prototype cars, and with its original Gulf-JWA quasi-works team car history, and its use by such Le Mans-winning world-class drivers as Pedro Rodriguez and Richard Attwood, this rare opportunity to acquire such an iconic Porsche prototype and as the only Porsche 908 Turbo remaining in the world today, is one not to be missed...

£2,200,000 - 2,500,000
€3,100,000 - 3,500,000



354

In current ownership since 1979

**1953 BENTLEY R-TYPE 4.9-LITRE
CONTINENTAL SPORTS SALOON
COACHWORK BY H J MULLINER**

Registration no. 813 FUF

Chassis no. BC32C

Engine no. BCC31

- *Delivered new to France*
- *Factory-fitted 4.9-litre engine*
- *Current ownership for 36 years*
- *Restored in the early 1990s*







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

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

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was – inevitably – an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954.



The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'.

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

The example offered here - right-hand drive chassis number 'BC32C' - was ordered new by Papeteries Boucher of Docelles, Vosges, France and delivered via Franco-Britannic Automobiles of Levallois-Perret, having been flown from Blackbushe Airport to Le Touquet on 11th February 1954.

Accompanying copy chassis cards and build details show that the Continental was originally finished in Tudor Grey with tan leather interior trim, while special features included an armrest to passenger door, speedometer in kilometres, Wilmot Breedon bumpers, twin fog lamps, and a rear blind. 'BC32C' has the manual gearbox and right-hand gear lever; the latter considered to be far superior to both the steering column and central gear changes, which have the disadvantage of additional linkages resulting in less precise shifting. A published road test of the right-hand gear change on an R-Type Continental noted that the expression, 'like a hot knife through butter!' was especially apt.

The Series-A, B and C Continentals were delivered with the 4.5-litre engine but when the 4.9-litre unit with its hardened valve seats became available in 1954, Bentley Motors offered it to owners of these earlier cars. 'BC32C' received an exchange 4.9-litre engine in February 1957.



Various sources record the first owner one M Cuny, who presumably was either the proprietor or a senior manager of Papeteries Boucher, a stationery company. The chassis cards list only one subsequent owner: M H Finer of California, USA who acquired the Bentley in July 1963. Less than two years later, in January 1965, the Continental passed to the next owner in the USA, W Yeager, who was followed in February 1971 by William A Rose Jr. Mr Rose had 'BC32C' re-sprayed Regal Red in 1972 (it had already been repainted in Sable Brown) and kept the car until circa 1978. The current UK-based owner purchased the Bentley in 1979 from a New York showroom and brought it home to England.

In September 1990 the car was despatched to marque specialists Healey Brothers of Irthlingborough, Northamptonshire for total restoration, a process that would occupy the succeeding five years and cost in excess of £42,000. All bills relating to the rebuild may be found in the accompanying dedicated file.

Other files contain invoices from marque specialists West Hoathly Garage, which serviced the Bentley from June 1998 to May 2004, and Royce Service & Engineering (August 2007 to date). The most recent bill on file (for £9,031) relates to a major service and extensive re-commissioning, including a gearbox overhaul and the installation of Lumenition electronic ignition, which was carried out by Royce Engineering in July 2014.

In addition to the aforementioned files of invoices, the car comes with tax and MoT records for the period May 2005 to date; previous and current UK registration documents; and details of the R-Type 50th Anniversary Meeting at Silverstone in August 2002 in which 'BC32C' participated. A copy of the *'Bentley Register'* by Christian Hueber & David A Sulzberger; two original handbooks (one in French); and a copy of Stanley Sedgwick's *'R-Type Continental'* (1978) are included in the sale.

Presented in generally excellent condition, 'BC32C' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

£850,000 - 1,100,000
€1,200,000 - 1,500,000



355

**1977 FERRARI 512 BERLINETTA BOXER
COACHWORK BY PININFARINA**

Registration no. BWX 44S

Chassis no. 21689

Engine no. 21689

- *Only circa 22,600 miles from new*
- *First owned by Chris Meek*
- *The '188mph' poster car*
- *Rare right-hand drive model*





One of only 929 512BBs produced, this relatively rare right-hand drive example was first owned by the famous racing driver and owner of Mallory Park Circuit, Chris Meek, who took delivery from Huddersfield Garages. At around that time, Colonel Ronnie Hoare's Maranello Concessionaires was involved in a dispute with a customer claiming that he had been deceived about his 512BB's claimed top speed of 188mph, *Autocar* having managed 'only' 165mph in the example they tested.

Chris Meek knew the car was capable of its claimed maximum and offered to help by arranging a demonstration run. In the book, *'Mallory Park, Portrait of a Country Estate'* by Gareth Evans, Chris recalled: 'We rendezvoused on the M1 just south of Sheffield at 5.00am, with a team of Huddersfield Garages' mechanics, the Michelin crew and a technician from the factory.' With photographer Mike Hargreaves alongside him to record the event, Chris wound the Boxer up to an indicated 190mph 'and actually had to back off slightly to get the definitive 188mph as I was going round a left-hand sweep.' Colonel Hoare showed the photograph to his litigious customer and nothing more was heard of the matter.

Mike Hargreaves used the photograph to produce a poster, which became very popular. A short while later, Chris received a telephone call from Ferrari asking him to visit the factory. Shown into Enzo Ferrari's office, he was astonished to see a copy of the poster on the wall. Il Commendatore thanked Chris for his help in demonstrating that the Boxer could really do the speed the factory claimed, and asked him if there was anything he would like as a reward for his help.

The result was the delivery of several pallets of Italian ceramic tiles, adorned with Ferrari's 'Prancing Horse' emblem, for the hallway of Chris' newly built house in Leeds.

Having reasserted itself at the top of the supercar hierarchy with the first 'Berlinetta Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pinfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm.



The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.

Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. 'That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested. If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability.'

'21689' was purchased by current owner in 1981 from Chris Meek with the help of their mutual friend, racing driver Martin Birrane. The service booklet is stamped by Huddersfield Garages at 1,138 miles (21/9/77) and again at 2,170 miles (4/2/78) followed by Maranello Concessionaires in February 1980.

The Ferrari was serviced again by Maranello Concessionaires in February 1981 at 9,865 miles (bill on file) and then by Moderna in 1983/84. It was then sold to a friend (Mr Brown) in 1985 at 15,857 miles. Routine servicing was undertaken by a local garage together with Radley Motors and MoTo Technique Ltd up to 2002, by which time the recorded mileage total had risen to circa 22,000. By 2009 it had only increased to 22,540 miles.

The vendor repurchased the car from Mr Brown in 2010 and the following year consigned it to Fullbridge Restorations in Maldon, Essex for re-commissioning and new tyres. It has remained in storage with Hoyle-Fox until now and benefits from recent servicing, re-commissioning and MoT by them (at 22,589 miles). Hoyle-Fox's bill for circa £5,000 is in the history file and the car also comes with its Ferrari wallet with instruction book, service booklet, etc; a V5C registration document; current MoT certificate; and an extract from the aforementioned book by Gareth Evans.

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for. The '188mph' poster car, '21689' is one of the most famous of all Berlinetta Boxers.

£200,000 - 250,000
€280,000 - 350,000



Inscribed to the back of the poster: *I am pleased to confirm my old Ferrari BB 'BWX 44S' was the actual car that I attained 188mph on behalf of Ferrari as displayed in this poster, Chris Meek*



JAMES ARUNDEL CRICKMAY (1949 - 2015)

When James Crickmay died in March of this year, his passing was keenly felt by the many hundreds of motoring enthusiasts with whom he had had dealings over the course of an illustrious career at the very top of the collectors' car motor trade.

At the time of his passing, James was chairman of the world-renowned Rolls-Royce and Bentley specialists Frank Dale & Stepsons, a company he joined over 35 years ago. The company was founded in 1946 by Frank Dale, who began buying and selling Rolls-Royce and Bentley motor cars in London. By 1965, Frank's stepsons Ivor and John Gordon had joined the firm, which then became known, as it still is today, as Frank Dale & Stepsons. James's early life consisted of several years in the merchant navy touring the globe, followed by a period of time working independently in the motor trade. James found his home at Frank Dale & Stepsons in 1980 when he joined the company as a junior salesman, and over the years he worked his way up to the position of director and then to the position of managing director before becoming the chairman of the company. He brought invaluable experience and substantial knowledge to the business, and in 2006 his son Giles joined the company, working his way up to his current position of managing director.

Rolls-Royce and Bentley motor cars have been FD&S's exclusive speciality for seven decades and during his time there James Crickmay bought, sold and handled some of the most important examples built by both companies. James Crickmay and his son Giles, together with their experienced team of engineers and craftsmen, succeeded in creating an atmosphere of friendliness, enthusiasm and above all professionalism that has customers visiting from all over the world to buy, service and restore their cars, or simply for trustworthy advice.

'I think the secret to our success has been our own love for these cars, we are enthusiasts ourselves,' says the company's honorary president, Ivor Gordon, expressing a sentiment that James Crickmay would have heartily endorsed. Indeed, over the years James assembled his own world-class private collection of Rolls-Royce and Bentley motor cars, a selection of which Bonhams is privileged to offer for sale here. Although he made his living from buying and selling Rolls-Royce and Bentley motor cars, James was never happier than when he was behind the wheel of one of his classic cars, taking them on numerous trips across the United Kingdom, Europe and beyond. He loved cars of all shapes and sizes, having very much an eclectic taste, as long as it wore a 'Spirit of Ecstasy' or 'Flying B' on the radiator.

James was a very keen golfer and also an ardent Chelsea FC fan, but he will undoubtedly be best remembered for his association with classic cars. James's son and daughter Giles and Emma now run Frank Dale & Stepsons following James's passing, keeping the family tradition of the business very much alive. 'I know some sons have distant or strained relationships with their fathers but I was so very fortunate,' says Giles. 'Dad was not only my business partner and my mentor, but perhaps most importantly, he was my best friend. He is greatly missed by his family, his staff and the numerous people he met over his many years of involvement in the classic car world. We continue to run Frank Dale & Stepsons as he did, with integrity and passion. I only hope that the cars from his collection, offered for sale by our friends at Bonhams, bring their next owners half the joy that they brought dad.'

1954 ROLLS-ROYCE SILVER DAWN 4½-LITRE SALOON

Registration no. LSU 904

Chassis no. SPG85

Engine no. S92G

- Landmark Rolls-Royce model
- One of only 481 4½-litre 'long tail' cars
- First owned by the Duke of Primo de Rivera
- From the late James Crickmay's private collection



The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after WW2; more components were bought in rather than manufactured in house and for the first time there was factory bodywork, which was better suited to the owner driver than to a chauffeur. This 'standard steel' body was available at first only on the Mark VI Bentley, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. Codenamed 'Ascot', the Silver Dawn was produced alongside the Mark VI and the coachbuilt Rolls-Royce Silver Wraith, albeit in far fewer numbers.

The range featured a new 4,257cc six-cylinder engine (enlarged to 4,566cc in 1951) with inlet-over-exhaust valve gear, which had been under development since the mid-1930s. The company used belt drive for the water pump and dynamo for the first time on this engine, which employed a Zenith Stromberg carburettor in Rolls-Royce configuration. The latter was preferred to the Mark VI's twin SUs as it offered smoother running and a cold start facility, which was not available on the SU-equipped Bentley until 1952.

A welcome improvement to the standard bodywork arrived in mid-1952 in the shape of an enlarged boot together with associated changes to the rear wings and suspension. This design was introduced on the 'E' series Silver Dawn and was retained until the final 'J' series. The new model was almost identical to the Mark VI up to the rear doors; however the larger boot with its greater luggage capacity gave it arguably a more attractive and balanced profile. Only 760 Silver Dawns were built and this model is considered by many to be one of the most attractive 'standard steel' models from either Rolls-Royce or Bentley.

The first Rolls-Royce to be offered with factory bodywork, the Silver Dawn is recognised as a landmark model in the marque's history and is fast becoming sought after as the enthusiasts' choice.

Chassis number 'SPG85' was completed in June of 1954 to the order of the Duke of Primo de Rivera, the Spanish ambassador to the UK. Later in its life, in the 1980s, the car formed part of the Furuki Collection in Japan before returning to London in 2003 and being acquired by a British collector. He purchased it in London and sent it Frank Dale & Stepsons' workshops to be evaluated. Over a period of several weeks the brakes, front suspension and steering were overhauled and the car thoroughly serviced and prepared. It has since been correctly maintained, covering a further 4,000 miles since the significant works were carried out in 2003.

Following James Crickmay's more recent acquisition, the Silver Dawn has again been reviewed and prepared, to ensure continued enjoyment. The coachwork presents beautifully and the interior has a nice patina, commensurate with a car of this age. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry invoices, a UK V5C registration document and fresh MoT certificate.

James firmly believed that the factory-bodied Silver Dawn and R-Type models were tremendous value when compared to their coachbuilt cousins, and this was a car he enjoyed using largely during the winter and spring time.

£30,000 - 40,000
€42,000 - 57,000

1958 ROLLS-ROYCE SILVER WRAITH 'EMPRESS' TOURING LIMOUSINE

Registration no. 4760 RO

Chassis no. HLW6

Engine no. L6H

- *Ordered new by Count Manuel A Matos*
- *One of only six bodied in this style*
- *Prepared by Frank Dale & Stepsons*
- *From the late James Crickmay's private collection*



Rolls-Royce resumed civilian production after WW2 with the Silver Wraith, introduced in 1946. Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the Mark VI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the Mark VI's pioneering 'standard steel' bodywork.

Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,783 chassis had been completed, 639 of them the long-wheelbase version.

The last word in motoring luxury in its day, this automatic-transmission Silver Wraith on the long-wheelbase chassis has the 4,887cc engine introduced in the second half of 1954. Chassis number 'HLW6' was completed in December of 1958 to the order of Count Manuel A Matos, who had purchased the first Bentley Cresta ('B447CD') some ten years previously. Built to design number '8500' by Hooper & Co, it features their Empress Touring Limousine coachwork with cutaway spats over the rear wheels.

'HLW6' is one of only six cars built in this style and as a late Silver Wraith it also features power steering, while the 4.9-litre engine is equipped with twin SU HD8 carburettors (early examples were fitted with a single Zenith which was subsequently replaced by twin HD6 carburettors). It was also fitted with a standing mascot as opposed to the kneeling type fitted to earlier cars. 'HLW6' is one of very few Silver Wraiths produced to this mechanical specification, the most advanced offered.

This particular car was restored in the late 1980s and was supplied by Frank Dale & Stepsons in early 2005. In the ensuing six years it was well campaigned on various rallies and long journeys, covering approximately 15,000 miles while being carefully maintained. It is fitted with a powered internal division, sideways-facing occasional seats in the rear compartment and a picnic table. It also has one notable modern upgrade: a rear parking camera with display screen discreetly placed on the driver's sun visor, so it is only visible when required. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry maintenance invoices, a UK V5C registration document and fresh MoT certificate.

James Crickmay acquired the Silver Wraith in 2012 and used it in and around London for social occasions and also at R-REC events. The final upgrade to the car, at James's request, was for air conditioning to be installed as he had planned on using it on the continent, something he was not able to do due to illness.

£50,000 - 70,000

€71,000 - 99,000



1953 ROLLS-ROYCE SILVER WRAITH SEDANCA DE VILLE COACHWORK BY HOOPER & CO

Registration no. XYJ 402

Chassis no. ALW47

Engine no. L46A

- *Unique coachwork by Hooper & Co*
- *Ordered by Nubar Gulbenkian*
- *Prepared by Frank Dale & Stepsons*
- *From the late James Crickmay's private collection*



The last word in motoring luxury in its day, this automatic-transmission Silver Wraith on the long-wheelbase chassis has the 4½-litre engine introduced in 1952. Chassis number 'ALW47' was completed with sedanca de ville coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. Perhaps Hooper's most elegant post-war sedanca de ville, it is featured and illustrated in *'Rolls-Royce: The Classic Elegance'* by Lawrence Dalton (page 109).

One of 639 Silver Wraiths built on the long-wheelbase chassis, 'ALW47' was ordered in 1953 by Nubar Gulbenkian. Armenian born Gulbenkian was a very colourful character, described as a flamboyantly bearded and monocled devotee of fox hunts, orchids and Rolls-Royces. He is understood to have kept a suite all year round in Piccadilly's famous Ritz Hotel giving him swift access to the exciting nightlife in West London. His shrewd and successful family's vast wealth had been accumulated in the oil business and Nubar was not shy when it came to spending his fortune.

He had a passion for Rolls-Royces, in particular Silver Wraiths bodied by his preferred coachbuilder, Hooper. Gulbenkian is understood to have had four Silver Wraiths commissioned and bodied by Hooper, including a Perspex top saloon and an open tourer.

'ALW47' is perhaps the most balanced and stylish Silver Wraith that Gulbenkian had created, with Hooper's 'Empress Line' coachwork sitting particularly well on the long wheelbase chassis. This unique motor car comes with a range of interesting features that should come as no surprise judging by Gulbenkian's character. The driver's compartment is trimmed in grey leather and can be easily adapted for open driving using the original coach key which is supplied with the car. One smooth turn of the key releases the back section of the roof, revealing a compartment for the sedanca style roof to slide into once released from the clasps that sit above the windscreen. It is a very simple yet ingenious design and way ahead of its time. The rear compartment is fitted with large and luxurious reclining seats trimmed in West of England cloth for added comfort. An electric division, electric windows and air conditioning were also specified when 'ALW47' was built, and are all still in perfect working order.



The dashboard, door fillets, window frames and rear division rail are trimmed outlandishly in snakeskin, which is believed to be python. Gulbenkian is known to have liked his chauffeurs to drive in a brisk style, and had a speedometer fitted to the rear division rail so he could keep an eye on his employee's progress. The rear compartment speedometer is complemented by a time clock, which is a consistent feature in all of Gulbenkian's Silver Wraiths.

This stylish and interesting motor car was first acquired by Frank Dale & Stepsons many years ago before becoming part of James Crickmay's personal collection in recent years. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with a UK V5C registration document and fresh MoT certificate.

James used the Silver Wraith regularly for social occasions, family events and the Rolls-Royce annual rally on many occasions, and it was also loaned by James to Lord March for several Goodwood Revival meetings, to chauffeur Lord March's guests between the circuit and Goodwood House.

£90,000 - 120,000
€130,000 - 170,000



359

1934 BENTLEY 3½-LITRE DROPHEAD COUPÉ COACHWORK BY JAMES YOUNG

Registration no. 963 YUS

Chassis no. B193AE

Engine no. O8BL

- One of 35 bodied by James Young
- One of only nine in this style
- Prepared by Frank Dale & Stepsons
- From the late James Crickmay's private collection



'Derby Bentley' chassis number 'B193AE' was completed in May of 1934 and supplied to its first owner, Sir Cecil Cochrane of Cumberland Place in West London. Only 35 Bentley 3½-Litre chassis were bodied by James Young, with nine chassis receiving drophead coupé bodies with 'sweep panel' coachwork. Chassis number 'B193AE' was the first of the nine cars completed in this style, so called because of the elliptical sweep panel across the door and part of the rear quarter, a device also used by the likes of Barker and Gurney Nutting. This allowed considerable scope for a two-tone colour finish, adding further interest to an already attractive design.

'B193AE' changed hands for the first time in 1936 when it was purchased by Commander H Haynes of Greenwich, London, who kept the car throughout the war years, parting with it in 1948 when it was bought by Sir William Twysden of Davies Street in West London. It was sold again in 1950, on this occasion to Mr L N Clark of Molesey in Surrey and subsequently again in 1954 to Lt Col H Roteman of Regent Street in London's West End.

In 1958 the Bentley was purchased by Mrs J C Ellis, who resided at Chelsea's Cheyne Walk in London SW10, which is where it was first encountered by Frank Dale & Stepsons. Ivor Gordon, the honorary president of the company, remembers seeing the car parked in Cheyne Walk on numerous occasions on his way to work when the business was situated in Sloane Square, Chelsea. Ivor slipped several business cards underneath the wiper arms over a number of years but his efforts were to no avail.

Mr Ellis apparently used the car on a daily basis during the Ellis family's ownership, motoring all over London to various appointments and then to Italy every summer for the family holiday. The car was eventually sold by the Ellis family at auction in the late 1980s and purchased by Ricardo Mazzucelli, who was married to Ivana Trump. The Bentley was purchased as a wedding present to his wife, but she disliked the car and ordered him to dispose of it. Mr Mazzucelli explained the situation he was in and the car was purchased by Frank Dale & Stepsons for the first time at this point.



Shortly thereafter it was supplied to a collection in France and delivered in person by James Crickmay, being driven from London to Villeneuve, which was a most enjoyable trip. While in France it was shown at the Louis Vuitton Concours d'Élégance in Paris on more than one occasion. The car returned to London in 2005 and was supplied in April of that year, again by Frank Dale & Stepson, on this occasion to a collector in West Sussex where it remained until repurchased by James in recent years.

Over the past ten years the car has been maintained and improved as and when necessary by a noted Rolls-Royce and Bentley specialist, with expenditure totalling in excess of £20,000. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry maintenance invoices, a UK V5C registration document and fresh MoT certificate.

During James's final period of ownership, he enjoyed using it largely during the summer, but also on rallies and at Bentley Drivers' Club events. This beautifully proportioned Derby Bentley was perhaps James's personal favourite in the collection and one that he took a great deal of pleasure from.

£120,000 - 150,000

£170,000 - 210,000



1959 BENTLEY S2 CONTINENTAL SPORTS SALOON COACHWORK BY HOOPER & CO

Registration no. XWV 183A

Chassis no. BC1AR

Engine no. A1BC

- *The first S2 Continental chassis*
- *The only S2 Continental bodied by Hooper & Co*
- *The last ever car bodied by Hooper*
- *Displayed at the 1959 Earls Court Motor Show*



Rolls-Royce's six-cylinder engine, as used in the Bentley Continental, had effectively reached the end of its development by 1959. The power output of approximately 160bhp was more than sufficient, but facing increasing competition from faster rivals, Rolls-Royce sought out an improved power unit to deliver more speed while retaining the Continental's refined performance. The answer was the adoption of an all new V8 engine displacing 6,230cc and producing an estimated 200bhp, a power increase of 25%. It had been developed at Crewe for some years prior and was an immediate success.

The V8 was constructed almost entirely in aluminium and weighed around the same as the S1 Continental's engine, but featured hydraulic tappets to ensure quieter running. A few other mechanical aspects were modified, including the braking and lubrication systems, with automatic transmission and power steering now standard, making the Bentley S2 Continental a motor car capable of speeds approaching 120mph. H J Mulliner was responsible for bodying the majority of S2 Continentals (221 cars) with Park Ward contributing 125 and James Young 41.

The example offered here, chassis number 'BC1AR', is the very first Bentley S2 Continental to be completed. Featuring sports saloon coachwork by Hooper & Co, it is the only S2 Continental bodied by this most celebrated of British coachbuilders. Indeed, the body of 'BC1AR' would turn out to be the final one produced by them. The Continental was displayed on the Hooper stand at the 1959 Earls Court Motor Show and was first owned by the Rank Organisation Ltd.

'BC1AR' was first acquired by Frank Dale & Stepsons in the 1980s when purchased from the second owner. It was restored at Frank Dale & Stepsons' Hammersmith workshops and then supplied to a large collection in Japan. The restoration works included the car being repainted in silver and re-trimmed in St James' red leather. New grey carpeting bound in matching red leather was fitted also and all of the interior woodwork was restored to show condition. The car was mechanically prepared and fitted with air conditioning at the new owner's request. Following restoration the car remained in Japan for some years before returning to London.



It was subsequently supplied on three separate occasions by Frank Dale & Stepsons, once again to a Japanese collector in the early 1990s and on two further occasions to English collectors. A Becker Mexico stereo complete with built-in satellite navigation has been fitted more recently.

The Bentley comes complete with its original handbook, while period-correct small tools will be supplied upon purchase to complement the original large tools. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry restoration invoices, a UK V5C registration document and fresh MoT certificate.

'BC1AR' is a car of great historical importance, being Hooper's Earls Court Motor Show car of 1959, the first S2 Continental built, the only S2 Continental with coachwork by Hooper and the last body they ever produced. James Crickmay owned a number of S-Type Continentals over the years, with 'BC1AR' one of his favourites. It was listed as being the fastest S2 Continental built in a number of reference books, a statement he took great pleasure in putting to the test on the roads around London and the Surrey countryside.

£100,000 - 120,000
€140,000 - 170,000



361

**1933 ROLLS-ROYCE PHANTOM II
CONTINENTAL DROPHEAD COUPÉ
COACHWORK BY PARK WARD**

Registration no. BYV 923

Chassis no. 55MW

Engine no. XO25

- *One of only 281 on the Continental chassis*
- *Believed unique Park Ward coachwork*
- *Prepared by Frank Dale & Stepsons*
- *From the late James Crickmay's private collection*





In 1929 the arrival of the Rolls-Royce Phantom II set new standards for others to follow. It was a luxury motorcar specifically designed with the chauffeur driven passenger in mind. At the time, the only home produced rival to compare with the Phantom II was the Bentley 8-Litre, which was a faster vehicle but was thought to be far less chauffeur friendly, with considerably heavier steering and a gearbox that was more difficult to operate. During the development of the Phantom II, the majority of the long distance testing was carried out on the long straight roads surrounding Chateauroux in France. This fact, and Mr Henry Royce's many journeys between the South of England and the South of France, no doubt opened his eyes to the type of motoring not available upon England's narrow and winding roads.

The Phantom II Continental chassis was created with long-distance high-speed motoring in mind, the project being personally overseen by Henry Royce with assistance from Ivan Evernden. As conceived by Royce, including originally its style of coachwork, this new four-seater owner/driver model was to be more sporting and compact when compared to the standard long-wheelbase Phantom II. Only 281 such chassis were produced, which were differentiated from the standard offering by virtue of their thicker suspension springs and a 6" shorter chassis, of 144" wheelbase. The steering column was optionally lowered to what was known as the 'F' rake position, and the floor was lowered also to allow more rakish coachwork to be fitted.

Mechanically speaking, the Continental was fitted with a higher-ratio rear axle (12/41), which provided brisk acceleration and higher top speeds at lower revolutions. Royce had decided that the use of five thicker leaf springs as opposed to the standard 9 or 10 would save weight and allow for a smoother ride when the road surface was less than perfect. To assist control of the ride, additional shock absorbers were added to the standard hydraulic units, which were controllable from the driver's seat in the later examples. With lightweight coachwork being fitted, the final result was a motor car capable of carrying four people in great comfort at high speeds for many hours at a time over considerable distances. It is rightly considered by many to be one of the finest of pre-war Rolls-Royces.

Coachbuilders Park Ward had been approached by Rolls-Royce in 1922 and asked to produce a series of bodies for the 20hp model, which proved to be very popular and successful. However, following the great depression in the late 1920s, the roles were reversed and Park Ward contacted Rolls-Royce in search of financial support. This was granted in return for a 33% share of the company, with Rolls-Royce acquiring the remaining shares in 1939. The alliance forged during the 1930s between the two companies proved to be mutually beneficial.



Park Ward were entrusted with producing bodies for a number of Rolls-Royce's experimental cars at this time, and in turn their showrooms on Conduit Street in Mayfair, West London always had an excellent selection of both Rolls-Royces and Bentleys on offer. Most of the Park Ward bodies fitted to the Phantom II Continental chassis were of the closed, compact, close-coupled, four-door saloon type; however, upon special request more stylish open bodies were produced, with that offered here - chassis number '55MW' - being one of Park Ward's most striking creations.

This particular motor car was completed in August of 1933 to the order of W W Worthington of Lichfield in Staffordshire. The flamboyant and striking boat-tail drophead coupé coachwork is fitted with twin side-mounted spare wheels and a hinged rear portion. The rear part of the body, or boat tail, is divided into two pieces that are released with the coach key.

Once they are released, the two sections open on hinges to allow the hood to retract and be housed discreetly inside the body. According to early records, '55MW' was owned by W W Worthington for over 20 years, passing into the ownership of H F Gower of London in 1954. In May 1958, '55MW' left British shores when it was purchased by W B Fairclough of Ohio, USA.

In 1977 the car was restored while in the ownership of Raymond Jefferson, also of Ohio, USA. It is understood that '55MW' remained in the United States until around 15 years ago when it returned to England. It has been mechanically maintained and serviced at Frank Dale & Stepsons' workshops over the past few years, undergoing extensive preparation and improvements. These included, but were not limited to, new carpets; sympathetic restoration to the existing leather interior; coachwork preparation and restoration; restored wire wheels; new tyres; and new polished wheel discs to suit James Crickmay's taste. Checked, prepared and tested by Frank Dale & Stepsons immediately prior to sale, the car is offered with sundry restoration invoices, a UK V5C registration document and fresh MoT certificate.

James was a great admirer of his long-term business partner Ivor Gordon's former Phantom II Continental and greatly enjoyed using '55MW' on occasions during the latter part of his life, firmly believing that the Phantom II Continental was the ultimate pre-war Rolls-Royce. This stylish motorcar is believed to be a unique creation by Park Ward on the Phantom II Continental chassis and is widely admired wherever it is driven.

£250,000 - 300,000
€350,000 - 420,000



362

**1960 MASERATI 3500 GT COUPÉ PROJECT
COACHWORK BY CARROZZERIA TOURING**

Registration no. UYA 86
Chassis no. AM101 962
Engine no. AM101 962

- Matching-numbers example
- Present ownership since 1985
- Desirable front-disc-braked model
- Offered for restoration



'The 3500 GT Maserati is a much underrated motor car, being overshadowed by the prancing horse from up the road in Modena. But it is not so long ago that the prancing horse was very much on the prongs of the Maserati trident in motor racing and there is that lovely big six-cylinder engine under the bonnet to remind one of the glories of the 250F.' - Edward Eves, *Autocar* 3rd July 1976.

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers. A luxury '2+2', the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S competition sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner.

The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially on carburettors, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking before production ceased in 1964.

An alloy-bodied, four-speed, disc braked model, this left-hand drive Maserati 3500 GT was purchased from Ivan Dutton in October 1985 by the current owner. The latter intended to restore the Maserati but has never got around to starting the project, and so the car has remained in a garage in Kensington, West London for the last 30 years. Its original V5 document show that 'UYA 86' was first owned by one Amarjit Singh Sehmi.

The Maserati is offered for restoration (the engine turns freely), which should not prove too difficult given the number of marque specialists worldwide. Indeed, as Edward Eves observed: 'With a GKN back axle, Girling brakes and Borg & Beck clutch in the specification, plus a ZF box on the five-speed cars, one is struck that here is an Aston Martin except for the engine. Even the body is of the same construction.'

The car is offered with the 1985 purchase receipt, an old-style logbook and a V5 registration document. It should be noted that the bumpers are missing.

£90,000 - 120,000
€130,000 - 170,000



1963 JAGUAR E-TYPE 3.8-LITRE 'SEMI-LIGHTWEIGHT' COMPETITION COUPÉ

Chassis no. 888169

- *First E-Type at 2015 'Le Mans Legend'*
- *Fully documented*
- *Current FIA Historic Technical Passport (HTP) papers*



Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp.

The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type. This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand. Sadly, the lightweight and low-drag E-Types failed to fulfil their potential in the endurance classics, though the car did prove able to take on and beat the Ferrari GTOs at shorter distances. Today, copies of these rare competition variants are among the most popular and sought after of all E-Type replicas.

This FIA-certified semi-lightweight E-Type 'Le Mans' racer was raced by a Swiss collector for the 2014 and 2015 seasons and comes with copy results sheets for the 'Le Mans Legend' (organised by Motor Racing Legend) and the 'Le Mans Classic' and 'Sixties Endurance Race' (organised by Peter Auto).



In the 2014 'Le Mans Classic' (Race 4) this car qualified as first E-type, having lapped the historic Le Mans circuit in a highly respectable 5 minutes 4.972 seconds, beating other E-Types in a mixed field of Jaguars by two seconds. In the 2015 'Le Mans Legend', this car was the first E-type home, recording a maximum speed of 242.6km/h (150mph) ahead of the highly competitive E-type driven by Steve Soper. Finally, in the 'Sixties Endurance' race at the 2015 Monza Historic, this car finished 1st overall, putting an end to the domination of the AC Cobras!

Left-hand drive chassis number '888169' was totally restored in 2014 as a 'continuation' of the semi-lightweight E-type driven by Maurice Charles and John Coundley in the 1962 Le Mans 24 Hours race (car number '8'). It is a specially prepared competition semi-lightweight model featuring a 3.8-litre race engine built in 2013 by specialists Sigma Engineering (Peter Lander). Breathing through triple Weber 48 DCOE carburettors, this unit incorporates a high-compression cylinder head, thick '3.8' steel block, steel crankshaft, steel race con-rods, forged pistons, lightened flywheel, triple-plate competition clutch, hydraulic release bearing, and anodised billet aluminium cylinders. Power is transmitted via a Denis Welch Motorsport four-speed straight-cut gearbox. Fabricated by expert coachbuilder Simon Dunford, the new body is to 'Semi-Lightweight' specification, incorporating an aluminium bonnet, roof, boot lid and doors. Accompanying documentation includes correspondence with the service providers and others involved in the car's race preparation.

After a year spent fully restoring all the original parts, the E-type was sent for race preparation to M & C Wilkinson, who undertook further work under Mike Wilkinson's supervision, all to period specification, and obtained FIA papers. In 2014, the vendor began racing the E-Type, investing an additional £100,000 in 'getting the car just right', which included finishing the exterior in classic Opalescent Blue.

Additional specification highlights include:

- Brand new FIA fuel cell
- Lightweight specification alloy wheels
- Cool-ducted FIA front brakes
- Rebuilt front brake callipers and new stainless steel rear callipers
- Interior roll bar as per Lightweight, set-up for HANS device
- On-board fire extinguishing system
- Perspex windows
- Upgraded differential c/w cooling radiator

The car comes with a huge history file containing all documentation regarding special-order specifications and also a list of the additional lightweight items purchased for the Le Mans entry. Fully sorted, safe and extremely reliable, this highly successful E-Type is a proven 'turnkey' competition car ready for race, rally or street use.

£180,000 - 220,000
€250,000 - 310,000

364

1972 PORSCHE 911S 2.4-LITRE COUPÉ PROTOTYPE

Registration no. HGC 659J

Chassis no. 911 230 0013

Engine no. 6320023

- Rare factory prototype
- In-period competition history
- Group 4 specification (FIA HTPP 2.5 ST)
- Chassis restored 2010; engine rebuilt 2013
- Le Mans Classic 2014, 1st Porsche 911





A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356 that had secured the fledgling company's reputation as producer of some of the world's finest sporting cars. The iconic 911 would take this reputation to an even more exalted level on both the road and racetrack.

The 356's rear-engine layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's sometimes wayward handling, and then in 1970 the engine underwent the first of many enlargements, to 2.2 litres, in which form it produced 180bhp on Bosch mechanical fuel injection when installed in the top-of-the-range 'S' model.

All 911 variants received the 2.4-litre (actually 2,341cc) unit for 1972, by which time the 911S featured the stronger Type 915 five-speed gearbox and 6"x15" alloy wheels as standard. Porsche had already tried a 2.4-litre engine in Le Mans 24-Hour endurance racing, the stretch being achieved by lengthening the stroke, but the impetus for the production unit's introduction came from the USA's ever more stringent emissions laws. This new 911S engine produced 190bhp with increased torque. The most obvious external change from the 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability, and for the 1972 model only, the outside oil filler on the left rear wing. This was done to move the oil tank forward for improved weight distribution, as with the 1967 911 R competition models. But it was a costly change and only produced for the one model year.



Porsche had built 1,430 2.4-litre 911S coupés in 1972/73 by the time production switched to the 2.7-litre model for 1974. The '2.7' was the first 911 to incorporate the large impact-absorbing bumpers, disliked by many purists for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

This 911S Coupé prototype was built 'for factory use' in July 1971 (production number '1020004') intended for homologation for the forthcoming 2.4-litre model. It was constructed using a 911T bodyshell with no undercoat and no sound proofing, while anchor points were incorporated for race harnesses. The car was fitted with a standard interior and painted Gulf Orange. Its engine was the new 2.4-litre 911/53 unit to 'S' specification, number '6320023', which was coupled to the new 915/12 gearbox (see AFN Heritage correspondence on file).

This was a 'base car' used to homologate the 1972 street model, and was sent to Schinznach in Switzerland for Swiss TÜV homologation reference, after which it was returned to the Porsche Competitions Department in December 1971 to serve as a test and development 'mule'. There it was tested with various 2.7 RS components, a lightweight interior and sports seats, and was used to run a twin-plug motor. The car was road registered in March 1972.

In June 1973 this 911S prototype was sold by the Competitions Department to David Yorke, previous manager of the Lotus Formula 1 team, who at the time was manager of the John Wyer Porsche, Gulf Oil-sponsored endurance racing programme.

In October 1973 the car was imported into Belgium by the former coachbuilders D'leteren Frères, as evidenced by the Certificate of Conformity on file, and in April 1974 was registered by Andre Herck (as 'AJN 321') for use in Group 3 events. In February 1976 the Porsche was registered in Belgium as 'ADK 075' by the Belgian racing driver Jean-Pierre Gaban. Later that year it contested the Bianchi Rally and the Ypres 24 Hours Rally, being driven by Magalhaes/Erculis to a 6th place finish in the latter event behind the winning Opel Kadett of Walter Röhr. Gaban continued to enter the Porsche in Group 3 rallies throughout the 1970s. Period photographs showing the Porsche in competition are on file together with results sheets.

In 1990 this Porsche prototype was still in Belgium in Gaban's ownership, and then was sold by Stephan Vigot Motors, Paris to one Fred Hampton in London. A fax on file from O. Lang of Porsche to Mr Hampton confirms the car's prototype status. It then passed to T M Freitag (London/Malaysia) in 1996 and over the course of the following two years was restored by Moto Technique in the UK. It was registered in the UK in 1999 and received FIA HTP Group IV 2.5 ST papers in 2000. It then competed in the Tour Auto and Tour D'Espagne, and in 2007 was sold to the current owner in Switzerland.



1



2

Between 2008 and 2010 the car underwent a complete chassis upgrade and restoration by F Quiblier, a well recognised Swiss specialist. New FIA papers were issued in December 2010. The engine was rebuilt in the autumn of 2013 with a fresh aluminium crankcase and 2.9-litre Mahle cylinders/pistons, and produces circa 270bhp. The twin-plug ignition, high butterfly, SC/RS camshafts, rally air box and ancillaries are period correct. The chassis incorporates all RSR modifications and reinforcements including 917 brakes, which had been FIA homologated in late 1972. With aluminium lids front and rear, and other lightweight components its weight is only approximately 980kg.

Over the last four years the car has competed in the Tour Auto, Modena Cento Ore Classic (1st in Group H) and Le Mans Classic (1st Porsche 911, Grid 5). Offered with the aforementioned documentation, a selection of restoration photographs and V5C registration document, '0013' represents a rare opportunity to acquire a Porsche 911 factory prototype with in-period competition history.

£650,000 - 850,000
€920,000 - 1,200,000



1
 Magalhaes/Erculis - The 24hrs
 of Ypres Rallye, June 1976

2
 Magalhaes/Erculis - The Bianchi Rallye,
 May 1976

The ex-Alan Phipps, Harold Bevan, Bill Burton

1935 ASTON MARTIN ULSTER 2/4-SEATER TOURER COACHWORK BY ENRICO BERTELLI

Registration no. CMF 764

Chassis no. D5/570/U

Engine no. D5/570/U

'Based on the MkII chassis, the Ulster was the apotheosis of the pre-war sporting Aston Martin. A replica of the 1934 team cars which had finished 3rd, 6th and 7th in the Ulster TT race, it was made available to amateur racers for just £750.' – Michael Bowler, *'Aston Martin – The Legend'*.

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the years immediately following The Great War. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.

Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre road car, the duo featured dry-sump lubrication – a feature that would stand them in good stead in long distance sports car events – and this was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (8' 6" and 9' 10") the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the Le Mans Race, although many others have since followed Aston Martin's example.

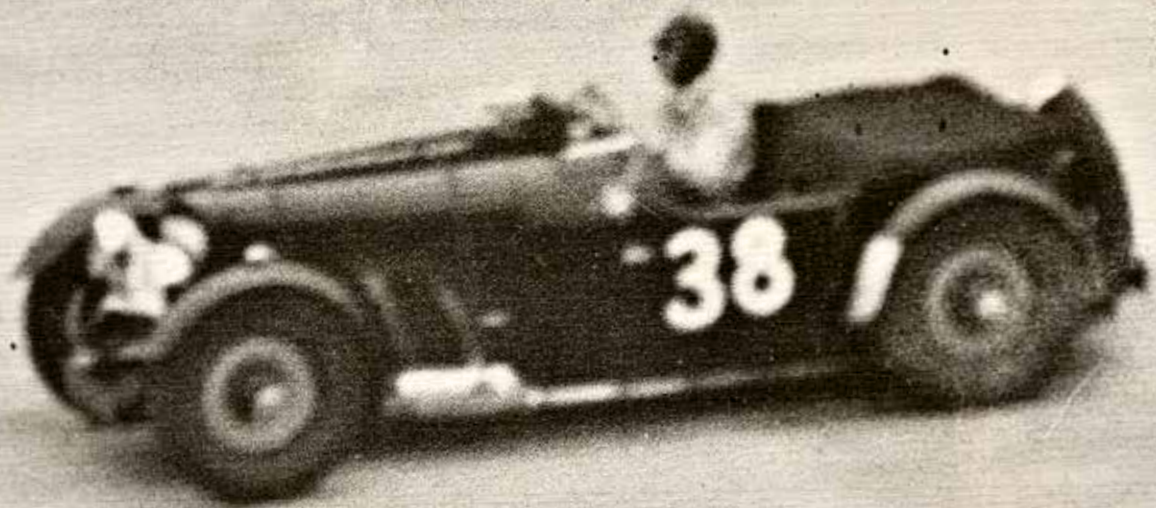
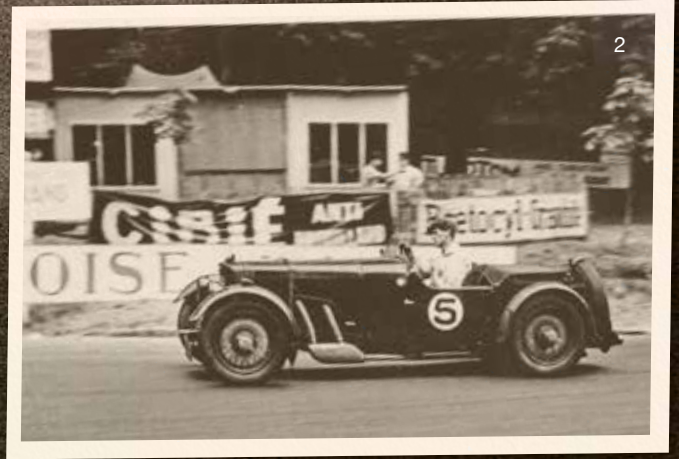
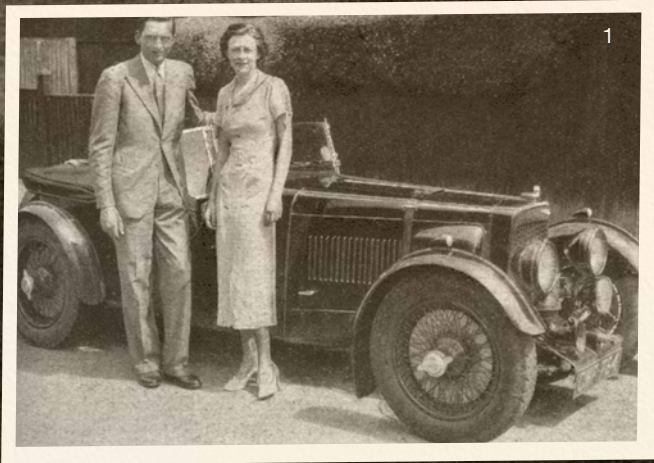
The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, while the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'. The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater.

- One of only four Special Order 2/4 seat Ulsters produced by the works
- Extensive period racing history including victory in the 1936 Stanley Cup at Donington
- Regularly maintained over many years by marque specialists
- Proven track record in historic racing and rallying

1
Alan Phipps and his new wife fellow racer Doreen Evans posed by 'CMF 764' © LAT

2
John Parker behind the wheel of the car during the 1951 Bol d' Or 24-hour race © AMHT

3
D5/570/U in action at Brooklands during the 1930s © Ferret Photographic







Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine with counter-balanced crankshaft. Short (8' 7") and long (10') wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli.

Racing was still at the forefront of company policy under the stewardship of new owners the Sutherlands, Robert Gordon Sutherland assuming the post of joint managing director alongside 'Bert' Bertelli in March 1933. For the 1934 Le Mans race, three competition cars were constructed on the new MkII chassis, the frames being copiously drilled for lightness. In the race all three works Astons were sidelined by trifling mechanical problems, prompting Bertelli to try and un-jinx the team by painting the cars – previously always finished in various shades of green – in Italian Racing Red. The next race on Aston Martin's calendar was the RAC Tourist Trophy at Ards in Ulster, regulations for which stipulated standard chassis. Three new cars were built on unmodified frames and the superstitious Bertelli was duly rewarded with a 100% finishing rate. The trio finished 1st, 2nd and 3rd in class, earning Aston Martin the Team Prize. In 1935 another works car, chassis number 'LM20', finished 3rd overall at Le Mans, winning its class and the Rudge Cup.

In October of 1934, Aston Martin exhibited the resulting spin-off model at the Olympia Motor Show, introducing it as 'a Replica of the three cars which ran so successfully in the 1934 TT race.' Built on the shorter of the two MkII chassis, the Ulster differed little from its more run-of-the-mill siblings, though the engine was subjected to tuning and more careful assembly. Modifications included polishing the inlet and exhaust ports, and raising the compression ratio to 9.5:1 by means of domed pistons and a 'stepped' cylinder head, the result of these changes being an increase in maximum power to around 85bhp. The Laystall crankshaft and the valves and valve springs were of higher specification than those of the other MkII models. Lightweight, door-less two-seater bodywork was fitted and every Ulster was guaranteed to exceed 100mph with full road equipment, a phenomenal achievement for a 1½-litre production car at that time.

A serious competition machine, the Ulster abounded in mechanical refinements resulting from the factory's years of endurance racing experience. These included painting the dashboard matte black and the radiator surround in body colour – reflected early-morning sunlight had been found to be a serious problem when flat out at Le Mans – and securing every chassis nut with a split pin.



4

4
Bill Burton racing 'CMF 764' Snetterton, 1950s
© Archer Archive



5

5
Bill Burton AMOC Silverstone, 1953
on the grid next to LM10
© Archer Archive

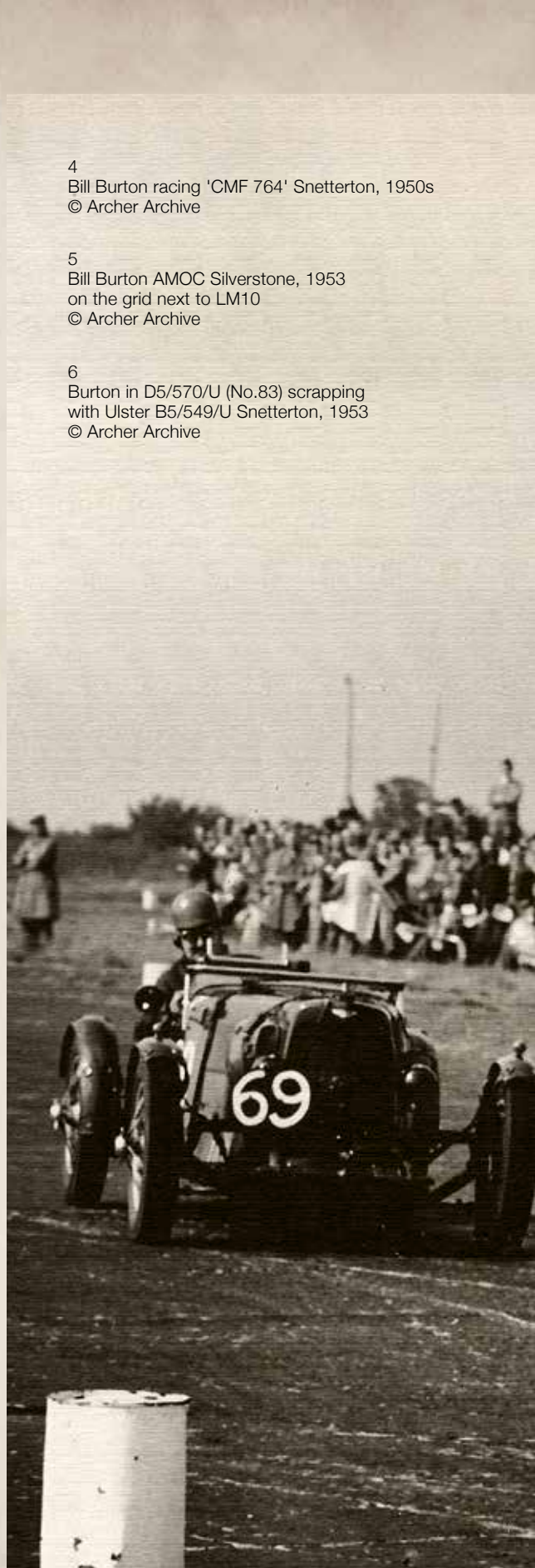
6
Burton in D5/570/U (No.83) scrapping
with Ulster B5/549/U Snetterton, 1953
© Archer Archive

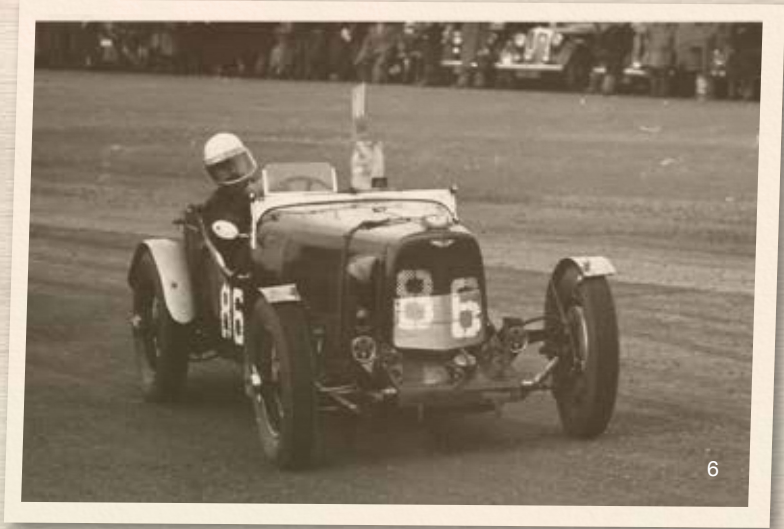
In his book 'Aston Martin 1913-1947', Inman Hunter comments: 'If ever a car looked right for its purpose it was the Ulster, but like all Bertelli Aston-Martins, with a dry weight of 18cwt, it was absurdly heavy in comparison with Rileys, Magnettes and Nashes, so lacked their acceleration. Yet its unique qualities of stamina and superb handling earned the respect of enthusiasts all over the world.'

Of the 31 Ulsters built, including 10 team cars, 28 survive and the whereabouts of all are well known. No doubt the car's legendary robustness played a part in this quite exceptional survival rate. Chassis number 'D5/570/U' was registered on 17th July 1935 with a Middlesex number, 'CMF 764', and two days later was delivered new to its first owner, Brooklands racer A R 'Alan' Phipps of Exeter College, Oxford. It is one of only four Ulsters produced with special order 2/4 seat bodywork. Like all its fellows, this car is featured in Alan Archer's definitive book on the marque 'Aston Martin Ulsters', published by Palawan Press (pages 279-282).

Phipps had already gained experience of Brooklands racing his Le Mans model, 'F3/274/S', and on 19th October 1935 debuted his Ulster in the BARC's Second October Mountain Handicap. Secretary of the Oxford University MDC, Phipps led its team at the Frazer Nash Car Club's Donington Park on 28th March 1936 and finished 1st, winning the Stanley Cup. He followed that up with a Special Award in the High Speed Trial at the JCC Members' Day meeting at Brooklands on 27th June. At some point during this period the car was fitted with a supercharger and it was listed in this form when entered for the 1936 Spa 24-hour race, but it failed to appear for this event.

By the end of July 'D5/570/U' was back at the works where the engine was disassembled to investigate low oil pressure. The car was still in this dismantled state when it was sold to Bellevue Garages & Service Stations of Wandsworth Common, South London, Phipps having bought a two-seater Speed Model. He went on to race other Astons and MGs.







Bellevue Garages advertised the car as a '1935 Aston Martin 1½-litre Ulster T.T. engine, 2-4 seater Le Mans body, fitted supercharger, one owner, colour black completely overhauled, very good acceleration, many extras, owner going abroad'. The car was subsequently advertised 'with or without Centric supercharger' and in 1937 was bought by well-known Brooklands competitor Harold L Bevan, a Bentley driving Le Mans participant who had been one of the founding members of the AMOC in 1935. On 26th June 1937 Bevan's Ulster formed part of 'Dick' Anthony's Aston Martin team in the LCC relay race at Brooklands, helping them to a 6th place finish. Bevan's last known outing with 'D5/570/U' was on 5th September 1937 at the VSCC/AMOC Speed Trials at Croydon.

The Ulster was next owned by a Dr Ferraby in London and then (in 1948) by one K Smith of Enfield. In December 1948 Smith advertised the ex-Phipps Ulster for sale in *Motor Sport* and in May 1950 the car was registered by John A W Parker of Hendon, North London. In June 1951, Parker entered the Ulster in the Bol d'Or 24-hour endurance race, held that year at St Germain near Paris, and despite various mechanical problems managed to finish 11th. On 28th July he was an entrant in the AMOC's St John Horsfall Trophy Race at Silverstone.

In January 1952 the Ulster was registered to William 'Bill' Burton, who had purchased the car to replace his written-off Le Mans. In '*Aston Martin Ulsters*', Archer remarks: 'The Ulster soon became one of the most familiar 1½-litre Aston Martins competing enthusiastically at the meetings of many clubs. His first AMOC St John Horsfall Trophy race was on 26th July 1952, the last on 12 July 1975; he won the Trophy in 1974.' After 1977, Burton switched to using his Aston Martin 15/98. He retired from competition in 1987, aged 72.

In December 1989, 'D5/570/U' was offered for sale at a UK auction where it was purchased by businessman Eddie Shah, proprietor of the Messenger Group. Marque specialist Chris Shenton then undertook a comprehensive restoration to concours standard, retaining the original body frame and panels, which was completed in 1993 at a cost of some £43,000.

In June 1997 Brooks offered the Ulster for sale at its Goodwood auction (Lot 874) where it was purchased by the next owner. The car was then stored. The current owner purchased the Ulster in 2002. Further restoration was carried out by Ecurie Bertelli in 2003, which was followed by a complete engine rebuild, including a new crankshaft, con-rods and camshaft, in 2007.





8

8
Leading the Ex-Prince Bira Ulster, AMOC
St John Horsfall Trophy Race Silverstone



9

9
Blasting along the Scottish coast during
the Scottish Malts Rally
© Archer Archive



Including the cost of the engine rebuild, in excess of £25,000 has been spent on the Aston during the current ownership. The wings are new (originals included in the sale) and the car also benefits from a rebuilt gearbox. All work has been carried out by Ecurie Bertelli. Accompanying documentation includes FIA HTP papers (2005); FIVA papers categorising the car as A/3 (2005); VSCC 'Buff Form'; an old-style logbook (1950); V5C registration document; and a full photographic record of the restoration carried out by Chris Shenton Engineering together with related invoices.

With its ultra-rare 2/4 seat body, 'D5/570/U' affords greater practicality than the more commonplace two-seater since it not only has the same style, eligibility and performance but also doors, a hood and far greater luggage space, making it considerably more comfortable and civilised. This performance and practicality is perfectly illustrated by the current owner who has combined a successful racing campaign with 'D5/570/U' including victory in the famed St John Horsfall Trophy Race at Silverstone in 2006 with an equally successful long distance rally campaign in events such as the Scottish Malts Reliability Trial.

Representing a once-in-lifetime opportunity to acquire a famous and well-documented example of Aston Martin's finest sports car of the pre-war era, 'D5/570/U' is eligible for all the most important historic motor sports events including Le Mans and the Mille Miglia.

£700,000 - 900,000
£990,000 - 1,300,000



KEITH RICHARDS

'If you're going to kick authority in the teeth, you might as well use both feet.' - Keith Richards

Founder member and lead guitarist of The Rolling Stones, Keith Richards is one of the most recognisable celebrities of all time, his deeply lined face testifying to a life lived to excess. Born in Dartford, Kent on 18th December 1943, Keith Richards learned to play the guitar at home, listening to recordings by Billie Holiday, Louis Armstrong and Duke Ellington among others. He attended the local primary school with future fellow 'Stone Mick Jagger, and was his neighbour until 1954 when the Jagger family moved. A few years later the pair met again, by which time Richards was at Sidcup Art College and Jagger was attending classes at the London School of Economics. The blues records that Jagger was carrying revealed a mutual interest and led to a renewal of their friendship.

Richards joined the amateur band Jagger was singing with at the time - '*Little Boy Blue and the Blue Boys*' - but the pair, together with another friend, Dick Taylor, soon left to found The Rolling Stones together with Brian Jones, Ian Stewart and drummer Tony Chapman. Taylor, Stewart and Chapman then departed and were replaced by bassist Bill Wyman and Charlie Watts on drums, though that definitive four-piece line-up did not arrive until 1963, by which time the band had already appeared at famous London clubs such as the Marquee and the Crawdaddy, performing cover versions of songs by the likes of Chuck Berry and Bo Diddley.

Decca Records, which had turned down The Beatles, was desperate to sign 'the next big thing' and offered The Rolling Stones a generous deal. Their first single was a cover of Berry's '*Come On*' and their first UK No.1 was another cover, of Bobby and Shirley Womack's '*It's All Over Now*', which topped the charts in June 1964. The band's breakthrough hit, cementing their international reputation, was the Jagger/Richards composition '*(I Can't Get No) Satisfaction*', which topped charts worldwide in May 1965, bringing the band notoriety and wealth in equal measure. The rest, as they say, is history.

Richards' decades-long collaboration with Jagger has established the pair as one of the finest song-writing partnerships in the history of popular music, while Keith's unmistakable guitar style - so prominent on iconic 'Stones tracks such as '*Honky Tonk Women*', '*Brown Sugar*' and '*Start Me Up*' - has seen him elevated to the pantheon of rock-music 'axe men'.

Richards' brushes with the law are equally legendary. In February 1967 his country-house home 'Redlands' was raided by police, leading to his and Mick Jagger's later trial and conviction for drugs-related offences. Their sentences were dropped on appeal but Richards would face several more arrests on drugs charges over years. Keith became a father for the first time in December '67 when his girlfriend, actress Anita Pallenberg, gave birth to a son, Marlon.

By the end of the 1970s, Richards had developed a serious heroin habit and in 1977 was arrested in Toronto, Canada following the discovery of a large quantity of the drug in his possession. Only his agreement to seek treatment in the USA saved Keith from a lengthy term of imprisonment.

In 1979 Richards met his future wife, model Patti Hansen. The couple married in 1983 on Keith's 40th birthday and would later have two daughters together, Theodora and Alexandra. With Jagger increasingly focussing on solo projects, Keith did likewise, releasing his first solo album, '*Talk Is Cheap*' in 1988. He reunited with Jagger for the 'Stones album '*Steel Wheels*' in 1989. The band continue to record and tour internationally, and in 2013 made their Glastonbury debut.

Richards is widely credited with being the inspiration for Johnny Depp's character, Captain Jack Sparrow, in the popular '*Pirates of the Caribbean*' movie franchise, and in 2007 Keith himself appeared in '*Pirates of Caribbean: At World's End*', playing the role of Sparrow's father. He released his acclaimed autobiography, '*Life*', in October 2010.



Photo credit: Ken Griffiths

366

"Blue Lena" Formerly the property of Keith Richards of the Rolling Stones

**965 BENTLEY S3 CONTINENTAL FLYING SPUR SPORTS SALOON
COACHWORK BY H J MULLINER, PARK WARD**

Registration no. JLP 400D

Chassis no. BC68XE

Engine no. 34EDC

- *First owned by Keith Richards of The Rolling Stones*
- *One of only 68 right-hand drive S3 Continental Flying Spurs*
- *Known history from new*
- *Fully restored by English Automotive Services*





© Getty Images



The acquisition of an iconic luxury motor car has long been established as a milestone in the career of the aspiring rock star. In the case of Keith Richards, legendary lead guitarist with The Rolling Stones, it was this Bentley Continental Flying Spur, dubbed 'Blue Lena' in honour of Keith's favourite American singer, Lena Horne.

The Rolling Stones first rose to fame in the 'Swinging London' of the 1960s, a period of optimism and social change that swept through a Britain eager to throw off the shackles of post-war austerity, which manifested itself in an explosion of innovation in fashion and popular music. A southern counterweight to the Liverpoolian Beatles, the 'Stones coalesced around Richards and lead vocalist Mick Jagger, two childhood friends reunited by a shared love of American Blues music. They would be joined by guitarist Brian Jones, bassist Bill Wyman and Charlie Watts on drums. That definitive line-up did not arrive until 1963, by which time the band had already appeared at famous London clubs such as the Marquee and the Crawdaddy, performing cover versions of songs by the likes of Chuck Berry and Bo Diddley. Their first single was a cover of Berry's 'Come On' and their first UK No.1 was another cover, of Bobby and Shirley Womack's 'It's All Over Now', which topped the charts in June 1964. The band's breakthrough hit, cementing their international reputation, was the Jagger/Richards composition '*I Can't Get No) Satisfaction*', which topped charts worldwide in May 1965, bringing the band notoriety and wealth in equal measure. Now in receipt of hitherto unimaginable riches, the band began to indulge themselves: Mick Jagger bought an Aston Martin DB6 and Bill Wyman an MGB, while Brian Jones was often seen at the wheel of his Rolls-Royce Silver Cloud. Not to be outdone, Keith Richards bought a Bentley S3 Continental Flying Spur, the most expensive model in Bentley range. That car was chassis number 'BC68XE'.

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. With the arrival of the V8-engined version in 1959, this consummate ability was further enhanced. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration.



Photo credit: Classic & Sportscar

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

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. 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. Combining boulevard elegance with Bentley's sporting tradition, 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.

One of only 68 right-hand drive Flying Spurs built on the S3 Continental chassis, 'BC68XE' chassis was ordered by London-based dealer H R Owen on 18th May 1965 for one R N F Mason. The chassis was delivered to H J Mulliner, Park Ward Ltd on 13th July 1965. The car's original specification included a blue external finish ('to match Crewe standard Dawn Blue'); beige Connolly leather upholstery with matching headlining and carpets; electric windows to all doors; plain Sundym glass to windscreen only; Radiomobile 920T radio; Hirschmann electric aerial; parking and indicator lights on front wing sides; Dunlop whitewall tyres and a badge bar at the front.

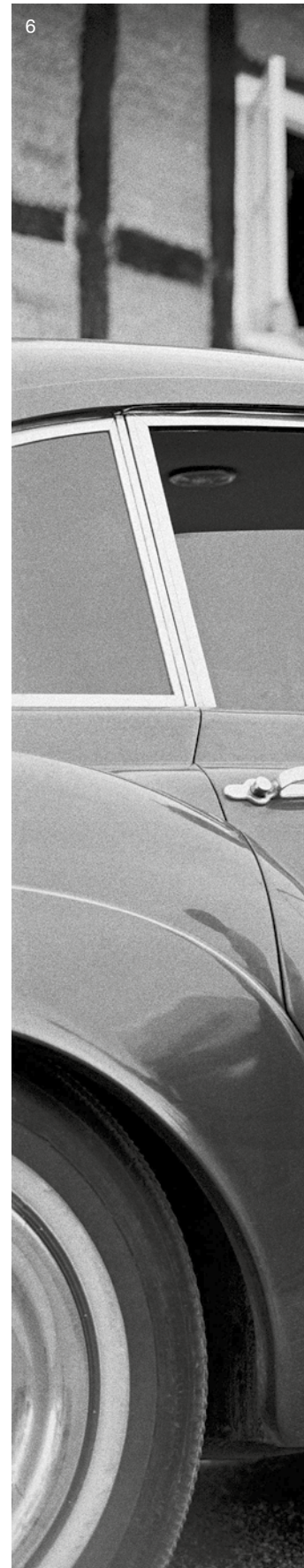
Test driven on 9th September 1965, the Bentley was delivered to H R Owen some three weeks later, on 1st October. For reasons unknown, Mr Mason cancelled his order and the car was left in stock at H R Owen's dealership in Mayfair's Berkeley Square, which is where it was spotted by Keith Richards. Keith bought the car, which was registered in London as 'JLP 400D'. Copy chassis cards (on file) record the first owner as 'Rolling Stones Ltd (K Richard Esq)'. The absent final 's' is interesting, reflecting the Stones' manager Andrew Loog Oldham's notion that spelling Keith's surname that way 'looked more pop'.



Recalling the Bentley in his recently published autobiography, *'Life'*, Keith said: 'This was "Blue Lena", as it was christened, my dark blue Bentley, my S3 Continental Flying Spur – an automobile of some rarity, one of a limited edition of eighty-seven. It was named in honour of Lena Horne – I sent her a picture of it. Having this car was already heading for trouble, breaking the rules of the establishment, driving a car I was definitely not born into "Blue Lena" had carried us on many an acid-fuelled journey. Modification included a secret compartment in the frame for the concealing of illegal substances. It had a huge bonnet, and to turn it you really had to swing it about. "Blue Lena" required some art and knowledge of its contours in tight situation – it was six inches wider at the back than the front. You got to know your car, no doubt about that. Three tons of machinery. A car that was made to be driven fast at night.'

Although it is not known where it was located, the 'secret compartment' was not the only modification requested by Keith, who also specified darkened glass for the rear windows, quarter lights and rear screen to ensure privacy for the rear seat occupants (see below...). He also had a Webasto sunroof installed, which would prove particularly efficacious when the band decided to decamp to Morocco in March 1967, and a little Philips record player.





The move to Morocco followed the infamous police 'drugs bust' of Keith's home 'Redlands' in Wilmington, Surrey where the Stones and their guests, including Mick Jagger's then girlfriend, Marianne Faithfull, were staying. No arrests were made at the time but Richards, Jagger and their art-dealer friend Robert Fraser were subsequently charged with drugs offences. To avoid the attentions of a rapacious British media, which had been fed information about the arrests by the police, the band and its entourage moved to Tangier in Morocco to await the trial. Jagger and Faithfull flew direct but Keith and Brian Jones decided to travel with 'Blue Lena', which was flown from England to France aboard a British United Air Ferries 'Carvair'. Keith's chauffeur Tom Keylock, who would become the Stones' chief 'fixer', then drove them to Morocco, with Keith sitting up front to change the 45s on the little Philips record player. Brian Jones and his then girlfriend, actress Anita Pallenberg, sat in the back with Deborah Dixon, a Texan friend they had collected in Paris.

Jones was taken ill with pneumonia during the trip and was transferred to Toulouse hospital, remaining there while the others continued the journey into Spain. Leaving a nightclub in Barcelona one night, they found themselves in a near-riot situation, with people throwing things at the Bentley. Luckily the police intervened to rescue them. Having spent a night in police custody, and after the Bentley's windscreen had been repaired, they continued the journey but without Deborah, who had had enough excitement and wanted to return to Paris. It was there, in the back of 'Blue Lena', that romance blossomed between Keith and Anita. The couple would go on to have three children and remain together until 1980.

From Morocco, Keith and Anita moved to Rome, Italy where Anita was to star alongside Jane Fonda in the motion picture 'Barbarella', directed by Fonda's husband Roger Vadim. They lived in the Villa Medici, a magnificent Renaissance palace with formal gardens, and were driven around Rome and its environs by Tom Keylock at the wheel of 'Blue Lena'. One of Keith's after-market modifications was a pair of loudspeakers behind the front grille, which Anita used to terrorise local motorists by putting on a policewoman's voice, reading their number plates aloud and issuing bogus instructions.

1 Keith with 'Blue Lena' - note the 'L' Plate on the rear, 1967.

2 'Blue Lena' with the Rolling Stones for the *Beggars Banquet* shoot, Sarum Chase, Hampstead, 1968

3 Keith with 'Blue Lena' at his Surrey home 'Redlands', 1967. © Gered Mankowitz

4 Mick and Keith getting collected from H.M.P Wormwood Scrubs in 'Blue Lena', after the Drugs bust at Redlands, 1967.

5 Keith drives 'Blue Lena' through the boulevards of Paris, 1967.

6 Keith with 'Blue Lena' at 'Redlands', 1967. © Gered Mankowitz

7 Tensions mounting – Brian Jones, Anita Pallenberg and Keith in Morocco, 1967.

8 Anita & Brian in Marrakech, Brian still wouldn't have known about Anita and Keith's growing relationship, Morocco, 1967.

9 Keith wanders through Marrakech, 1967.

10 Brian Jones, Keith Richards and Mick Jagger - Marrakech, Morocco, 1967.







During the course of Keith Richards' ownership, 'Blue Lena' was involved in several accidents. In 1976, returning from a concert at Knebworth in Hertfordshire where the 'Stones had topped the bill alongside Led Zeppelin, Keith fell asleep at the wheel and the Bentley ended up hitting a tree. The were seven occupants, included Keith's son Marlon, but the Continental's inherent strength ensured that nobody was seriously hurt. The most serious accident happened later in 1976, on 19th May. Driving home on the M1 motorway from a concert at Welford Road Stadium in Leicester, Keith left the road and 'Blue Lena' ended up in a field, having ploughed through a hedge and a fence. When the police arrived they discovered illegal substances in Keith's possession and he was arrested.

In 1978 Keith parted with 'Blue Lena', which was sold to Lawrence Kayne, a Rolls-Royce dealer in Ascot. Keith was obviously a great admirer of the model, as his next purchase was another S3 Continental Flying Spur, which he still owns. Kayne kept 'JLP 400D' until 1988 when he sold the car to Anthony Gerrard Hill of Nantwich, Cheshire. 'Blue Lena' remained in Cheshire as part of Mr Hill's private collection until 2006 when it was sold to the current owner. By this time 'Blue Lena' was in a sorry state, still suffering the effects of past accidents. The new owner had no choice but to commission a painstaking restoration, which was undertaken by English Automotive Services of West Molesey.

'Blue Lena' was delivered to EAS's workshop on the back of a recovery truck, having been sitting in a lock-up for many years, partially dismantled and stripped of its paintwork. The body had to be extensively rebuilt, requiring many new panels due to the accidents it had been involved in while in Keith's ownership. Had the car not been so famous it might well have been scrapped, but the owner rightly insisted that it was a piece of history and should be made good again.

The search for missing or unobtainable parts would delay the project's completion for several years; the original beige leather was no longer listed so Connolly was commissioned to make a special batch; new darkened glass had to be made as the old windows were too scratched to use; and a new rear screen had to be made as heated ones were no longer available. Wing sections, door panels and boot sections were all hand crafted and made to fit, while all the mechanicals were overhauled and the engine rebuilt with no expense spared. EAS's detailed invoices are in the history file (inspection recommended).

After five years of restoration, 'Blue Lena' is now in splendid condition once again, a gallant survivor of its years in the hands of one of the all-time gods of Rock 'n Roll.

£400,000 - 600,000
£570,000 - 850,000

367 N

1985 FERRARI TESTAROSSA COUPÉ COACHWORK BY PININFARINA

Registration no. Not UK registered
Chassis no. ZFFSA17A3F0058267

- First owned by actor Tom Selleck
- Circa 18,000 miles from new
- Comprehensive service history
- Last serviced in June 2015
(belts changed)



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.

An early monospecchio (single mirror) model, this low-mileage example of the legendary Italian supercar was originally owned by veteran Hollywood actor Tom Selleck, best known for his starring roles in the television series *'Magnum'* and the motion picture *'Three Men and a Baby'*. Un-restored and still in its factory-original colour scheme, the Testarossa is said to be original except for its Speedline alloy wheels.

In 2009 the Ferrari was imported into Finland and has seen little use since its arrival in that country. A major service was carried out in June 2015 (at 17,800 miles) by the official Ferrari service agent in Finland, including changing the timing belts and much more besides. The related bill for circa €14,000 is on file and the car also comes with a US Certificate of Title and a quantity of earlier service bills from US specialists.

£100,000 - 120,000
€140,000 - 170,000



368 N

1938 BMW 328 SPORTS ROADSTER

Registration no. Not UK registered

Chassis no. 85378

Engine no. 79280

- One of fewer than 200 surviving
- One owner from 1965 to 2013
- Extensively restored 2009-2011
- Mille Miglia eligible



BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on 14th June 1936, when Ernst Henne beat a field that included 1½-litre monoposto racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary '328'. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW – the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf IFS and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness in equal measure – virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design.



Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim.

The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminium coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible hood, and were well equipped and very comfortable in the manner of the best Grands Routiers. On the racetrack the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.

The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Between 1936 and 1939 only 426 BMW 328s were made, of which fewer than 200 are estimated to exist today.

Details of factory records, kindly supplied by BMW Classic, show that chassis number '85378' was despatched new to BMW dealer Michel in Stuttgart on 29th April 1939. BMW Classic has also confirmed by e-mail that this particular 328 remains very original. After WW2 the BMW was imported to Sweden, probably sometime during the 1950s, finding a new home in the small town of Pajala in the far north of the country.

The vendor's late father, Hans Carl 'Hansi' Schwarz, the BMW's owner for some 40-plus years, first encountered the car when he was on tour in 1965 with the immensely popular Swedish folk group, the Hootenanny Singers (featuring Björn Ulvaeus of later ABBA fame). Hansi Schwarz, already a classic-car enthusiast and proud owner of an MG TF, came across an advertisement for the 328 for sale for the price of 32000 SEK, at the time a considerable sum of money. His friends considered the price too steep but, being the automobile connoisseur that he was, Hansi could not believe his luck and promptly bought it. Apparently the car had been sitting in the barn where it was parked for quite some time.



1
'85378' competes in a vintage car rally, Stockholm, 1969

2
'85378' poses in the snow post restoration, Västervik, 1969



Hansi Schwarz later went on to found one of Sweden's premier folk festivals, Visfestivalen i Västervik, as well as managing ABBA on their first few tours. The 328 was the apple of his eye and the care he took to keep the car both roadworthy and as original as possible was second to none. He had it serviced and stored in the Haledau district just north of Munich in Germany by a father-and-son business that services many of the pre-war BMWs currently on the road in Europe. The father was a chief technician at the BMW factory and subsequently taught his son everything he knew about these cars, ensuring that the love and care '85378' has received throughout the years has been outstanding. At the time of his death in 2013, Hansi Schwarz was one of the world's longest-standing BMW 328 owners, '85378' having been in his care for 48 years.

Invoices on file show that between 2009 and 2011, '85378' underwent extensive restoration by the aforementioned marque specialist Andreas Freudenberger of Eggenfelden, Germany and there is also a photographic record of the rebuild showing the engine being dynamometer tested, etc. The car also comes with an album of photographs depicting it from 1969 onwards, all of which show the additional holes drilled in the wheels that it has clearly worn for a long time.

Also on file is a photographic record of an earlier restoration, believed carried out during the 1960s, and various images believed to show the car as found. Other photographs show the 328 on various BMW and other rallies. A copy of the original workshop manual is included in the sale and the car also comes with a quantity of spares. These include a cylinder block numbered '135', fitted with crankshaft, con-rods and pistons; two gearboxes, one assembled and with one a broken casing; the original wheel spats for the car; half shafts and a drive shaft; front grille; two front brake/hub assemblies; and various ancillaries. It should be noted that a Volvo gearbox is fitted currently, the original being one of those referred to above.

Generally regarded as one of the very few pre-war models that drives like a post-war car, the BMW 328 is eligible for all the most important historic events including the Mille Miglia, Flying Scotsman Rally and Le Mans Classic.

£550,000 - 650,000
€770,000 - 910,000

1967 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. NYM 66E

Chassis no. DB6/3029/R

Engine no. 400/3025/V

- Single family ownership from new
- Matching chassis and engine numbers
- Believed-genuine 29,658 miles from new
- Extensively restored and well maintained



'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.

Thus did *Autocar* magazine begin its road test of the Aston Martin DB6 Vantage, which, with a claimed 325bhp on tap courtesy of its triple Weber carburettors and other enhancements, enjoyed a healthy 43 horsepower advantage over the standard DB6. 'For high-speed open-road touring this Vantage DB6 is practically ideal,' enthused *Autocar's* scribe and few would disagree, even today.

This DB6 Vantage was ordered by and delivered new to the vendor's father, Dr N Power, via H R Owen. It was supplied with the Vantage engine, 3.73:1 final drive, limited slip differential and chromed wire wheels (build sheet on file). The Aston was serviced by the factory up to 1972, the details being recorded on build sheet's reverse.

Correspondence on file from Aston Martin to Dr Power in July 1974 details works required totalling £2,000 – more than the car was worth at that time! Dr Power then entrusted the DB6 to renowned marque specialists R S Williams Ltd, who carried out the works. R S Williams subsequently serviced the car (in 1981/82), which included fitting a low-ratio steering rack. A smaller wood-rim steering wheel has been fitted also.

In May 1990 the Aston was given to Pugsley & Lewis for a full restoration. The car was stripped to bare metal, all chassis rot cut out, new sills fitted and then re-sprayed, while the engine, gearbox rear axle and suspension were rebuilt. These works were completed in June 1992 at a cost of circa £30,000. R S Williams serviced the DB6 in 1996 and again in July/August 2008, the latter bill (for £8,000) detailing a front suspension rebuild, general maintenance, ignition system overhaul, carburettor tune, making both electric windows work, and fitting new tyres, shock absorbers and brake pipes. There were further works carried out in May 2009 to modify the exhaust and in July 2015 R S Williams again serviced the car and fitted a set of refurbished wire wheels.

This delightful one-family owned DB6 Vantage displays a believed-genuine total of only 29,658 miles on the odometer, and in the last 34 years has covered only 8,461 miles. Described as in generally very good condition, it is offered with the aforementioned build sheet and invoices, MoT to August 2016 and a V5C registration document.

£250,000 - 300,000

£350,000 - 420,000



370

1954 JAGUAR XK140 SE ROADSTER

Registration no. 301 UXB

Chassis no. S812916DN

Engine no. G9213-8S

- Left-hand drive, delivered in the USA
- Restored in 2012
- C-type cylinder head and overdrive transmission
- Fitted with front disc brakes



'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.

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

The power unit remained Jaguar's well-tryed, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type.

A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

Writing in *Autosport*, John Bolster had this to say: 'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.'

This left-hand drive XK140 SE roadster was delivered new to the USA and brought back to this country from a dry State some 11 years ago. It was restored in 2012 and bare-metal repainted, no trace of rust having been found anywhere, while the interior was renewed at the same time. The engine was rebuilt by Dave Butcher. Finished in red with tan leather interior, the car is described as in generally very good/excellent condition and offered with a V5C registration document.

£70,000 - 90,000
€100,000 - 130,000



371

1972 PORSCHE 911T 2.8-LITRE COMPETITION CAR

Registration no. XEU 670K

Chassis no. 9112102764

Engine no. 6124194

- Sold new in the USA
- Matching chassis and engine numbers
- Prepared for historic competition use
- Fully documented from new



Few sports cars are as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. The 911 first appeared in the latter role, as a works entry, on the 1965 Monte Carlo Rally. Group wins were achieved in the European Rally Championship in 1966 and 1967, with works driver Vic Elford securing the overall European Championship in the latter. In 1968 the 911 emphatically established its credentials as a frontline rally car, works-entered 911s winning eight of the 15 European Championship rounds with works driver Pauli Toivonen taking the European title. Two years later the 911 brought Porsche its first World Championship of Makes.

For circuit racing there was the Carrera RS. Porsche had revived the Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated 'Carrera RS' (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars.

Based on the 911 Carrera RS Lightweight announced the previous year, Porsche's RSR GT-category racer collected overall wins in the World Sportscar 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 car.

This 2.4-litre Porsche 911T was supplied new in February 1973 via Stoddard Imported Cars to one Emery Prior of Chagrin Falls, Ohio, USA. In 1977 Mr Prior asked Stoddard to carry out a conversion to bring the engine up to a capacity of 2.8 litres (2,808cc) at a cost of \$11,300. Mr Prior kept the car until 1993 and it remained in Chagrin Falls until it was exported to the UK in 2007. All of Stoddard's service receipts up to 2005 come with the car.

On arrival in the UK, the Porsche was despatched to Machtech Engineering where it was prepared for historic racing complete with roll cage, fuel cell and fire equipment, while the 2.8-litre engine was rebuilt. After only one event at Oulton Park in 2009, the car was retired until 2014 when it was returned to road/race configuration, including a full re-spray and re-trim to Carrera RS specification. The aforementioned racing componentry was retained. Only some 2,000 miles have been covered since the engine rebuild and the car is described by the private vendor as in generally very good condition. All invoices dating back to 1973 are available and the car also comes with a V5C registration document and fresh MoT. This rust free, matching numbers 911 is ideal for events such as the Tour Auto, historic circuit racing or fast road use.

£80,000 - 120,000
€110,000 - 170,000



1951 JAGUAR XK120 3.8-LITRE 'ALLOY' COMPETITION ROADSTER

Registration no. 846 YUY

Chassis no. 679035

- 1st in Class at 50's Sports Cars organized by Motor Racing Legends, Algarve Classic Festival 2014
- Finished 2nd at Vredestein Jaguar XK races - Brands Hatch Centenary Aston Martin 2013
- Qualified ahead of many Jaguar E-Types, at Sixties Endurance race Dix Mille Tours organised by Peter Auto 2014



The car offered here is a re-creation of the works XK120s built for the 1951 Le Mans 24-Hour Race. In 1951 William Lyons gave instructions for the creation of three very special XK120s to be raced at Le Mans. He was doubtful the completely new C-Type Jaguar would be ready in time, hence these as an insurance policy. The cars had lightweight alloy bodies and a subtly altered shape: outer sills and cut-down doors, one piece rear, cut-in bonnet, aero screens, etc. Numbered 'LT1', 'LT2' and 'LT3', they never raced at Le Mans as the C-Types were ready in time. Charles Hornburg, the US Jaguar importer for the USA's West Coast, spotted two of the cars at Browns Lane, bought them and shipped them to the USA where Phil Hill drove one in its first race in August 1951 to 3rd place overall and a class win.

Chassis number '679035' was manufactured on 15th August 1951 as a left-hand drive export model and dispatched to Hornburg in Beverly Hills, California. The car was re-imported from USA in 1991 and treated to a long-term restoration, which was only completed in 2012.

Original parts needed for the rebuild were painstakingly collected over many years. The new owner wanted to create a competitive racecar for the XK Challenge series and instructed historic cars and racing expert Chris Keith Lucas from CKL developments to construct a tool room copy of the alloy-bodied 'LT2' Le Mans cars. No expense was spared to build the perfect car, a process that would take the next two years. Chris Keith Lucas mandated body expert RS Panels to faithfully recreate the one-piece aluminum body, which was then mounted by CKL on the chassis.

The XK120 was then taken to Sigma Engineering, Peter Lander race engine specialist to fit a new race engine together with triple 2 inch SU carburetors, high compression cylinder head, thick '3.8' steel block, steel crankshaft, steel race con-rods, forged pistons, lightened flywheel, triple-plate competition clutch, hydraulic release bearing, and anodized billet aluminum cylinders. Power is transmitted via a brand new Denis Welch Motorsport four-speed all-synchro 4.2 E-Type straight-cut close ratio gearbox.



The steering has been converted to Rack and Pinion. Alloy XK140 radiator and oil cooling radiator. A limited slip differential 3.77:1 ratio is fitted. Full Sparco / Corbeau – type modern safety racing seat for driver, trimmed to match passenger's competition XK120 seat to original pattern. Removable ballast up to min weight 1325 kg is fitted but can easily be removed to bring weight to around 1000 kg.

The latest upgrade was to install new öhlins dampers for competition. Full race harnesses, removable roll cage, ignition cut-off switch and a fire extinguisher. '679035' was duly registered in the UK with an age-related number. Foam-filled alloy tank in original position, and connected to 'Aston'- type filler cap. The car is described as in generally excellent condition. Finished in British Racing Green with Suede Green leather interior and polished alloy, '846YUY' is offered with restoration invoices and race history file, current MoT, V5C registration document.

£150,000 - 180,000
€210,000 - 250,000



373

1972 FERRARI DINO 246GT BERLINETTA COACHWORK BY PININFARINA

Registration no. 709 ATE

Chassis no. 03292

Engine no. 03292

- One of only 235 UK right-hand drive cars
- Known ownership history
- Extensive service records
- Major service 2014



It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's car par excellence.





As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GTS spyders by the time the model was deleted in 1974.

One of only 235 supplied to the UK in right-hand drive configuration, '03292' was originally finished in red with black interior. It was delivered new in February 1972 to a motor dealer in London and registered as 'TVU 5K'. The car's first owner was a Mr D James of Cheshire but by June 1972 the Dino had returned to London in the ownership of a Mr Price. Mr Price - it is believed - sold the Ferrari in 1978 to Maidenhead resident Tim Walton, who sold it to another local resident, Richard Young, the following year. One Leslie Meek purchased the Dino from Mr Young in 1985 and brought the car with him when he relocated to Tennessee, USA. The Ferrari remained with Mr Meek until 2011 and marque-specialist service records relating to his period of ownership in both the UK and USA are on file.

Mechanically refreshed in the USA, the Dino was then shipped back to the UK and acquired here by the immediately preceding owner. In July 2014, the latter despatched the car to Grimaldi Engineering of Halstead, Essex where it was treated to a major service. Works carried out included overhauling the carburettors, adjusting the valve clearances, overhauling the brakes, and fitting a new fuel pump and steering rack. The car was then MoT'd. It was purchased by the current owner at a UK auction in September 2014 and since then has been professionally stored.

Combining the dynamics of a mid-engined design with looks that have come to seem timeless, the Dino is one of those few cars possessing driving characteristics that rival its sublime appearance

£250,000 - 300,000

€350,000 - 420,000



1959 JAGUAR MK1 3.4-LITRE SPORTS SALOON

Registration no. 882 VDU

Chassis no. S990633DN

Engine no. KF3410-8

- *A tribute of Mike Hawthorn's Jaguar Mk1*
- *Built by marque specialist Guy Broad*
- *Modified and up-rated*



Launched in 1955, the 'Mk1' (as it would be known after the Mk2's arrival) extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MkVIIM saloon and the XK140 sports car. The medium size newcomer broke new ground for Jaguar, being its first model to employ unitary construction of the chassis/body. Jaguar's engineers were understandably cautious in their approach, making the bodyshell stronger than it actually needed to be and employing rubber mountings just about everywhere to insulate occupants from vibration and noise.

The Mk1 was released with a new, short stroke, 2.4-litre version of the proven XK 'six' but demands for more power, especially from American customers, prompted the introduction of the 3.4-litre version early in 1957. With 190bhp on tap the 3.4-litre Mk1 was good for a top speed of 120mph and could reach 60mph in nine seconds, though if used to the full this greatly improved performance severely taxed the drum brakes. All-round disc brakes were hurriedly announced as an option, becoming an almost universal fitting thereafter. The Mk1 was progressively updated throughout its life before a wholesale revision of the basic design saw it re-launched as the Mk2 in October 1959.

The car offered here is a truly stunning and very rare Jaguar Mk1 built in 1996 by leading Jaguar motor sport specialist Guy Broad as a tribute to the late Mike Hawthorn, whose own much-modified Mk1 was destroyed in that fatal accident on the Guildford bypass.

Hawthorn's car was registered 'VDU 881' so this one with its '882 VDU' registration seems particularly appropriate. It is based on a sound body, beautifully finished in correct British Racing Green, and incorporates up-rated mechanical components to replicate the Hawthorn car. Twin 2" SU HD8 carburettors are matched to gas-flowed inlet manifolds, while the engine itself features D-Type camshafts and a ported and flowed cylinder head. Exhaust gases are carried away via a Broadport six-branch extractor manifold.

Power assisted rack-and-pinion steering affords improved controllability, aided by Koni dampers, Poly bushes all round and Vredestein Sprint Classic tyres, while four wheel disc brakes ensure that the car stops as well as it handles. The Hawthorn theme is finished off with a period badge bar, Lucas fog and spot lamps, stopwatches, period map light and period seatbelts, and correct tools. Hawthorn's Tourist Trophy Garage badge is a particularly nice touch.

'882 VDU' has been the subject of articles in many Jaguar magazines, copies of which are in the history file together with original sales brochures, and the car also comes with a current MoT certificate and V5C registration document. Able to hold its own in modern traffic and said to be a pleasure to drive, this up-rated Mk1 affords the prospect of comfortable travel 'four-up' in some style. It is perfect for attending events such as the Goodwood Revival, Festival of Speed, etc.

£50,000 - 60,000
€70,000 - 84,000



375 N

1953 ALFA ROMEO 1900C SPRINT COUPÉ COACHWORK BY PININ FARINA

Registration no. Not UK registered

Chassis no. AR 1900 C 01630

Engine no. AR 1308 00518

- One of only 100 examples built
- Classic Pinin Farina design
- Beautiful colour combination
- Eligible for the most exclusive events, including the Mille Miglia



Alfa Romeo's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high performance derivatives. Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon.

An immensely influential design, Touring's Sprint was designed to offer family-sized accommodation in a two-door sports coupé format and its heart-shaped vertical grille with flanking horizontal intakes would become an Alfa trademark on later models. Shortly after the Series 2 arrived in early 1954, the model was mildly restyled and upgraded as the Super Sprint, gaining a 1,975cc, 115bhp engine and five-speed gearbox.

Although commissioned to produce the factory's official cabriolet model, Pinin Farina also built coupés on the 1900 Sprint chassis. According to the seminal book 'Millenove' by H-J Döhren, only 100 examples of the stunningly beautiful Pinin Farina coupé were built on the short 1900 Sprint chassis between 1952 and 1953.





Although its coupé featured a steel body, as opposed to the Touring Superleggera design with its aluminium panels over a tubular steel supporting structure, Pinin Farina used weight saving methods in its design, employing steel panels with a thickness of just 0.7 mm, while the bonnet, boot lid and dashboard were all aluminium. As a result, the much rarer Pinin Farina 1900 coupé weighs just 50kg more than the Touring variant, enough for a very lively performance from the 100bhp engine, the top speed claimed being a very respectable 180km/h (111mph).

This delightful example left the factory on 25th June 1953 painted in grigio chiaro and was sold to its first owner in Rome. The car then passed via various owners in Tuscany to the private collection belonging to a pharmacist and well-known Alfa Romeo enthusiast in Florence, who purchased it in April 1979. Its stable mates there were, among others, a Giulietta Sprint Speciale, a Montreal and a GTA. In the mid-1980s, the owner commissioned well-known restorers Faralli of Pisa to undertake a comprehensive restoration. It is believed that at this point the original engine was replaced with another correct Tipo 1308 unit.

Once finished, the car remained laid up in the private collection and was not used again until the end of 2014 when the current owner purchased it. The original restoration was of such quality that the body and paintwork did not require any work and are pleasingly patinated. Nevertheless, the new owner had the interior re-trimmed in the correct light grey woollen cloth and at the same time the mechanicals and electrics were refreshed to make the car useable once more.

Described by the vendor as in generally very good condition and offered with Italian registration documents, this very rare and most attractive Alfa Romeo is equally useable for Grand Touring as well as for the world's most exclusive events including the Mille Miglia retrospective.

£240,000 - 320,000
€340,000 - 450,000



376 * N

1968 MAZDA 110S COSMO SPORT COUPÉ

Registration no. Not UK registered

Chassis no. L10A-10419

Engine no. 10A-1581

- *Very rare 'Series Middle' combining parts of Series I and II*
- *An original export model*
- *Actively used by penultimate owner in Japan*
- *One of the most desirable Japanese sports cars of all time*



Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Only four years later the Japanese firm exhibited its first rotary-engined prototype, having acquired the rights to produce NSU's Wankel-designed engines. In 1966 Mazda launched its first rotary, the Cosmo L10A, which went into production the following year. Mazda's flagship model, the Cosmo was powered by a twin-rotor engine displacing 982cc and producing 110bhp, which was enough to endow the pretty two-seater coupé with a top speed of 185km/h (110mph). In July 1968 a more powerful and faster (128bhp, 193km/h) L10B version on a longer wheelbase was introduced.

While the Cosmo was a comfortable grand touring car in road-going trim, Mazda was keen to demonstrate its competition capabilities, and at the same time allay any fears about the reliability of their Wankel rotary engine. To this end, the factory entered two cars in the 1968 Marathon de la Route, an 84-hour test of endurance held at Germany's famed Nürburgring circuit.

The Cosmos ran near the front of the field during the entire race, with one retiring in the 82nd hour and the other going on to finish 4th overall behind two works-entered Porsche 911s and a works Lancia Fulvia 1.3 HF.

Production was limited, and when the Cosmo was phased out in 1972 only 1,519 had been made, of which 1,176 were the Series II L10B version. In the world of collectible Japanese cars, the Mazda Cosmo ranks in the top tier, alongside its high-performance Toyota and Nissan competitors, the 2000GT and the Skyline GT-R. This is therefore an exciting opportunity to acquire one of these futuristic looking, 'Jet Age' rotary-engined sports cars.

This particular Mazda Cosmo 110S was originally built for export, as all '110S' badged cars were. The name was derived from the 110 horsepower of the Series I cars and was featured in script in place of the 'Cosmo' badge on the front of cars made for export markets. The 110S was only produced on the shorter 2200mm wheelbase of the Series I models.



Built around the end of Series I and the beginning of Series II production, this 110S combines features from both the much rarer Series I and more refined Series II cars. The drivetrain and short chassis are straight from the Series I, but the more aggressive and larger front air dam, as well as other styling features, are derived from the Series II. Right-hand drive, as all Cosmos are, this car was originally finished in white – the most popular colour – with black vinyl and hound's tooth cloth interior, but was repainted orange in January of this year. The new colour suits the car well and sets it apart from the rest of the pack.

Sold new abroad, the car eventually found its way home to Japan. Prior to the current vendor's ownership, this Cosmo belonged to a member of the Cosmo Sport Club, who had the brakes, engine and carburettors overhauled to ensure reliability on the tours he enjoyed. Most recently, the front headlight lenses have been replaced and the steering wheel and bumpers re-chromed. The car is titled as a 1970.

The mounting enthusiasm for Japanese cars is bringing cars like the Cosmo to the forefront of collecting. With its uniquely attractive good looks, technical prowess and sheer rarity, it is of little wonder that the Cosmo has become so sought after.

£65,000 - 85,000

€92,000 - 120,000



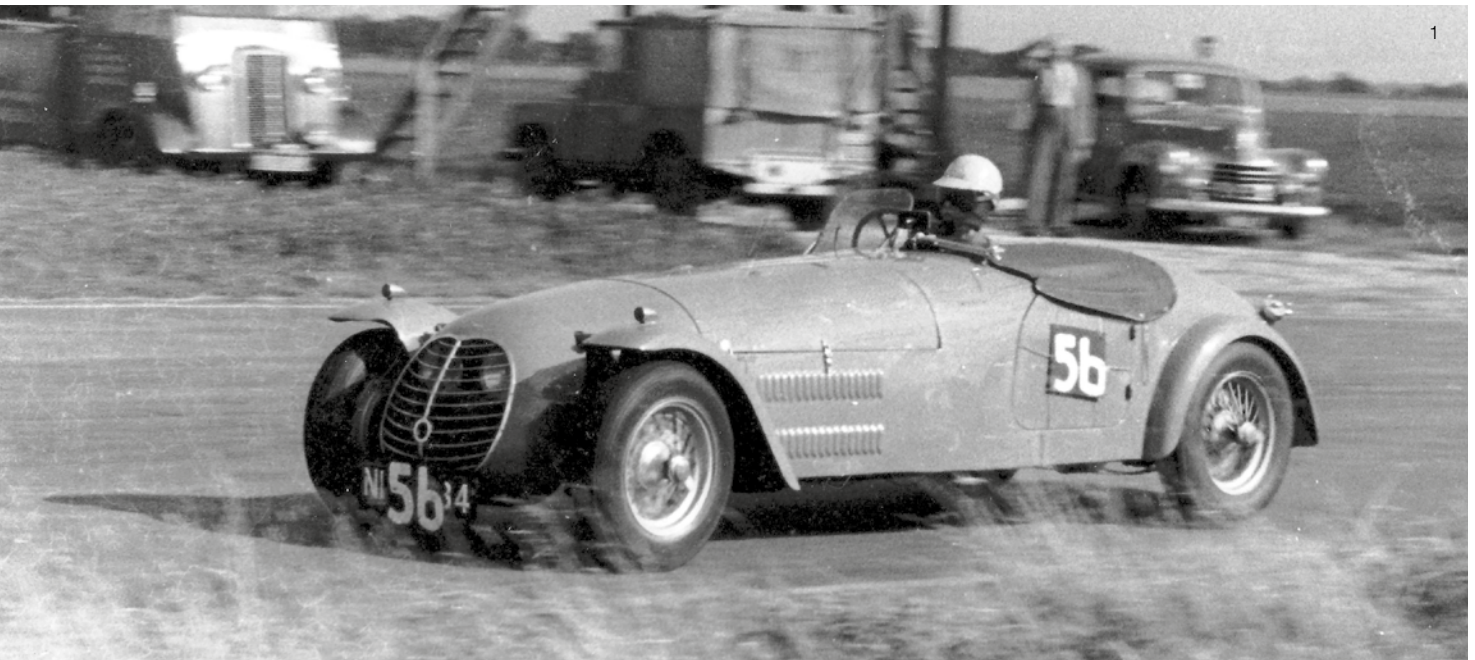
1949 HRG 'MASERATI' SPORTS TWO-SEATER

Registration no. NPH 984

Chassis no. 49/1

Engine no. BH8538-8

- *Commissioned in 1949 by John Gilbert*
- *Originally fitted with an eight-cylinder Maserati engine*
- *Raced in period at Goodwood*
- *Fully restored in 2014*



In 1935, ten years after the dissolution of the GN cyclecar company, the 'G' - H R Godfrey - was back in business with new partners E A Halford and G H Robins, the trio adopting the name 'HRG' for their new firm. The aim was to build a lightweight vintage-style sporting car endowed with the virtues of brisk acceleration and positive steering, and in this they succeeded brilliantly. With its sturdy yet flexible ladder-type frame, tubular front axle, ash-framed alloy coachwork and 1½-litre Meadows engine, the little HRG proved an instant success in competitions.

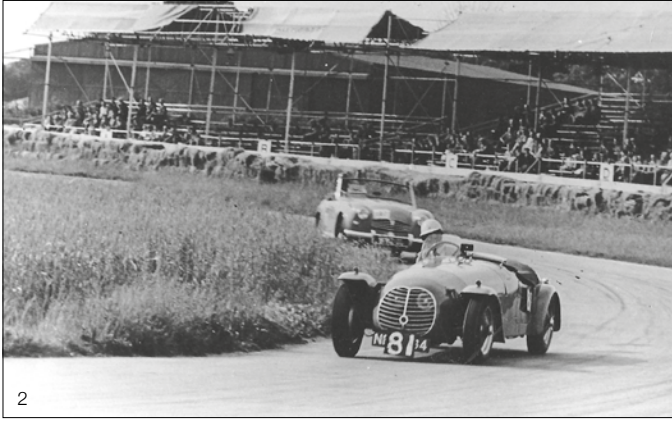
The Meadows 4ED's 58bhp combined with an overall weight of less than 1,600lbs (approximately 727kgs) meant that 50mph came up in under 10 seconds with 85mph exceedable under favourable conditions, an excellent performance for a 1½-litre car of the period. Known to owners and enthusiasts as 'Hurgs', HRGs embodied the principal virtues of the ideal sports car, being amenable to daily use yet capable of showing a decent turn of speed in weekend competitions: the 'Holy Grail' of the gentleman driver.

With the Meadows at the end of its development an alternative was needed and the firm turned to Singer, adopting a tuned and upgraded version of the overhead-camshaft Singer 12 engine for the '1500' and a similarly-revised Singer 9 engine for a new model - the '1100' - both of which were introduced in 1939.

Production of both of these essentially 1930s designs continued post-war with the '1500' achieving a degree of competition success, the highlight being John Gott's Coupe des Alpes in the 1951 Alpine Rally. Development though, was almost non-existent – hydraulic brakes were not standardised until 1953 – and the promising Twin-Cam, which used the Singer engine as its basis, fell foul of Rootes' take-over of the Coventry manufacturer in 1956. Around 240 of HRG's traditional models had been made by the time production ceased that same year, of which approximately 225 survive today.

In 1949 a well known BBC television presenter, Mr John Gilbert, commissioned HRG to build his 'dream' sports-racing car. HRG based Gilbert's car on an extended version of their standard 1500 chassis with quarter-elliptic front springs and semi-elliptic rears.

Gilbert supplied the eight-cylinder Maserati engine, thought to be that originally fitted to Hanken Widengren's sports racing Maserati campaigned at Brooklands in the 1930s. HRG chief mechanic, Fred Mead, constructed the body in the style of the latest Maserati A6GCS sports-racer.



2



3



The Gilberts were founder members of the Goodwood Racing Club; both John and his wife campaigned the car in the first and many subsequent events at the Sussex circuit from 1950 to 1958 as chronicled by Robert Barker in his *'Record of Motor Racing at Goodwood'*. Eventually, their son Christopher inherited the HRG and raced it at Goodwood, Silverstone and other UK circuits. He and subsequent owners Bob Andrews and Jeremy Broad replaced the Maserati engine, fitting Singer, Ford and Jaguar power units in a quest for more power. The engine currently fitted is a 2.4-litre Jaguar XK unit.

Completely restored in 2014, this unique HRG comes with a large archive of photographs and documents relating to its original construction, subsequent racing career and recent restoration, plus a V5C registration document. A part engine from a Maserati 3500GT ('AM101.1303') consisting of a cylinder block, crankcase and sump is included in the sale.

£60,000 - 70,000
€84,000 - 99,000



1 Rounding St Marys, Goodwood, August 1951

3 'NPA 984' lining up for the high speed sweeps of Goodwood, April 1951

2 Drifting through Woodcote, Goodwood, June 1951

1956 AC ACE-BRISTOL ROADSTER

Registration no. PFF 887

Chassis no. BEX222

Engine no. 100D2 1038

- *The most desirable Ace variant*
- *Exported new to the USA*
- *Restored in the UK in the 1990s*
- *Converted from left- to right-hand drive*



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

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

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign.

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

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

Originally a left-hand drive model exported to AC Imports of Arlington, Virginia, USA, this Bristol-engined Ace (now right-hand drive) was first owned by one R B Hayward. It was originally finished in Svecia Red with black leather interior, as confirmed by AC Cars' letter on file.



The Ace was essentially complete and in original condition, albeit with an incorrect Bristol engine, when it was imported into the UK in October 1988 by David Holroyd of Aughton, Lancashire (copy C&E Form 386 on file). 'BEX222' subsequently passed to David Howard Cars of Romsey Heath, Hampshire, from whom it was purchased in May 1992 by Keith Roach of historic-car coachbuilders Roach Manufacturing & Engineering. The accompanying bill of sale states that the Ace was 'sold for restoration'. In an emailed communication (printout on file) Mr Roach states that there were no signs of any prior body modifications and that he converted the AC to right-hand drive during restoration. The car's unmolested condition is confirmed in an email from marque specialist Rinsey Mills, who inspected 'BEX222' at Keith Roach's workshop prior to the rebuild's commencement. He states: 'there was no question this car was BEX222'.

The original engine fitted by AC Cars was '100D531', and although there was a six-cylinder Bristol engine with the car, it was not of the correct type for an AC. As a result, Keith Roach sourced a more powerful D2 engine that had originally been fitted to a 1959 AC. Keith decided to finish the car in silver with red interior, a combination used by AC in period.

The immediately preceding owner acquired the Ace on 9th July 2010 and decided to undertake a complete engine rebuild while at the same time increasing the maximum power output. The brief was to end up with a 150bhp road/track car (easily up-rated further to racing specification) that would still be capable of long-distance Continental touring if required. Works undertaken included overhauling and porting the cylinder head and fitting new Cosworth pistons/rings, 'high-torque' crankshaft and damper, long connecting rods and a lightweight flywheel. In addition, the oil pump and starter motor were renewed, the overdrive gearbox rebuilt with a close-ratio cluster, and an aluminium radiator and Kenlowe electric fan installed. All the minor items associated with such a rebuild: valves, guides, studs, nuts, bolts, chains, bearings, seals, gaskets, etc were replaced with new top quality items. Other noteworthy features include a gel battery and five new 72-spoke 15" wire wheels. Only some 1,000 miles had been covered since the rebuild's 2012 completion when the then owner offered the Ace for sale at Bonhams' Goodwood Festival of Speed auction in July 2013 (Lot 326). The current vendor purchased the car at that sale.

Described as in generally very good condition, the Ace is offered with the aforementioned documentation, sundry restoration invoices and a UK V5C registration document. It should be noted that there is another AC Ace in Denmark with same chassis number.

£130,000 - 160,000
€180,000 - 230,000

379 N

1961 LOTUS ELITE SERIES 2 COUPÉ

Registration no. Not UK registered

Chassis no. EB1461649

Engine no. FWE9586

- *Matching numbers*
- *Well known in Lotus Elite circles*
- *Stage 2 Engine*



The Elite's introduction in 1957 demonstrated that Colin Chapman's skills as a racing car designer and constructor could just as easily be applied to production road cars; it was, nevertheless, conceived with competition in mind, as Chapman's sights were set on class wins at Le Mans and the Monte Carlo Rally. A typically innovative design, the Elite featured a glassfibre monocoque body tub, independent suspension all round and four-wheel disc brakes, while the aerodynamically efficient body made the most of the Coventry Climax engine's 75bhp, delivering a top speed of 112mph.

This Elite was first purchased from Lotus Cars by a Mr Mosley of Manchester on 23rd November 1961. It then passed hands via a Mr J G Bryant in South Wales to a Mr Garves Morris in 1969. At the end of 1969 the car was stripped for repairs and repainting; however, the project was shelved due to the owner's business commitments.

In 1997 the car was discovered and purchased by Richard Wilson, the secretary of Club Elite, who in turn sold it to John Mead, the Club's then chairman. Mr Mead embarked on a restoration helped by Lotus specialist Dave Partinson for body finishing, Peter Smith Motors for a professional re-spray, Mk 14 Components Ltd for parts and John Smurthwaite at JS Engine Developments in Tamworth, who rebuilt the engine to Stage 2 specification. The finished car was shown at the Silverstone Classic event. A video can be found on YouTube where John Mead explains the car and its history. www.youtube.com/watch?v=PXm9KV5kRaU

Subsequently the Elite was sold to a French customer, who registered it in France (the former UK registration was '9364 ND'). A cancelled French Carte Grise, some restoration photographs and a Motor Sport advertisement from 1965, when the car was for sale for the princely sum of £740, come with it. A beautiful example of the iconic Lotus Elite, restored by marque specialists.

£55,000 - 65,000

€77,000 - 91,000



380 N

1993 LAMBORGHINI DIABLO COUPÉ

Registration no. Not UK registered
Chassis no. ZA9DC07A0PLA12837
Engine no. 29780

- *Delivered new to Europe*
- *Kept in a Japanese private collection*
- *Believed genuine 23,259 kilometres from new*
- *Japanese service history*



After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. The Diablo though, was not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack.

Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer. The Diablo SE was presented to the public in September 1993 at the 3rd Lamborghini day, held at the Sant'Agata factory, where 140 Lamborghinis from around the world had been assembled. The SE was more competition orientated than the standard Diablo and could be ordered with the optional Jota upgrade kit for actual GT racing. More powerful (525bhp) and around 10% lighter than the stock version, the SE was also marginally quicker, boasting a top speed of 305mph (331km/h).



The redesigned interior's dashboard came from the Diablo VT but the previously standard air conditioning and stereo system were dispensed with. Carbon-fibre racing seats and four-point harnesses were installed, while roll stiffness could be adjusted from within the cockpit. Traction control came as standard on the SE, but there was no longer any power assistance for the steering and the VT's electronically adjustable suspension had gone, deemed unnecessary on this purer sports car. Externally, the SE was readily distinguishable by virtue of its new nose, redesigned in pursuit of greater downforce, and a wider rear wing with adjustable centre flap. Deliveries commenced in June 1994 and the last of the 150 cars was delivered in November 1995. Each carried a numbered plaque beneath the left-side window.

This Diablo was originally supplied to Europe in 1993. The car was subsequently sold to a collector in Japan where it has been well maintained and cared for. Japanese service records on file show regular maintenance, while the recorded odometer reading shows a steady increase year on year. Finished in red with contrasting black interior, this is a very nice example of a sought after classic Lamborghini that is increasing in value.

£100,000 - 130,000

€140,000 - 180,000



1933 BENTLEY 3½-LITRE SPORTS SALOON COACHWORK BY PARK WARD LTD

Registration no. ALU 323

Chassis no. B15AE

Engine no. Z8BA

Body no. C.602

- The first production 3½-Litre delivered
- Driven by W O Bentley and Sir Malcolm Campbell
- Matching chassis, body, engine and registration numbers
- One of 1,177 produced

2nd October 1933, The Earl of March (Later to become the Duke of Richmond and Gordon)
Grandfather to the current Earl of March poses with 'B15AE' at the press launch, Royal Ascot Hotel.



'One's impression, when seeing the new 3½ litre Bentley for the first time, is that here we have an absolute thoroughbred. Its low build, its graceful lines, and yet sturdy appearance, all make for a car capable of high speed, combined with the utmost safety and comfort. This impression was intensified when I had an opportunity of handling the car under very adverse road conditions.' - Sir Malcolm Campbell, writing in *The Field*.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence.

'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. A total of 1,177 3.5-Litre were manufactured and a further 1234 of the successor 4¼-Litre model.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward, that offered here being one of them. Founded in 1919, Park Ward had had forged its not inconsiderable reputation bodying Bentleys, Rolls-Royces and other quality makes, and in 1933 received the ultimate 'vote of confidence' when Rolls-Royce bought a minority stake in the Willesden-based coachbuilder, taking full control six years later.

Chassis number 'B15AE' was the first production 3½-Litre delivered in 1933 and was used extensively by Bentley Motors as one of two 'Trials' cars (demonstrators) together with 'B1AE'. It carried the first standard Park Ward saloon body, number 'C.602,' and the registration 'ALU 323' both of which it retains.





'B1AE', which carried an open Vanden Plas body and was registered 'ALU 321', appears alongside 'B15AE' in period shots and although it was the first chassis built, 'B15AE' was the first car delivered, being issued with its manufacturer's guarantee several weeks earlier.

During its role as a factory trials car, 'B15AE' was driven by none other than the great W O Bentley himself and road tested by many eminent journalists including Land Speed Record holder Sir Malcolm Campbell (see above). It was also pictured with potential customers such as the Earl of March, later the Duke of Richmond and Gordon (copy articles in history file). Campbell continued his piece for *The Field* by declaring: 'The engine steering, suspension and brakes are absolute perfection. How can I express my admiration for this new product in more glowing terms than this: I have never driven a car that holds the road so well...' There are also many references to the car in Michael Ellman-Brown's definitive work, *Bentley, the Silent Sports Car, 1931-41*'. After serving as a trials car, 'B15AE' was sold to a Mrs Nora Chalker.

The car appears to have changed remarkably little since 1933, retaining its original engine 'Z8BA' and Park Ward's first production body 'C.602'. The Bentley has been well looked after throughout its life and in 1991 underwent a major engine rebuild which included regrinding the crankshaft and installing new big-end bearings, new valves and guides, overhauling the water pump, etc. The body was stripped and parts of the ash frame replaced but only where necessary, care being taken to preserve as much of the original structure as possible.

The current vendor purchased 'B15AE' in 2006 at a UK auction, since when the car has formed part of his private collection. Used sparingly and kept maintained, it drives very well, is a joy to use and keeps up with modern traffic, making all journeys a pleasure. The perfect centrepiece of any collection devoted to the marque, this historically important Bentley is offered with copies of the original factory build sheets; an old-style buff logbook; numerous invoices and restoration photographs; and various period articles about the car.

£100,000 - 150,000
€140,000 - 210,000



382 N

1961 MASERATI 3500 GT COUPÉ COACHWORK BY CARROZZERIA TOURING

Registration no. Not UK registered

Chassis no. AM101/1730

Engine no. 101/1730

- Two owners from new
- Matching-numbers example
- Desirable specification: carburettors, ZF five-speed gearbox, front disc brakes
- Mechanical overhaul by Franco Tralli



Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT, its first road car built in significant numbers.

A luxury '2+2', the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S competition sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially on carburettors, later examples producing 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking before production ceased in 1964.

A desirable early car with carburettors, this beautifully presented Maserati 3500 GT left the factory in July 1961 and was sold to its first owner in its native Italy. It has the added advantages of front disc brakes and the ZF five-speed manual gearbox. As documentation from the Maserati archives confirms, it was delivered in the most handsome colour combination of *Lancia blu scuro* with dark red leather interior, which it still wears today. The car was purchased by its second owner in 1984 and has formed part of his exclusive collection of desirable Italian classics until now. In 1996 the car was subject of the cover article in the Italian classic car magazine *Ruoteclassiche*, a copy of which is included in the sale.

In 2004 the car was brought to well known and respected Maserati specialist Franco Tralli of Bonporto near Modena, where the mechanicals and electrics were overhauled. Since then the car has covered a mere 7,445 kilometres, which is the total recorded on the odometer. The car proudly wears the number '0002' of the International Maserati Register and is offered with the original owner's manual, ASI certification and Italian registration papers. The serious collector will be hard pushed to find a more original example of this iconic Maserati, finished in a striking colour combination and possessing a patina that only the rarest of well preserved cars can offer.

£200,000 - 250,000

€290,000 - 360,000



2005 FORD GT COUPÉ

Registration no. L1 AOG
 Chassis no. 1FFFDG0507401266
 Engine no. 5Y401266

- *Modern revival of an iconic model*
- *One of only 28 UK-market cars*
- *First owned by Sir Anthony (now Lord) Bamford*
- *Circa 800 miles from new*



'The GT40 Concept casts a familiar, sleek silhouette of its predecessor, yet every dimension, every curve and line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960s-era race-cars. But its sweeping cowl, subtle accent lines and fibre-optic headlamps strike a distinctly contemporary pose. Its new lines draw upon and refine the best features of GT40 history and express the car's original identity.' – Ford Motor Company.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7-litre MkII, with victory the following year going to a US-built MkIV 'J' car. (The GT40 MkIII was the British-built road-going version).

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

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels are unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT40 relies on a centre-tunnel 'backbone' that greatly improves ease of entry and exit. The suspension design is an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking is handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.



In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, today's supercharged MOD 5.4-litre V8 produces 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle uses ZF internals and was sourced from RBT Transmissions, who's founder Roy Butfoy had been a member of Ford's racing team at Le Mans.

The interior features leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout follows the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name.

This left-hand drive GT is one of 101 examples specially built by Ford for the European market, only 28 of which were destined for the UK like this one. Its first owner was Sir Anthony Bamford (now Lord Bamford), Chairman of the world famous J C Bamford Excavators Ltd (JCB), which is listed as first keeper in the registration document. The current (second) owner purchased the GT via motor dealer William Loughran in February 2006.

Finished in black with matching interior and equipped with all the usual refinements, this beautiful Ford GT has covered a mere 800-or-so miles from new and is presented in 'as new' condition in every respect. The car is offered with MoT to August 2016 and UK V5C registration document.

£150,000 - 200,000
€210,000 - 280,000

1960 MORRIS MINI COMPETITION SALOON

Registration no. 907 XUM
 Chassis no. MA2S4-31300
 Engine no. 9F-SA-H-1971-M

- *Built to FIA Appendix K specification*
- *1,293cc engine*
- *Weighs 607kg*
- *Perfect for the St Mary's Trophy*



To many - 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. Its prodigious roadholding and excellent power-to-weight ratio enabled the Mini Cooper to compete successfully with larger-capacity rivals, and on tight twisting circuits the car was often a candidate for outright victory. Indeed, Warwick Banks won the European Saloon Car Championship outright in 1964 driving Ken Tyrell's Mini Cooper.

Spectators everywhere delighted in the spectacular, sideways cornering style adopted by the car's main protagonists, and the Mini's supreme driveability and user-friendliness have kept it in the forefront of historic saloon car racing ever since.

This Mini competition saloon was built from an original 11,000-miles-from-new un-welded example. It was originally constructed with a 1,071cc Cooper S engine to run as an historic saloon but has since been rebuilt and converted to run under Appendix K regulations using a 1,293cc engine. Completed in 2010, this car weighs a remarkable 607kg, making it one of the lightest on the grid. Tested only once, at Silverstone, it is described as 'on the button' and perfect for the St Mary's Trophy. The car is offered with a V5C registration document.

£40,000 - 50,000

€56,000 - 70,000

END OF THE MOTOR CAR SECTION

THE CLASSIC AIR FORCE

The Classic Air Force, an organisation formed to preserve and operate a unique collection of airworthy aircraft from the UK post – war era, evolved from Air Atlantique, a long running airline well known throughout the industry for its successful air freight and passenger operations throughout Europe.

It has one of the largest fleet of airworthy classic aircraft in Europe, many of which are unique and extremely rare. They represent jet and piston engine aircraft : fighters, bombers, trainers and liason aircraft.

Many of the aircraft are available for pleasure flying, air show appearances, type conversions or charter.

After many years of safe and happy operation, new custodians are now being sought for many of the aircraft and Bonhams have the pleasure of offering the following aircraft for sale.



385 †

1950 DE HAVILLAND CHIPMUNK TWO-SEAT ACROBATIC TRAINER

Registration no. G-APLO
Serial no. C1/0144

- All-metal construction
- User-friendly training aircraft
- Assigned new to the RAF



Classic Air Force's Chipmunk trainer was built at the de Havilland factory at Hawarden, Chester in 1950 and given the RAF serial number 'WB696'. The aircraft was accepted into service on 19th September and immediately issued to RAF Perth in Scotland. Here it was allocated the unit code 'RCR-C' and later re-coded as '61'. 'WB696' only stayed at Perth for a year as it moved to Dyce airfield on 30th November 1951 to serve with Aberdeen University Air Squadron. Again it was a short stay and exactly a year later it had been reallocated to RAF Scone. It continued to serve at Scone until 5th June 1953 when it was delivered to 9 MU (Maintenance Unit) at RAF Cosford, Shropshire and transferred to 'non-effective-stock' on 17th August 1955.

'WB696' was eventually offered for sale on 20th February 1956 and struck off charge on 27th June that same year. It was subsequently registered to D Montgomery in Ireland as 'EI-AHU' and delivered to Ireland via Liverpool's Speke Airport. No record of its service in Ireland survives, but its stay was a short one as it was sold on 21st January 1958 and ferried back to the UK on 3rd March. Its Irish registration was cancelled on 21st April and it was placed on the British civil aircraft register as 'G-APLO' with Derby Aviation of Burnaston, Derby on 1st May.

This history of short term ownership continued over the next few years as it was registered to Bahamas Helicopters on 2nd March 1959 and then to Andrew Roberts of Strathallan Castle on 13th May 1960.

Its nomadic lifestyle came to an end on 10th October 1960 when it returned to Perth once again, now under the ownership of Air Service Training (AST). It would spend the next nine years being used to train budding BOAC, BEA and BUA airline pilots, including Air Atlantique's Mike Collett. 'G-APLO' was sold again in October 1969, going to the opposite end of the country. A variety of Jersey residents owned the machine over the next decade including latterly, the Jersey Aero Club.

However by late 1980 the aircraft was becoming comparatively expensive to operate and it was put up for sale. There was some opposition to this amongst the JAC membership and to counter this, an arrangement was made whereby a group would be set up within the Club to raise a certain amount of money each year specifically to cover the aircraft's operating and maintenance costs.

The opportunity was taken at this time to refurbish the Chipmunk and change its livery. After much research, it was decided to paint the aircraft in the 1950s scheme of Cambridge University Air Squadron. No expense was spared to ensure a good finish; even real gold leaf was used to create the university crest on the engine cowling! In this guise, 'G-APLO' was flown to many airfields and events throughout the UK and Europe over the next few years. Unfortunately, as the aircraft grew older so did the operating costs and in 1991 a decision was taken to sell it. The Chipmunk was purchased by Mike Collett, Chairman of Air Atlantique.



In recent years the decision was made to repaint the aeroplane to represent a Chipmunk of the Battle of Britain Memorial Flight. It was painted black with white training bands and RAF roundels and fin flash. Sadly, permission to fly in that colour scheme was later refused as the Chipmunk 'is still a current RAF aircraft'. The roundels and the fin flash had to be removed and the aircraft now carries its civil registration in large white letters.

The aircraft has more recently been operated on Air Atlantique's Air Operators Certificate taking fare paying passengers aloft to experience the joys of aerobatic flying.

The aircraft is in airworthy condition and is due for its next annual check on 24th March 2016. Its airworthiness review certificate renewal is due on 26th March 2016. We are advised that the airframe has 'clocked up' 8,789 hours and the engine 274 hours.

Please note, if the aircraft remains in the EU, VAT of 20% will be added to the sale price. The Aircraft will be flown back to base at Coventry following the sale. Purchasers are to make arrangements to collect the aircraft within 21 days of the auction.

£30,000 - 40,000

€42,000 - 56,000



386 †

1946 DE HAVILLAND RAPIDE SHORT-HAUL AIRLINER

Registration no. G-AIDL
Serial no. 6968

- *Iconic 1930s design*
- *Civil aviation pioneer*
- *Airworthy condition*
- *Money earning potential*







Throughout history, only a handful of aeroplanes can claim to have introduced the public to flying. In the inter-war years, Sir Alan Cobham's flying circus and his fleet of Avro 504s gave a generation their first taste of aviation. After the Second World War the de Havilland Dragon Rapide took over that honour. Whether it was a scheduled flight with one of the fledgling airlines or a joy ride from an airfield, beach or paddock, the Dragon Rapide (and the earlier DH84 Dragon) plied its trade the length and breadth of the UK.

Today, the Classic Air Force fleet of Dragon Rapides continues with this tradition, providing another generation with the chance to sample biplane elegance. Flying in a Rapide takes you back to the glamorous age of early civilian aviation, when the wind whistled through the flying wires, everyone had a window seat and flying was an exotic activity.

The prototype DH89 took to the skies on 17th April 1934 as a successor to the DH84 Dragon and was, ostensibly, a scaled down twin-engined version of the four-engined DH86 Express. Although originally marketed as the Dragon Six, the name was soon changed to Dragon Rapide and the aircraft was most often simply referred to as the Rapide. Some 205 were produced before the outbreak of war, many of which were later impressed into military service to supplement the 500 or so ordered by the RAF as the Dominie trainer and transport. Powered by two de Havilland Gipsy Six engines, the Rapide has a maximum speed of 157mph and a range of 573 miles.

After the war the Rapide was the backbone of many fledgling airlines around the world and several hundred were still flying into the 1950s. Today, around a dozen survive in flyable condition and Classic Air Force, operated by Air Atlantique, has a pair Dragon Rapides in service with another undergoing renovation. In order to operate in the busy 21st Century airspace, the aircraft have been modified to include modern 'FM immune' radios and 'Mode S' transponders. European legislation also calls for the aircraft to be fitted with strobe lights, outside air temperature (OAT) gauges and a multitude of cockpit and cabin placards offering a variety of health and safety warnings.

They require a certain type of custodian, as not only do they demand a highly skilled pilot, they also require technical input from engineers versed in the world of wood, fabrics and 1930s technology. That said, and despite the fact that they getting on for 70 years old, these Dragon Rapides offer little in the way of grief and are among the most reliable aircraft in the Classic Air Force fleet. They also earn their keep both at 'home' in Coventry, offering scenic pleasure flights over the Warwickshire countryside, and at air shows around the UK and abroad. It seems the public still appreciates the chance to fly in these beautiful vintage aircraft some 75 years after they first flew.



'G-AIDL' was built under licence from de Havilland by Brush Coachworks of Loughborough in 1946. Ordered under Ministry of Supply Contract 6/ Aircraft/5072/C20a, the Rapide was allocated the RAF serial number 'TX310'. Although issued to de Havilland Aircraft Holdings in May 1946, the aircraft did not take up the UK civil registration 'G-AIDL' until August 1946 when it was acquired by Eric Gander-Dower, who traded as Allied Airways in Dyce, Scotland. Named 'The Wanderer', the aircraft was used mainly as personal transport for Gander-Dower. While at de Havilland's facility at Witney in the early 1950s, the aircraft was seized by the High Sheriff of Oxfordshire and together with a spare engine, was sold at auction to Goodhew Aviation of Kidlington, Oxford.

'G-AIDL' was then acquired by aircraft sales broker W S Shackleton and almost immediately sold to Fox's Glacier Mints Ltd. Fox's based it at Rearsby, Leicestershire for the next 11 years and used it as a company 'hack'. During this time the aircraft was converted to Mark 6 standard. In 1961 the aircraft transferred to Andrew Flatley and operated from Halfpenny Green airport near Wolverhampton. In April 1962 ownership passed to The Midlands Spinning Company Ltd. They operated the Rapide from Halfpenny Green until January 1967 and two months later it was sold to Major Gerald Stacey, Trustee of the assets of the Army Parachute Association. The aircraft was moved to Netheravon, Wiltshire where it was used as a jump platform (alongside 'G-AGTM') for the next ten years.

In June 1977, the Rapide was sold to Southern Joyrides and operated by Mike Hood for a further ten years. Purchased in 1987 by Ray Mackenzie-Blyth (trading as Snowdon Mountain Aviation) the aircraft moved to Caernarfon, North Wales and was used for pleasure flying. SMA was subsequently renamed Air Caernarfon.

Air Caernarfon, together with 'G-AIDL', was purchased by the Air Atlantique group in the early 1990s and although initially remaining with Caernarfon, the aircraft was subsequently relocated to Coventry. Today the aeroplane flies in a Royal Air Force colour scheme and carries its original serial number 'TX310'. It is fully approved for passenger flying.

The aircraft is in airworthy condition and is due for its next annual check on 18th February 2016. Its airworthiness review certificate expires 10th September 2015. We are advised that the port engine has 'clocked up' 513 hours and the starboard engine 207 hours. There are 5,437 hours on the airframe.

Please note, if the aircraft remains in the EU, VAT of 20% will be added to the sale price. The Aircraft will be flown back to base at Coventry following the sale. Purchasers are to make arrangements to collect the aircraft within 21 days of the auction.

£80,000 - 120,000
£110,000 - 170,000

387 †

1950 AVRO ANSON TWIN-ENGINEED TRAINER

Registration no. WD413/G-VROE

Serial no. 3634

- *Iconic 1930s design*
- *Single-seat cockpit*
- *Airworthy condition*
- *Permit to Fly expires 2nd March 2016*







In 1934, Avro's design team received instructions to develop a twin-engined coastal patrol aircraft. The team leader, Roy Chadwick also designed the legendary Avro Lancaster, so it is not surprising that the Anson turned out to be, in its own way, just as outstanding. Developed from the Avro 652, to which it bore a marked resemblance, the Anson was originally powered by two 295hp Cheetah VI engines. These were later up-rated to 350, 395 and finally 420hp. The Anson 652A was armed with a single forward-firing machine gun and a further flexible gun mounted in a hand-operated dorsal turret. A small bomb load could be accommodated in the fuselage.

When the Anson went into operation in February 1936 it was the first RAF aircraft to feature retractable undercarriage, though its fabric covering and simple systems were already outdated. It was this obsolescence that relegated it to the role of trainer and perversely brought about its enormous success. By the end of production in 1952, over 11,000 had been built. Only the Vickers Wellington was produced in greater numbers.

The retractable undercarriage is worthy of mention. Most people visualise the pilot casually flicking a switch; in the 'Annie' he turns a hand-crank - over 140 times. As a result many pilots chose to fly with the undercarriage extended, preferring the reduced performance and higher fuel consumption to the arm-breaking labour of pulling in those heavy wheels. The last Ansons to serve were used by the Royal Afghan Air Force, which withdrew them from service in 1972.

The Classic Air Force's Anson was built by A V Roe and Company at Yeadon, West Yorkshire in 1950. It has a single-seat cockpit without dual controls, and is powered by two Armstrong-Siddeley Cheetah radial engines. The maximum speed is 171mph and the range 660 miles.

Originally registered 'WD413', this aircraft was delivered to the Royal Air Force as one of 252 T21 navigational trainers ordered in the 1950s, initially entering service with No.1 Basic Air Navigation School at RAF Hamble, Hampshire. It was later converted to passenger transport configuration and re-designated C21.



During its time with the RAF, 'WD413' served with both Bomber Command Communications Flight at RAF Booker, Buckinghamshire and Fighter Command Communications Flight at RAF Bovington, Hertfordshire before being allocated to 23 Maintenance Unit at RAF Aldergrove in Northern Ireland in March 1965. At RAF Aldergrove the aircraft was issued with the maintenance number '7881M' and relegated to use as an instructional airframe. In 1977, it was finally deemed surplus to requirements and in December of that year was purchased by Mr G M Fraser of Castle Donington, Nottinghamshire. The aircraft was registered 'G-BFIR' and the permit to fly was issued on 14th July 1978. The Anson then spent the next 11 years participating regularly at air shows throughout the UK. Unfortunately, it suffered a ground-loop accident whilst landing at Andrewsfield, Essex in 1980 and was badly damaged.

In order to return the aircraft to the skies again, the owners acquired 'G-AGWE' and 'G-AHIC', with the latter donating its centre section to the project. After extensive renovation and repair, 'G-BFIR' eventually took to the skies again in 1982 and continued to be seen around the UK before finally settling in Scotland. Its permit to fly expired on 22nd March 1988 and it was stored in the open at Strathallan for the next three and a half years. In 1992, the Anson was ferried to Teesside for further storage and then ferried again to Lee-on-Solent on 21st March 1993.

In July 1996, it arrived at the Aircraft Restoration Company's facility at Duxford, where work was carried out to allow the issue of a new Permit to Fly. It was repainted in a silver RAF colour scheme and flown to Coventry on 17th February 1998 by its new owner, Mike Collett. The aircraft was reregistered to Air Atlantique as 'G-VROE' on 3rd March 1998.

This beautiful aircraft has displayed at air shows around the UK and Europe and even flew to Bahrain and back in March 2000 to celebrate the 50th anniversary of Gulf Air. A unique piece of aviation history, the Anson is one of the most popular aircraft in the collection and is loved by all who fly or work on it. Classic Air Force retains other Anson airframes (C19s 'TX226' and 'TX235') for spares reclamation and possible future restoration.

The aircraft is in airworthy condition and is due for its next annual check on 11th March 2016. Its Permit to Fly expires 2nd March 2016. We are advised that the port engine has 'clocked up' 17,168 hours and the starboard engine 17,148 hours.

Please note, if the aircraft remains in the EU, VAT of 20% will be added to the sale price. The Aircraft will be flown back to base at Coventry following the sale. Purchasers are to make arrangements to collect the aircraft within 21 days of the auction.

£80,000 - 120,000
€110,000 - 170,000

388 †

1948 PERCIVAL PROCTOR 5 MONOPLANE

Registration no. G-AKIU

Serial no. AE129

- Iconic 1930s design
- First owned by Rolls-Royce, Derby
- Restoration completed 2012
- Airworthy condition



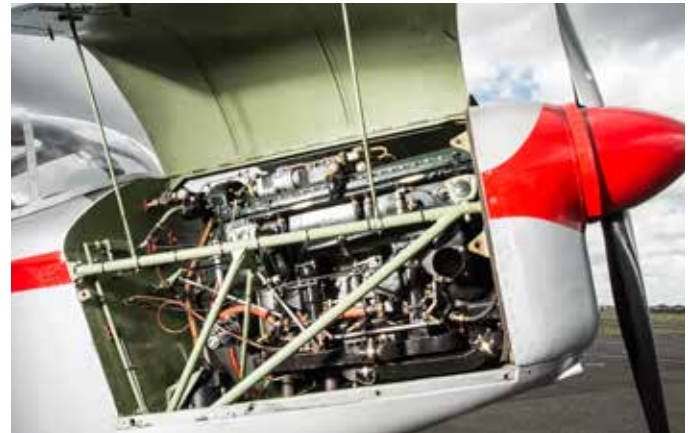
Edgar Percival developed the Proctor from his earlier Percival Vega Gull design in response to Air Ministry Specification 20/38 for a radio trainer and communications aircraft. The Vega Gull was an outstanding between-wars aircraft chosen by aviation pioneers like the great Alex Henshaw. The prototype Proctor first flew in October 1939 and the type was immediately selected for service with both the RAF and the Royal Navy. Although the aircraft was devised as a training and liaison machine, trials were conducted in 1940 to see whether the aircraft could be used as a bomber in the event of a German invasion; luckily the aircraft never had to test its capability in combat! With only 210bhp available from its single de Havilland Gipsy Queen II engine and a top speed of 160mph, the Proctor would have been easy meat for any German fighter.

In normal service the Proctor I was used as a three-seat communications aircraft, whereas the later Proctor II and Proctor III were three-seat radio trainers. The Proctor IV was ordered in 1941 as a four-seat radio trainer with an enlarged fuselage and a 210hp Gipsy Queen engine. Post-war a civilian model of the Proctor IV was developed and dubbed the Proctor 5.

Although it was aimed at the private owner as well as business and light charter use, the RAF also purchased four for use by Air Attachés. By the time production ended, a total of 1,143 Proctors had been built but only a handful survive today.

This Proctor was built at Percival's Luton plant in early 1948 as number 'AE129' but was immediately registered to Rolls-Royce Ltd in Derby as 'G-AKIU' on 20th February. Rolls-Royce used the Proctor as a communications aircraft and company 'hack' at its Hucknall factory near Nottingham. On 20th February 1962 (exactly 24 years after they had taken delivery of the machine) Rolls-Royce deemed 'India Uniform' surplus to requirements and sold it to Peter Bayliss of Cleobury Mortimer in Worcestershire. He in turn sold the aircraft to Matthew Deen of Ealing, West London on 9th May and it was moved to Denham Airfield in Buckinghamshire.

The Proctor flew for another three years until its Certificate of Airworthiness expired in January 1965 and it was listed as being 'permanently withdrawn from use.' At this point the aircraft was moved to the garden of Partridge Cottage in Edenbridge, Kent for storage before being moved to Southend Airport in 1978.



'G-AKIU' was reported as being acquired by Graham Kilsby of Bristol in 1979 but she never left Southend and was subsequently purchased by well-known aircraft restorer Sandy Topen. In August 1983, Sandy lent the aircraft to the North Weald Restoration Flight, who operated from the Essex airfield, but it returned to his care five years later.

On 30th March 1989, 'G -AKIU' was registered again (the first time since the cancellation in 1965) and the new owner was listed as J N Sharman. The aircraft was stored for rebuild at Houghton-on-the-Hill, Leicestershire and later Little Staughton airfield in Bedfordshire but no work was done prior to the CAA cancelling the registration again on 22nd December 1995.

Just a week later, on 29th December, 'G-AKIU' was registered yet again, this time to well-known light aircraft builder Nigel Reddish. Nigel moved the airframe to Mansfield for restoration, from where it was acquired by Classic Flight Chairman Mike Collett in 1999. Mike dispatched the aircraft to Hornet Aviation where Dave and Tricia Fenton began the task of returning it to the skies.

Classic Air Force's recent restoration is a rare gem and they are justifiably proud of the result, which shows that these fragile beauties can be returned to their original condition. The restoration was completed in 2012, and it was an emotional moment when the Proctor returned to the sky. The colour scheme represents an aircraft used by the British Embassy in Washington DC.

The aircraft is in airworthy condition and is due for its next annual check on 23rd April 2016. Its airworthiness review certificate is due on 30th June 2016. We are advised that the airframe has 'clocked up' 2,000 hours and the engine 39 hours.

Please note, if the aircraft remains in the EU, VAT of 20% will be added to the sale price. The Aircraft will be flown back to base at Coventry following the sale. Purchasers are to make arrangements to collect the aircraft within 21 days of the auction.

£60,000 - 80,000
€84,000 - 110,000

389 †

**1958 DE HAVILLAND VAMPIRE T55
TWIN-BOOM JET TRAINER**

Registration no. G-HELV
Construction no. 975

- *The RAF's second operational jet fighter*
- *Built under licence in Switzerland*
- *Two-seat trainer version*
- *Currently airworthy*







The de Havilland Vampire was commissioned by the Royal Air Force during World War 2, entering service just too late to see combat. This was the second jet fighter to enter RAF service (the Gloster Meteor being the first) and it continued to serve with frontline RAF squadrons until 1955. It was then retained by the RAF as a jet trainer until 1966. The Vampire was powered by a single de Havilland Goblin turbojet engine producing 3,500lbs thrust, which was capable of propelling the aircraft to a top speed of 548mph.

The first public appearance by a Vampire was to lead the Victory Day Parade Flypast over London on 8th June 1946. This is just one of this nimble little fighter's many claims to fame. It was also the first RAF aircraft to exceed 500mph; the first jet aircraft to land on an aircraft carrier; and the first jet aircraft to fly across the Atlantic Ocean.

Almost 3,300 Vampires were built, a quarter of them under licence in other countries. The design would be later modified to become the Venom. Surprisingly, the main fuselage 'pod' was of wooden construction and this is one reason why the Vampire is such a rare aircraft today. Due to the challenges involved in keeping these fragile aircraft aloft, it is thought fewer than ten are capable of flight now, including Classic Air Force's Vampire.

Classic Air Force's de Havilland Vampire is a Swiss-built T55 two-seat trainer variant: the export version of the T11 trainer used by the Royal Air Force. It has served the Classic Air Force as an air show exhibit and a capable jet trainer, its dual controls making the Vampire an important crew currency and training aircraft.

The fuselage 'pod' was built in the UK by William Lawrence & Co Ltd of Nottingham and delivered to de Havilland on 29 January 1958, with construction number '975' and build number 'WLS-DH-103'. On 20th December of the same year, the pod was shipped to Switzerland where F&W at Altenrhein completed the airframe (under licence from de Havilland) and delivered it to the Swiss Air Force with serial number 'U-1215'. During its service with the Swiss Air Force, 'U-1215' served at a number of bases, including Emmen, Altenrhein, Sion and Dubendorf. It remained in service until May 1990, completing 1,955 flying hours.



After retirement from the Swiss Air Force, the last 27 Vampires were offered for sale at auction, and in March 1991, 'U-1215' was purchased by Bournemouth-based Hunter Wing. The aircraft was ferried to the UK on 28th August that same year and registered 'G-HELV' with the CAA on 17th September 1991. Soon after, its Swiss markings were removed and it was repainted in RAF camouflage.

'G-HELV' was acquired by Mike Collett and Air Atlantique in March 2004 and has been displayed at air shows by the company ever since. Today, this iconic aircraft retains its fictitious RAF camouflage as well as the incorrect RAF serial 'XJ771'. It is airworthy and is currently undergoing its annual check, which is scheduled for completion on 31st August 2015. The airframe has 'clocked up' 2,133 hours and the engine 256, and we are advised that the Permit to Fly is in the process of renewal.

Please note, if the aircraft remains in the EU, VAT of 20% will be added to the sale price. The Aircraft will be flown back to base at Coventry following the sale. Purchasers are to make arrangements to collect the aircraft within 21 days of the auction.

£70,000 - 90,000
€99,000 - 130,000



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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

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

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

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before

doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams*' opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams*' behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on

Bonhams' behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the Sale venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *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 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. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. *New Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. 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 or the identity of his principal) 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. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or *Absentee Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. 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. You should be alert to this possibility of changes and ask if there have been any.

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* of *Lots*:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 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 are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

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

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

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

Cash: you may pay for *Lots* purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, 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
Account Name: *Bonhams* 1793 Limited Trust Account
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.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

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

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

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 10 of the *Buyer's Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

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

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or 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 govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, 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* and the contents of any *Condition Report* which has been provided to the *Buyer*.

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 that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which 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 made by or on behalf of the *Seller* including by *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 when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. 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* after 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 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*.

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 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 *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*.
- 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 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.
- 7.4 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*.
- 7.5 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	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	the <i>Seller</i> 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 <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> 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;
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , 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 <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> 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.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	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 <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> 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.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	10	MISCELLANEOUS
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> 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 <i>Seller</i> or to <i>Bonhams</i> by you.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> 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 <i>Seller</i> becomes liable to pay the same until payment by you.	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> 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.
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> 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 <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		10.5	If any term or any part of any term of the <i>Contract for Sale</i> 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 <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		10.8	In the <i>Contract for Sale</i> "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 <i>Contract for Sale</i> .
		10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> 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

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*;
 - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

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, 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 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 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	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
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;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		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.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		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 <i>Lot</i> and that invoice has been paid; and		

- 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 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 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.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 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.
- 11.5 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.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 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.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 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.
- 11.12 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.

12 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

"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" a person who has 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.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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.

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, 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. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: THE GOODWOOD REVIVAL SALE		Sale date: 12 September 2015													
Sale no. 22725		Sale venue: Goodwood, Chichester, Sussex													
<p>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.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£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	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
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£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															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

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 I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE 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.

Your signature: _____ Date: _____

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

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

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

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

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

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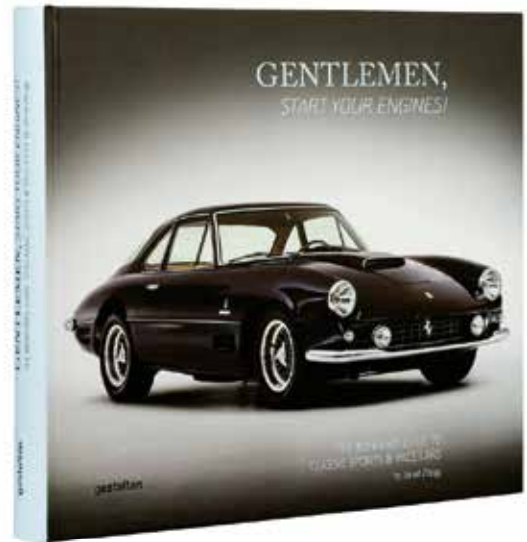
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308	1992	Airstream 350LE Class A Motorhome
337	1931	Alfa Romeo 6C 1750 GT 5th Series Saloon
375	1953	Alfa Romeo 1900C Sprint Coupé
339	1954	Alfa Romeo 1900C Super Sprint Coupé
325	1963	Alfa Romeo Giulia Sprint Speciale Coupé
346	1964	Alfa Romeo Giulia TI Super Competition Saloon
348	1927	Amilcar C6 Voiturette
349	1927	Amilcar C6 Voiturette
365	1935	Aston Martin Ulster 2/4-seater Tourer
323	1958	Aston Martin DB MkIII Sports Saloon
345	1965	Aston Martin DB5 Convertible
369	1967	Aston Martin DB6 Vantage Sports Saloon
303	1955	Austin-Healey 100 BN1 'Le Mans' Roadster
381	1933	Bentley 3½-Litre Sports Saloon
359	1934	Bentley 3½-Litre Drophead Coupé
354	1953	Bentley R-Type 4.9-Litre Continental Sports Saloon
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328	1937	BMW 328 Cabriolet Project
368	1938	BMW 328 Sports Roadster
322		Chitty Chitty Bang Bang Replica
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314	1963	Ferrari 250 GT Lusso Berlinetta
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367	1985	Ferrari Testarossa Coupé
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388	1948	Percival Proctor 5 Monoplane







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