

Bonhams | Cars



GOODWOOD
REVIVAL SALE

Important Sports, Competition and
Collectors' Motor Cars and Automobilia

Chichester, Sussex | 9 September 2023





As a Founding Partner, Bonhams are privileged to present another exceptional sale of Sports, Competition and Touring Motor Cars at the 2023 Goodwood Revival.



GOODWOOD

REVIVAL SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | Saturday 9 September 2023 at 10:30 and 13:30

SALE NUMBER

27998

ILLUSTRATIONS

Inside Front Cover: Lot 306
Inside Back Cover: Lot 251

VIEWING

Friday 8 September 09:00 to 17:00
Saturday 9 September from 09:00
Sunday 10 September cars remain
on display from 10:00 to 16:00

SALE

Saturday 9 September
Automobilia 10:30
Vehicle Registration Numbers
immediately following Automobilia
Motor Cars 13:30

ENQUIRIES

Motor Cars

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

Automobilia

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

Customer Services/ Bidder Registration

+44 (0) 20 7447 7447
bids@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

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

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

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

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

Thomas Reinhold
+44 (0) 20 3988 6334
thomas.reinhold@bonhams.com

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

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

Sale Coordinator

Valerie Rozbitska
+44 (0) 20 7393 3837
valerie.rozbitska@bonhams.com

BIDS

- Bid online/APP

Register to bid online by visiting
www.bonhams.com/27998



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

- Bid by telephone/absentee

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

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

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

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

- Bid in person

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

- New Bidders

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

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

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

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

Please see back of catalogue for important notice to bidders

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

PLEASE NOTE

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

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

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

General Information

Admission

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

Absentee Bids

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

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams no later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

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

Premium

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

For Automobilia the Buyer's Premium is 28% on the first £40,000 of the hammer price; 27% of the hammer price of amounts in excess of £40,001 up to and including £800,000; 21% of the hammer price of amounts in excess of £800,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,001. (subject to VAT)

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Methods of Payment

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

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

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

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

Bonhams preferred payment method is by bank transfer.

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

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

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

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

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

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

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

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

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

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

For general registration documents enquiries

Please contact katherine.broad@bonhams.com

VAT

The following symbols are used to denote that VAT is due on the hammer price and Buyer's Premium:
† VAT at 20% on hammer price and Buyer's Premium
Ω VAT on imported items at 20% on hammer price.
* VAT on imported items at 5% on hammer price.
● Zero rated for VAT, no VAT will be added to the hammer price or the Buyer's Premium.

VAT at the prevailing rate (currently 20%) will be added to the Buyer's Premium which will be invoiced on a VAT inclusive basis.

Important Notice: Exporting from the UK

Please note that our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import and export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. Please ensure to advise the Sale Co Ordinator of your preferred instructions immediately after the sale and once the final invoice is settled, our customs agents, CARS UK, will action these on the buyer's behalf.

Sale Co Ordinator
Valerie Rozbitska
+44 (0) 20 7393 3837
valerie.rozbitska@bonhamscars.com

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

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy themselves as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

P (Purple Paddle) - Restricted Bidding

Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services on +44 (0) 20 7447 7447 or bids@bonhams.com in advance of the sale. Please also note Online Bidding is not available for these Lots, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Guide for Buyers

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

You can bid in person, online, on the telephone and via absentee. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

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

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

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

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and email/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 50-60 lots of Automobilia and 30 Vehicles per hour.

Can I view the files that accompany the vehicles?

Yes, every available motor car file will be at the sale for inspection during the view. Each motor car's registration document (V5C or equivalent) where applicable, is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

Are there any warranties offered with the vehicles?

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

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

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

V5C Registration Document procedures

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder to notify the Sale Administrator on the day of the sale, with the name and address for which the vehicle is to be registered to.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please note, that once the V5C has been updated by the DVLA it cannot be reversed.

All registration document enquiries should be directed to Valerie Rozbitska. valerie.rozbitska@bonhamscars.com

When can I clear my purchases?

Automobilia must be collected from the sale venue by 2pm on the day after the sale. For details of uncollected Automobilia see collections page 8 for more information.

Vehicles must be collected from the sale venue by 12 noon on Monday 11 September 2023 (subject to all costs being paid), at which point all remaining unpaid lots will be uplifted by Indigo Blue to their store at buyer / vendor expense.

Can someone deliver the vehicle for me?

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

Where can I read your conditions of Sale?

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

Bonhams|Cars International Motoring Team

UNITED KINGDOM



Tim Schofield



Guy Newton



Richard Stafford



Louis Frankel



Thomas Reinhold



Mark Gold



James Knight



Maarten ten Holder
International
Managing Director



Katie Barnett



Valerie Rozbitska



Lauren Wear



Catherine Avrili



Ryan Cigana



Federica Olivotto



Matthew Hook



Malcolm Barber
Chairman Emeritus

EUROPE



Gregory Tuytens



Paul Gaucher



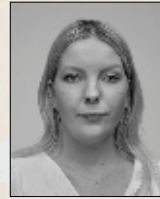
Gregor Wenner



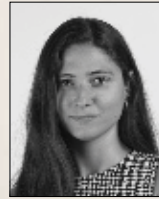
Loic Maschi



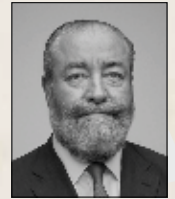
Valerie Simonet



Suzanne Kress



Clothilde Duval



Philip Kantor
International
Chairman Motoring

WEST COAST



Jonathan Middag



Mark Osborne



Eric Minoff



Gordan Mandich



Adrien Durban



Miles Escajeda



Catherine Tejada



Jessica Chavez



Katherine McDonald



Matthew Groner



Stephen Mancuso

EAST COAST



Rupert Banner



Evan Ide



Roger Noble



Stephen Mancuso



Jennifer Burns



Whitney Maxwell
Deputy Director

**BONHAMS|CARS ONLINE
UNITED KINGDOM**



Mark Livesey



David Hayhow



Paul Hegarty



John Hunt



Ainsley Pierce



Freddie Woodd



Oliver Hughes



Jo Tomlin

**BONHAMS|CARS ONLINE
EUROPE**



Kayleigh Ramsay



Sam Shupac



Toby Bruce



Pierre Tirone

**BONHAMS|CARS ONLINE
USA**



Ashleigh Powell



Devon Crail



Brett Halverson

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



Annika Morrill



Ben Walker



Tim Parker

**AUTOMOBILIA
UNITED KINGDOM**



Toby Wilson



Adrian Pipiros



James Garguilo

**AUTOMOBILIA
EUROPE**



Estelle Perry

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+33 (6) 63 20 76 74 (Automobilia)
eurocars@bonhamscars.com

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usacars@bonhamscars.com

Bonhams|Cars East Coast
580 Madison Avenue
New York, NY 10022
+1 (212) 461 6514
usacars@bonhamscars.com

Bonhams|Cars Online
38A Innovation Drive
Milton Park, Abingdon
Oxfordshire, OX14 4RT
01865 521 088
hello.uk@bonhamsconline.com

bonhamsconline.com

Collections

Automobilia

All purchased lots must be collected from the sale venue by 2pm on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

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

Uncollected lots will be available for collection **by appointment only** from Friday 15 September.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445496 or automobilia@bonhams.com

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

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

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

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

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

Motor Cars

Removal and Storage of Vehicles

Vehicles must be collected from the sale venue by 12 noon on Monday 11 September 2023 (subject to all costs being paid), at which point all remaining unpaid lots will be uplifted by Indigo Blue to their store at the buyer / vendor expense.

If you are unable to collect your vehicle by the given time, Lots shall be removed by Indigo Blue 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.

Cars under customs cannot be collected from the venue and can only be released once customs is cleared.

Vehicle Removal charges

£345 + VAT per vehicle

Vehicle Storage charges

First 14 days

£15 + VAT per motor car per day

Thereafter

£45 + VAT per motor car per week

For Lot 305 (Spitfire), please be advised that hangarage costs at Goodwood are circa £550+VAT per calendar month, subject to availability. Hangars may not be available for the first two weeks post-auction, and aeroplanes typically depart Goodwood following the Revival event on the Monday immediately afterwards. For further information, please contact richard.stafford@bonhams.com

Transport and Shipping

A representative of Indigo Blue, 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).

Indigo Blue European Limited

www.ibeltd.co.uk

info@ibeltd.co.uk

+44 (0) 1420 477 223

Motor Car Presentation

Chris Bailey, Showcase SVS

+44 (0) 7889 722 333

www.showcasesvs.co.uk

Photography

Simon Clay

Tom Wood

Otis Clay

Jack Howells

Tom Gidden

Jonathan Jacobs

James Mann

Carl Wilson

Jack Passey

Andrew McCandlish

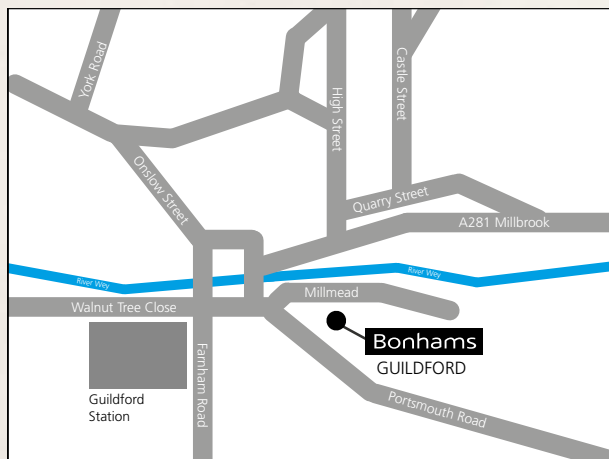
Regijus Simkevicius

Sébastien Defaux

Peter Seabrook

John Dibbs

Roger Dixon (Automobilia)



Directions to Goodwood Revival

The Bonhams marquee is located outside of the ticketed event area.

To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

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

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

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

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

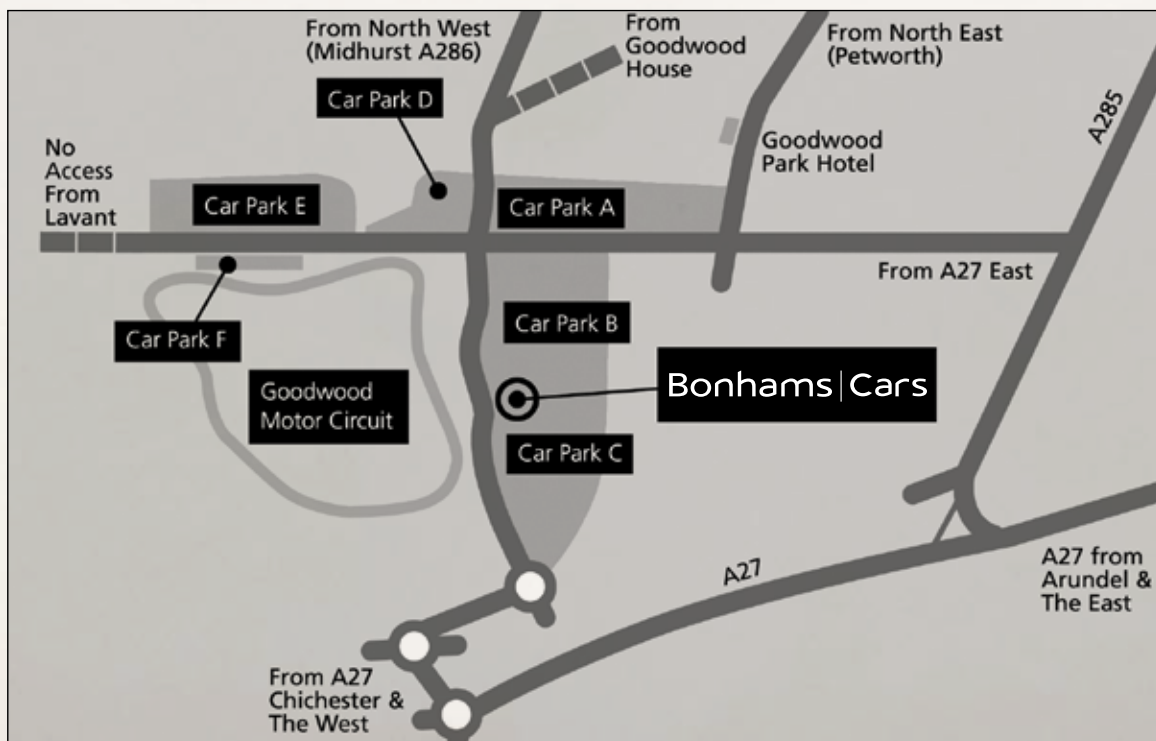
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth. From here follow the AA signs and you will be directed to the most appropriate car park.

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

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

The nearest car park to Bonhams is Car Park B.

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



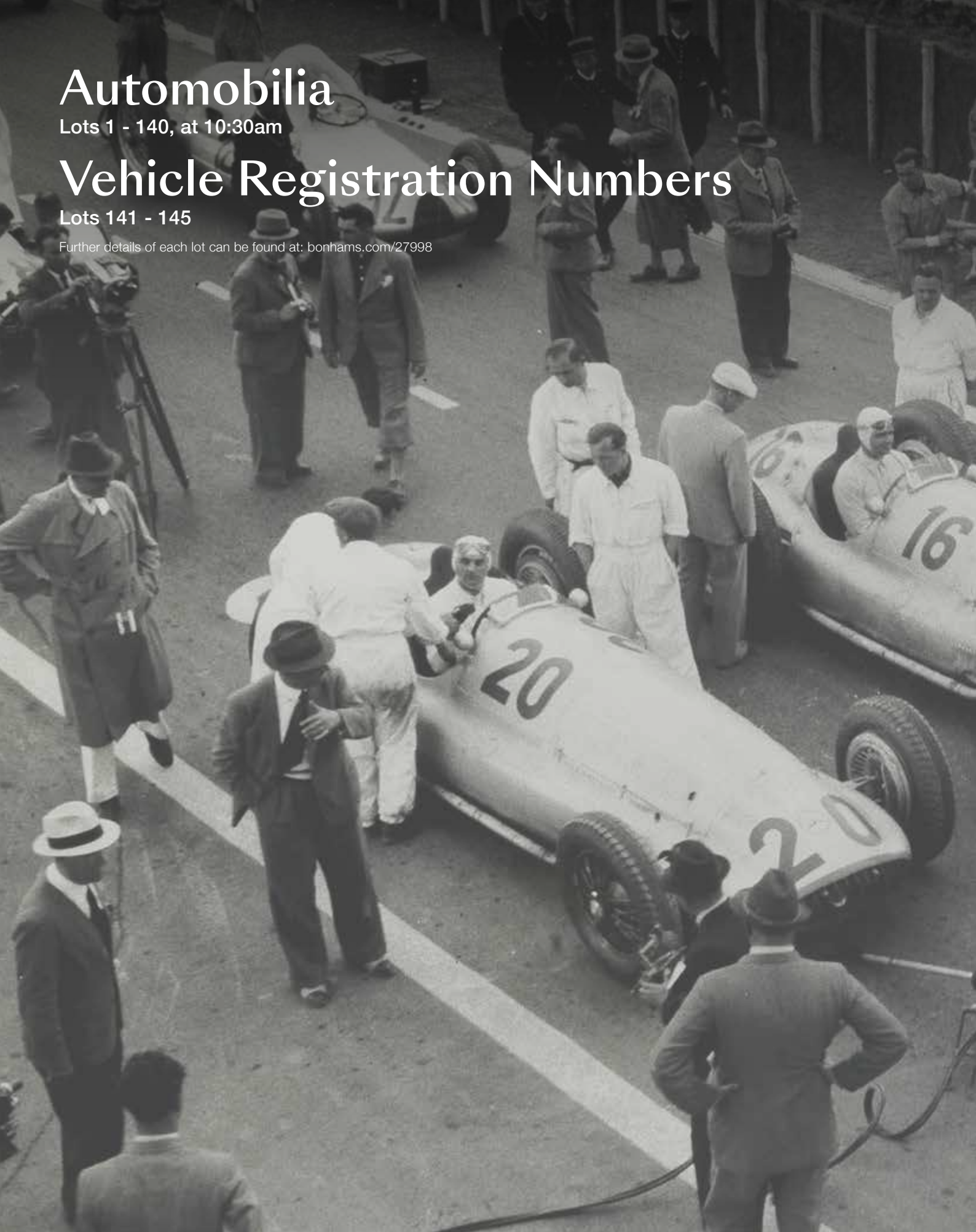
Automobilia

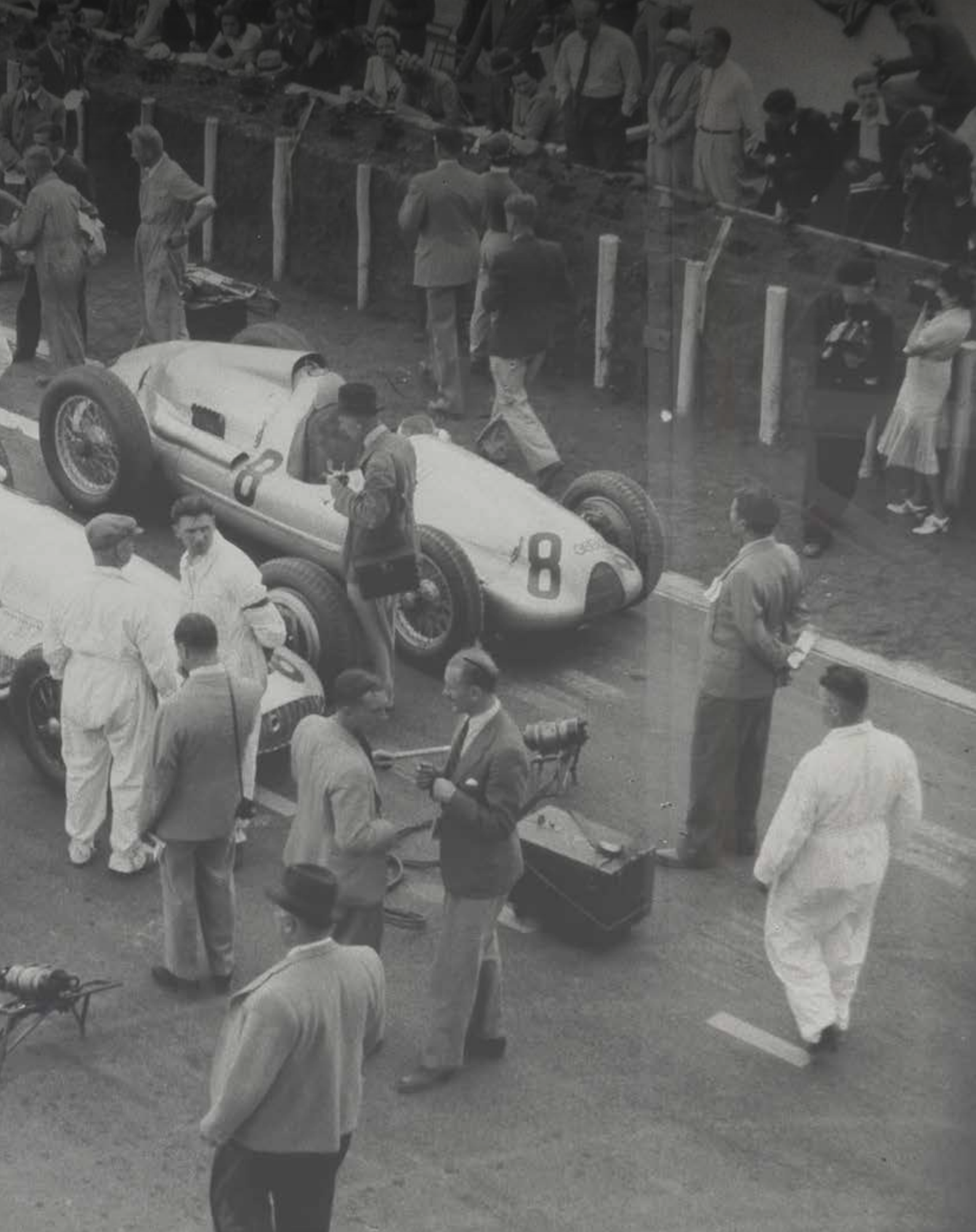
Lots 1 - 140, at 10:30am

Vehicle Registration Numbers

Lots 141 - 145

Further details of each lot can be found at: bonhams.com/27998







1



2



3



4



5

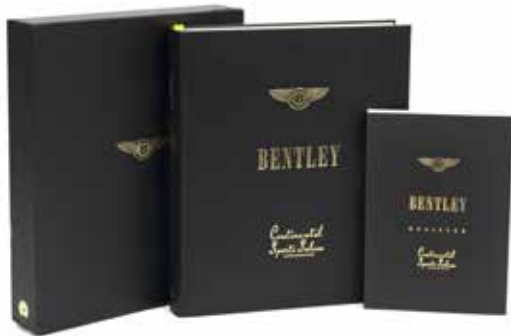
1•
NEIL F MURRAY: ON ASTON MARTIN; A LEATHER-BOUND SIGNED LIMITED EDITION BY PALAWAN PRESS,
 published 2005, large format title bound in maroon Morocco leather, numbered 30/100 and signed by the author to title page, 576 numbered pages and well illustrated, contained within silver-coloured Solander library box bearing plaque inscribed with book number 30 to front, some light foxing to title page but in otherwise seemingly good order, with some light marks to library box.
£1,000 - 1,500
€1,200 - 1,700

2•
CLARE HAY: BENTLEY EIGHT LITRE; A SIGNED LEATHER-BOUND AUTHOR'S PROOF,
 dark blue leather-bound hard covers with gilt tooling, author's proof of the limited edition of 200 published by Number One Press in 2011, signed by the author and hand-numbered 'Clare' to title page, with marbled effect end-papers, 265 numbered gilt-edged pages, well illustrated, contained in dark blue leather-cloth slip-case (some slight marks to slip-case).
£1,200 - 1,600
€1,400 - 1,900

3•
CLARE HAY: BENTLEY SPEED SIX; A SIGNED LEATHER-BOUND AUTHOR'S PROOF,
 dark green leather-bound hard covers with gilt tooling, author's proof of the limited edition of 182 published by Number One Press in 2008, signed by the author and hand numbered 'Clare' to title page, with marbled effect end-papers, 245 numbered gilt-edged pages, well illustrated, contained in dark green leather slip-case.
£1,200 - 1,600
€1,400 - 1,900

4•
CLARE HAY, BOB WATSON, PHILLIP SCHUDMAK & TONY JOHNS: VINTAGE BENTLEYS IN AUSTRALIA, A SIGNED SPECIAL EDITION, NUMBERED 1 OF 30,
 dark green cloth-bound hard covers with dust-jacket, Special Edition of the title published by Peleus Press in association with the Bentley Drivers Club of Australia in 2019 to coincide with the centenary of the Bentley marque, signed by the authors and numbered 1 of 30 to the title page, 416 numbered pages, well illustrated, contained in green-cloth covered library box bearing Bentley Drivers Club of Australia plaque to front.
£800 - 1,200
€930 - 1,400

5•
CLARE HAY: THE HISTORY OF BENTLEY MOTORS 1919-1931; A SIGNED LIMITED SPECIAL EDITION LEATHER-BOUND TWO-VOLUME SET,
 Volumes I & II of the title published by Number One Press 2018, each bound in dark blue leather hard covers with gilt-tooling, with marbled effect end-papers, Volume I signed by the author and hand numbered 'Twelve' of 25 copies to title page, 784 numbered gilt-edged pages, well illustrated, each in dark blue cloth-covered slip-case and both further contained in outer slipcase and in original carton box; offered together with dark blue cloth-bound limited Special Editions of the same title, similarly signed by the author and hand numbered 'Twelve' to title page of Volume I, both in slip-cases.
 (4)
£800 - 1,200
€930 - 1,400



6



7



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6•
CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A STANDARD LIMITED EDITION WITH ACCOMPANYING BENTLEY REGISTER, PUBLISHED BY PALAWAN PRESS, 2003,

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

(2)
 £3,000 - 3,500
 €3,500 - 4,100

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

7•
HUGH CONWAY & MAURICE SAUZAY: BUGATTI MAGNUM; AND OTHER MOTORING BOOKS,

published by Haynes 1989, blue cloth hard covers, 559 numbered pages, well illustrated, English text, contained in slipcase with plaque numbered '1077'; together with H.G.Conway: Bugatti - Le Pur-Sang des Automobiles (4th edition); Bernard Lamarche-Vadel, Bernard Dufour & Anna Lamparska-Rivet: Bugatti - Le Meubles, Les Sculptures, Les Autos, (French text); and other assorted motoring and motorsport titles including Eric Dymock: Jim Clark, signed with dedication by the author.

(21)
 £800 - 1,000
 €930 - 1,200

8• ♦♦
A QUANTITY OF BOOKS RELATING TO PORSCHE, LE MANS, SHELBY COBRA, AND OTHER SPORTS RACING AND MOTORSPORT SUBJECTS,

including J.A.Martin & Ken Wells: Prototypes - The History of the IMSA GTP Series; Karl Ludwigsen: Porsche - Excellence Was Expected (1st edition); Julius Weitmann: Porsche Story; Michael Cotton, Gustav Busing & Ulrich Upietz: Porsche 956-962 - The Legendary Race Winners; Dominique Pascal: Porsches at Le Mans; Michael L.Shoen: The Cobra-Ferrari Wars 1963-1965; Carroll Shelby: The Cobra Story; Trevor Legate: Cobra - The Real Thing!; Denis Jenkinson: Sports Car Racing; Chris Nixon: Mon Ami Mate; Pete Lyons: Can-Am, and Can-Am Photo History; Ian Briggs & John Starkey: Golden Era - The History of Group C & IMSA GTP, a two-volume set in slipcase; John Starkey: Racing With a Difference - The History of IMSA; Christian Moity, Jean-Marc Teissedre & Alain Biennu: 24 Heures du Mans 1923-1992, Volumes 1 and 2; six Le Mans annuals for 1978, 1979, 1987, 1989, 1990 and 1992; six World Sportscar Racing annuals for 1989-1994; an Autocourse annual 1985-86; Race Report annuals 1 to 4; and other titles.

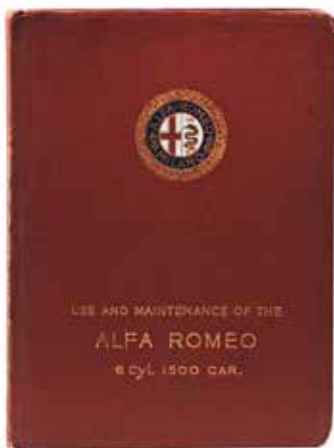
(Qty)
 £800 - 1,200
 €930 - 1,400



9



11



10



12

9•
A BMW Z8 OWNER'S PRESENTATION BOOK,
 black cloth bound hard covers, published 1998, 203 numbered pages, well illustrated with un-numbered chassis details to cover, with leather Alcantara wrap embossed with Z8, shown in presentation box with Z8 badge to bottom of box, some wear and marks to outer of box.
£2,000 - 2,500
€2,300 - 2,900

10•
A RARE 'USE AND MAINTENANCE OF THE ALFA ROMEO 6 CYL. 1900 CAR' HANDBOOK, ENGLISH TEXT, LATE 1920S,
 embossed red Rexine covers, decorated end papers, 63 illustrated and numbered pages, with un-numbered illustration of tool kit, 4 pull-outs of engine lubrication, Marelli electric plant, trouble-shooting and lubrication charts, with pocket to inside rear cover, 8vo, very slight wear to covers, pages in very good order.
£800 - 900
€930 - 1,000

11
A MASERATI MC12 OWNER'S MANUAL IN LEATHER WALLET AND PRESTIGE BROCHURE,
 the manual in Italian, Spanish and German text, some light marks to cover, 8vo, contained in blue textured three-section leather wallet with embossed logo; together with owner's prestige edition brochure, hard covers with metal serial number plaque to front cover, with details of the road and race versions of the model, English and Italian text, 4to, in slipcase with Maserati badge.
 (3)
£800 - 1,000
€930 - 1,200

12•
A MERCEDES-BENZ SLR MCLAREN LIMITED EDITION OWNERS BOOK,
 limited edition number 0028 from a run of 3,500 published by Daimler Chrysler AG, 2004, English text edition, supplied to buyers of the car, signed by Simon Inglefield 'Mr SLR', 177 numbered pages, well illustrated, black hard covers, in presentation library box (small tear to inside box) with pamphlet, and with outer carton box.
£1,000 - 1,500
€1,200 - 1,700

13
A FERRARI ENZO OWNER'S MANUAL IN LEATHER WALLET,
 the Owner's Manual 3rd Edition dated May 2003, (small tear to spine), in Italian, English, French and German text, 8vo, together with black and red leather wallet with magnetic wrap-around fastening, contained in Ferrari carton box.
 (3)
£800 - 1,200
€930 - 1,400



13

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



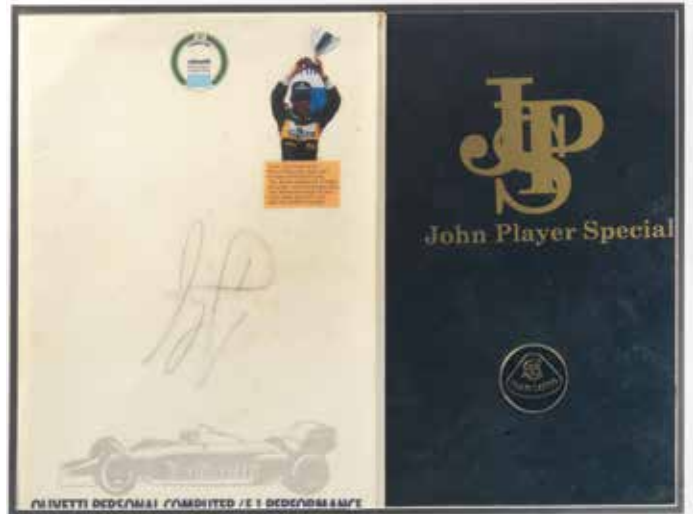
14 (Part of Lot)



16



15



17

14
A QUANTITY OF LETTERS, CORRESPONDENCE, PRESS CUTTINGS AND EPHEMERA RELATING TO THE RACING EXPLOITS OF THE HON MRS CHETWYND, LATE 1920S-1930S, including Mrs Chetwynd's Touring Club de France membership card with portrait photograph in brown leather wallet, and her AA 1935 International Driving Permit; two notebooks with handwritten notes and details for various races 1932-1939; Brighton Rally programme for 1939; 1938 Empire Exhibition Scottish Rally programme, Regulations booklet and route map; and other assorted press cuttings, news articles, printed matter, several photographs, and other ephemera relating to various races, rallies and trials including Brooklands 1929 Speed Record and "Double Twelve", 1931 Le Mans 24-Hours including three regulations pamphlets, RAC 1,000 Miles Rally, Automobile Association, Scottish Six Days Trial, Hastings Rally, and others.
 (Qty)
£800 - 1,000
€930 - 1,200

15
ASSORTED LETTERS AND EPHEMERA RELATING TO 24 HEURES LE MANS, THE HON MRS CHETWYND AND AUTOMOBILE CLUB DE L'OUEST, 1931-34, relating to the 1931 Le Mans 24 Hour race, including general letters on Le Mans letter headed paper, typed in French text, printed drivers instructions, rules, a typed list of participants; other letters from late 1931 relating to the 1932 Le Mans, with rules, a press cutting and other ephemera; similar correspondence and rules and ephemera regarding the 1933 and 1934 Le Mans events.
 (Qty)
£800 - 1,000
€930 - 1,200

16
GRAND PRIX RACE PROGRAMMES SIGNED BY DRIVERS, comprising 1990 San Marino, (covers worn) signed by Senna, Berger, Gachot, Bernard, Martini, Piquet, Gugelmin, Alboreto and Alesi; Silverstone 1993, signed by Barichello and Andy Rouse 1993 BTCC Ford Mondeo driver, with official racecard (some handwritten details added); Silverstone 1997 signed by Villeneuve, M Schumacher, Irvine and R Schumacher; and Monza 1998, signed by M Schumacher, Irvine, Coulthard, R Schumacher and Hill; together with a Donington 1979 Gunnar Nilsson Memorial Trophy Race programme signed by John Watson with entry list for the event and a limited edition 9/500 'Eliminator 1994' print after John Saunders, signed by Michael Schumacher, rolled, 47 x 64cm.
 (Qty)
£800 - 1,000
€930 - 1,200

17
AN AYRTON SENNA SIGNED OLIVETTI PROMOTIONAL FOLDER, LATE 1980S, signed in black pen to the front, covered with plastic laminate, mounted with printed JPS logo and plastic Lotus badge, clip framed and plastic glazed, 41 x 51cm overall.
£800 - 1,000
€930 - 1,200



18



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18
TWO 1980 'LUCAS KINGS OF THE ROAD - ON THE STREETS BIRMINGHAM' SOUVENIR RACE BROCHURES AND 'GRAND PRIX BALL' MENU, SIGNED BY MANY DRIVERS,

one souvenir brochure signed by attending drivers to the front cover, the other signed to pages throughout on the respective driver portrait images, and the menu signed to the reverse; with signatories including Sir Jack Brabham, Juan Manuel Fangio, Stirling Moss, Derek Warwick, Dan Gurney, Tony Brooks, Roy Salvadori, Innes Ireland, Alan Jones, Jody Scheckter, John Surtees, Phil Hill, Denny Hulme, Carroll Shelby, and others.

(3)
£800 - 1,000
€930 - 1,200

19
A LARGE FORMAT SIGNED PHOTOGRAPH OF JUAN MANUEL FANGIO IN THE MERCEDES-BENZ 300 SLR AT LE MANS 1955,

monochrome photograph by Bernard Cahier depicting Fangio at the wheel of his Silver Arrows 300 SLR at the 24-Hours Le Mans race, signed by the five times World Champion in black marker to the nose of the car in Buenos Aires 4th May 1994, 59 x 79cm, mounted with Fangio's Honorary President of Mercedes-Benz Argentina business card, with title to mount, framed and glazed, with small colour photograph of Fangio signing the photograph to reverse of frame, measuring 80 x 100cm overall.

£800 - 1,200
€930 - 1,400

20
A GOOD COLLECTION OF GULF AND LE MANS PHOTOGRAPHS, STICKERS AND EPHEMERA,

including photographic contact sheets, signed photographs of Jackie Oliver and Jacky Ickx, press stills from the making of the film, related magazine articles, a J W Automotive Ford GT40 Illustrated Parts List, and a Gulf file of press releases, timing results for various events, and assorted Gulf and Bosch stickers circa 1970.

£800 - 1,200
€930 - 1,400

Formerly from the estate of the late Dixie Dene. (See Bonhams 3 Dec 2007, sale 15348 lot 387).

Dixie Dene, worked for the John Wyer racing team for six years. J W A built the ford GT40 and then went on to run the official Gulf Porsche racing team. During his time with the team, he was sub-contracted to Solar Productions to work upon the cars used in 'Le Mans'. Dixie also played the part of mechanic in the film, and had a small speaking part asking McQueen after the crash "Are you alright Michael?" As well as working on suspension and bodywork for the cars in the film, he constructed two radio-controlled stunt cars for the horrific crash scenes. During his time with the film company Dixie became good friends with McQueen and it was during the shooting and the promotion of the film that he collected these items.

21

A FRAMED PHOTOGRAPH OF GRAHAM HILL IN THE LOTUS 59B,

monochrome image depicting Hill in the Formula 2 Winkelmann Racing Lotus, 21 x 29cm, double-mounted within glazed presentation frame and signed in pencil by Damon Hill to the mount, measuring 44 x 51cm overall.

£800 - 1,000

€930 - 1,200

22

A PHOTOGRAPH OF RUDOLF CARACCIOLA SIGNED WITH DEDICATION TO MERCEDES-BENZ RACE MECHANIC WILLI ZIMMER IN PRESENTATION SILVER FRAME, 1931,

mounted monochrome photograph of Caracciola with Zimmer inspecting his race car at a German circuit, 22 x 16cm, with hand-written signed dedication from Caracciola to the mount in ink to team mechanic and friend, Zimmer in German "To my dearest mechanic Zimmer, in memories of a Victorious Racing Year 1931, Rudi Caracciola", displayed within .830 continental period silver glazed frame engraved with venues of his victories and successes for Mercedes-Benz: "Mille Miglia, Grosser Preis von Monaco, Rabassada, Konigsaal-Jiloviste, Eifel Rennen, Kesselberg, Grosser Preis von Frankreich, Grosser Preis von Deutschland, Freiburg, Avus Rennen, Tatra, Mont Ventoux, Dreihotterberg, Masaryk', the frame measuring 36.5 x 24.5cm.

£2,400 - 3,000

€2,800 - 3,500

Provenance: This Lot was formerly offered as part of the Willi Zimmer Collection.

Christies sale London, 23rd February 1998 (see Lot 166).

Christies sale London, 2nd December 2003 (see Lot 3).

23

A SIGNED PHOTOGRAPH OF THE 1954 MERCEDES GRAND PRIX TEAM,

the monochrome image, signed in ink by Herman Lang, Alfred Neubauer, Juan Manuel Fangio, Karl Kling and Hans Hermann, 11 x 16cm, (crack to image in lower right corner), mounted and framed.

£1,000 - 1,500

€1,200 - 1,700

24

A LARGE FORMAT SIGNED PHOTOGRAPH OF BERND ROSEMAYER'S VICTORY PRESENTATION FOR AUTO UNION AT THE 1937 DONINGTON GRAND PRIX,

monochrome photograph depicting Rosemeyer standing in his winning Auto Union C-Type receiving post-race victory bouquet from his wife and famed German aviatrix Elly Rosemeyer-Beinhorn, signed in black marker by son Bernd Rosemeyer Jnr and Beinhorn on 11th August 2000 in Munich, 75 x 50cm, with titled mount, framed and glazed, measuring 96 x 70cm overall.

£800 - 1,200

€930 - 1,400

25

A LARGE FORMAT STARTLINE PHOTOGRAPH OF MERCEDES-BENZ AND AUTO UNION 'SILVER ARROWS' AT THE 1939 FRENCH GRAND PRIX,

monochrome pre-start photograph depicting Hermann Lang and Rudolf Caracciola in Mercedes-Benz W154s, and Tazio Nuvolari and Hermann Muller in Auto Union D-Types on the starting grid at the Reims event, 60 x 90cm, with titled mount, framed and glazed, measuring 80 x 110cm overall.

£800 - 1,200

€930 - 1,400

26

A 1955 MONTLHERY GRAND PRIX DE 24 HEURES DE PARIS RACE POSTER AFTER GEO HAM,

French lithographic poster printed by A.A.T.Thivillier of Paris, with race scene artwork after Geo Ham (Georges Hamel), 59 x 39cm, faint horizontal halfway fold mark to poster, framed and glazed.

£900 - 1,200

€1,000 - 1,400



24



25



26



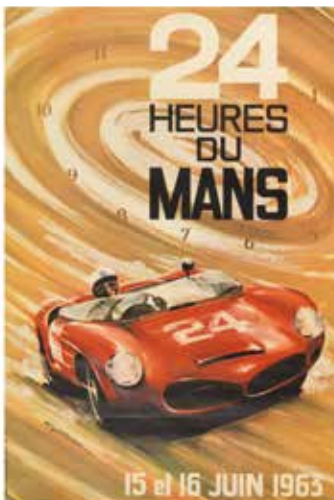
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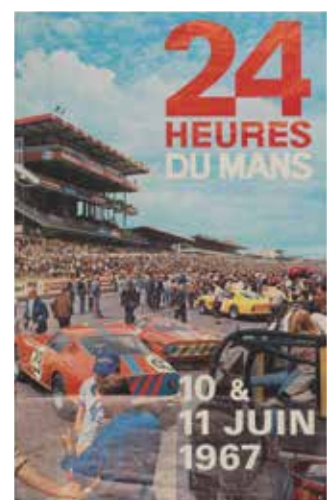
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29



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27
A 'STEVE MCQUEEN - LE MANS' US ONE-SHEET FILM POSTER, 1971,

for the 1971 film produced by Cinema Center Films, colour lithograph printed in USA, featuring artwork after Tom Jung, with print number 71/153 to lower right corner, three faint horizontal fold marks, 104 x 69.5cm, laid on linen, rolled.

£1,000 - 1,500
 €1,200 - 1,700

28
24 HEURES DU MANS 1955 ADVERTISING PRINT, 1959 AND 1961 POSTERS,

comprising 1955 small window sticker with artwork after Geo Ham, 13 x 9cm, printed in red and blue with gummed strip to upper edge; 1959 poster after Beligond, printed by Thivillier, full colour lithograph on paper, creased, laid on linen, 55 x 40; and 1961 poster after Beligond, printed by Thivillier, full colour lithograph on paper, 58 x 38cm.

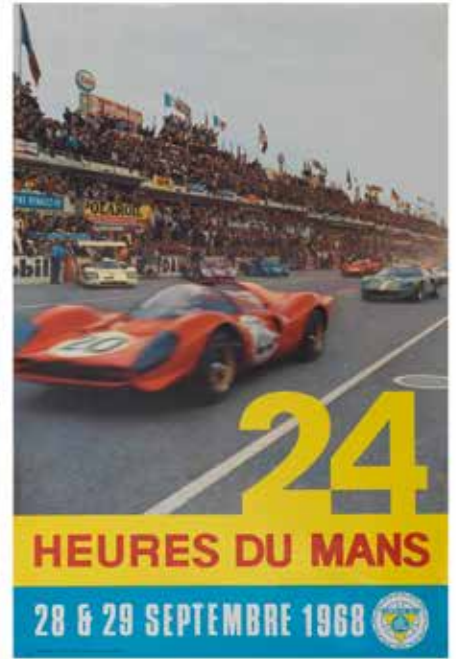
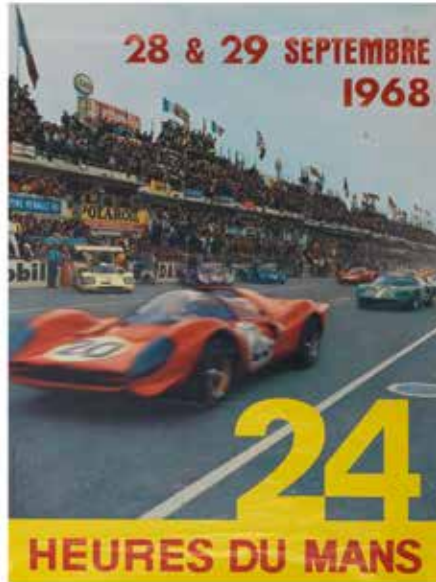
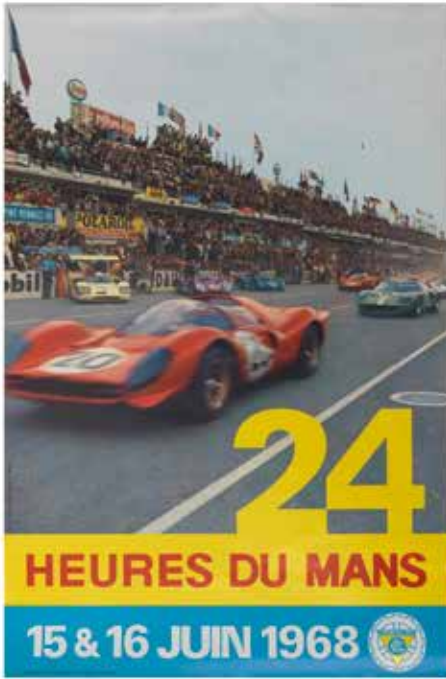
(3)
 £900 - 1,200
 €1,000 - 1,400

29
24 HEURES DU MANS 1963, 1965, 1966 AND 1967 POSTERS,
 comprising 1963 after G. Leygnac, printed by Thivillier, full colour lithograph on paper, 58 x 39cm; 1965 photographic image by Deloumel, printed by Oberthur, full colour lithograph on paper, 60 x 40cm.; 1965 photographic image by Deloumel, printed by Thivillier, full colour lithograph on paper, 58 x 39.5cm; and 1967 photographic image by Deloumel, printed by Oberthur, full colour lithograph on paper, 58 x 37cm (pin-holes to corners).

(4)
 £1,200 - 1,500
 €1,400 - 1,700

30
24 HEURES DU MANS, THREE DIFFERENT 1968 POSTERS,
 all three known versions of the 1968 posters comprising 15/16 June (cancelled due to Civil Unrest), photographic image after Deloumel, printed by Oberthur, full colour on paper, 60 x 40cm; 28/29 September (date in top right corner of poster), photographic image after Deloumel, printed by Oberthur, full colour on paper, 53.5 x 40cm; 28/29 September (date along lower edge), photographic image after Deloumel, printed by Oberthur, full colour on paper, 60 x 39.5cm.

(3)
 £1,100 - 1,400
 €1,300 - 1,600



30

30

30



31 (Part of Lot)

31 (Part of Lot)

32 (Part of Lot)



33 (Part of Lot)

31
24 HEURES DU MANS, 1969, 1970, 1972, 1973 AND 1974 POSTERS,

comprising 1969, photographic image by Delourmel, printed by Oberthur, full colour on paper, 60 x 40cm; 1970, photographic image by Delourmel, printed by Oberthur, full colour on paper, 40 x 60cm (one corner dog-eared crease, some light wrinkling); 1972, artwork after J Jacquelin, numbered 001742, on paper, 51.5 x 39cm; 1973, photographic image by Delourmel, full colour on paper, 40 x 60cm; and 1974, artwork after J Jacquelin, numbered 72320, printed by A Karcher, on paper, 39.5 x 60cm, laid on linen.

(5)
£900 - 1,200
€1,000 - 1,400

32
NINE ASSORTED 24 HEURES DU MANS POSTERS, 1976-1987,
 incomplete run comprising 1976, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986 and 1987, the majority 40 x 53.5cm.

(9)
£1,000 - 1,400
€1,200 - 1,600

33
ASSORTED 24 HEURES DU MANS POSTERS, 1988-2012,
 comprising 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000 (3 versions), 2001, 1002, 2003, 2005 and 2012, average size 40 x 60cm.

(20)
£1,250 - 1,750
€1,500 - 2,000

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



34 (Part of Lot)



35 (Part of Lot)



36



37



38

34
ASSORTED 24 HEURES DU MANS POSTERS,

comprising 1969, 1970, 1973, 1974, 1980, 1986, 1987, 1990, 1994, 1997, 1998, 1999, 2002 and 2012, the largest 60 x 40cm, together with a 1964 Criterium International de Vitesse Motorcycliste/ Essais de Voitures des 24 Heures, with artwork after Beligond, 59 x 38cm.

(15)
£1,400 - 1,800
€1,600 - 2,100

35
POSTERS FOR EVENTS HELD AT LE MANS PRE-QUALIFICATION AND TESTING,

comprising Criterium International de Vitesse Motorcycliste/ Essais des Voitures des 24 Heures, with artwork after Beligond, for 1963, 1964, 1965 and 1967; artwork after THP for 1966, 1968 and 1970, other artwork for 1974 with cars racing in front of the moon, photographic posters for Essais des 24 Heures du Mans 1995, 1996, 1998, 1999, 2000, 2001 (undated) 2004; 24 Heures du Mans posters for 1969, 1980, 1998; a general Le Mans events advertising poster for 1998; Targa Florio 1060; 6 x reprinted Le Mans Gulf Porsche McQueen posters, and three Castrol advertising posters. (Qty)

£1,200 - 1,600
€1,400 - 1,900

36
A 'MCQUEEN DRIVES PORSCHE' POSTER,

dated Mai 1970, depicting McQueen overlooking his Porsche 908, laid on linen, 40 x 30 inches.

£1,500 - 2,000
€1,700 - 2,300

37
'TARGA FLORIO - CIRCUITO SICILIANO', AN ORIGINAL ARTWORK ON CANVAS,

modern, acrylic on canvas, early race scene depicting a Scat racer at the street circuit, 130 x 85cm.

£800 - 1,200
€930 - 1,400

38 AR
JOHN AUSTIN FGRA (BRITISH 20TH CENTURY), 'BLACK FIVE AT BRICKYARD CROSSING',

signed lower left and dated May '95, oil on canvas, depicting British Railways Stanier 5MT class locomotive number 45186 4-6-0 "Black Five" passing Brickyard Crossing signal box in the southern approaches to Birmingham New Street, passing over the Birmingham and Warwick Junction canal, 50 x 75cm framed.

£1,000 - 1,500
€1,200 - 1,700

John Austin FGRA is a Fellow of the Guild of Railway Artists and has been awarded the Guild of Railway Artists Picture of the Year award 20 times in 21 years.



39



43

39 AR

PATRICK BRUNET (FRENCH 1956-), 'MERCEDES-BENZ W154-M163', signed lower right, pencil on artists' paper, a view of the successful 1939 Grand Prix season Mercedes-Benz W154 with M163 engine, 87 x 67cm, mounted, framed and glazed, measuring 113 x 93cm overall.
£1,200 - 1,600
€1,400 - 1,900

40

DEXTER BROWN, (BRITISH, 1942-) 'FERRARI P4' AND 'AC COBRA', a pair of mixed media paintings comprising: - 'Ferrari P4/412 Vacarella 1967' and 'AC Cobra Dan Gurney', each signed by the artist, 14 x 20cm, matted in matching frames, glazed. (2)
£800 - 1,200
€930 - 1,400



40



40



44

41 AR

MICHAEL WRIGHT (1935-) 1933 MONACO GRAND PRIX, signed, watercolour and gouache, depicting Archille Varzi in his Bugatti T51 up Saint Devote, leading Tazio Nuvolari in the Alfa Romeo Monza, 75 x 115cm, framed and glazed.
£1,000 - 1,400
€1,200 - 1,600

42 AR ◊

NICHOLAS WATTS (BRITISH 1947-), 'THE TRAIN - MOSS AND FANGIO 1955 BRITISH GRAND PRIX', signed and dated 1984 lower right, acrylic on artists' board, race scene depicting Stirling Moss and Juan Manuel Fangio in the Mercedes-Benz Silver Arrows W196s speeding their way to victory and 2nd place respectively at the Aintree circuit 1955, 52 x 74cm, mounted, framed and glazed, measuring 76 x 97cm overall.
£1,000 - 1,500
€1,200 - 1,700



41



42

43 AR

MICHAEL TURNER (BRITISH 1935-), '1977 CAN-AM MOSPORT', signed lower left, watercolour and gouache on artist's paper, race scene depicting Tom Klauser in the Schkee DB1 leading Patrick Tambay's Lola T333 at the Molson Diamond Can-Am Trans-Am Weekend race at Mosport Park, Canada on 21st August 1977, 50 x 44cm, mounted, framed and Perspex glazed, measuring 70 x 64cm overall.
£800 - 1,200
€930 - 1,400

44 AR

NICHOLAS WATTS (BRITISH 1947-), '1938 MILLE MIGLIA ALFA ROMEO 8C 2900', signed lower left and dated 1984, acrylic on artist's board, race scene depicting Clemente Biondetti and Aldo Stefani in the Alfa Romeo No.143 on their way to victory at the endurance event, 61 x 51cm, mounted, framed and Perspex glazed, measuring 67 x 77cm overall.
£800 - 1,000
€930 - 1,200



45



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49



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45 AR

TIM LAYZELL (BRITISH 1981-), 'DASH TO THE ADRIATIC',

signed lower right, painted in 2007, acrylic on canvas, race scene depicting Stirling Moss's Vanwall sandwiched between the Maserati 250Fs of eventual winner Juan Manuel Fangio and Jean Behra at speed through the village of Capelle during the 1957 Pescara Grand Prix, 59 x 59cm, within gilt-painted wooden frame, measuring 73 x 73cm overall.

£3,000 - 4,000
€3,500 - 4,600

46

AN ASTON MARTIN WINGED EMBLEM AND LETTERING,

Constructed from stainless steel facing, backed on Black plastic, 2.2 metres in length, old tape and residue present, some old marks, cracks and scratches throughout, The large letters 24cm in height, the small letters 8.5cm in height.

(23)
£800 - 1,200
€930 - 1,400

47♦♦♦

TWO HAND-PAINTED 'GULF PORSCHE LE MANS' COMMEMORATIVE ROUNDELS,

modern, each with fibreglass raised laurel wreath surround, the first celebrating the 1971 Le Mans Victory for the Porsche 917K driven by Dr. Helmut Marko and Gijs van Lennep, the second celebrating the 1971 Solar Productions 'Le Mans' film starring Steve McQueen featuring the Gulf Porsche 917K, each 105cm diameter, for garage display.

(2)
£800 - 1,000
€930 - 1,200

48♦♦

TWO 'ASTON MARTIN' AND 'DB5' GARAGE DISPLAY EMBLEMS,

both modern, each cold-cast resin and aluminium composite, comprising an "Aston Martin" emblem in the form of the winged badge, 38 x 150cm, and a 'DB5' shield-shaped emblem, 95 x 49cm.

(2)
£800 - 1,200
€930 - 1,400

49♦♦

TWO 'ASTON MARTIN' AND 'SUPERLEGGERA' GARAGE DISPLAY EMBLEMS,

both modern, comprising a cold-cast resin and bronze 'Aston Martin' emblem, in the form of the winged badge, 40 x 152cm, and a cold-cast resin and aluminium composite 'Superleggera' script emblem, mounted on painted wooden panel, 41 x 170cm overall.

(2)
£800 - 1,200
€930 - 1,400

50♦♦♦

TWO 'JAGUAR' GARAGE DISPLAY EMBLEMS,

both modern, each cold-cast resin and aluminium composite, the first a 'Jaguar Cars Ltd - Coventry' roundel, 81cm diameter, the second in the form of the Jaguar 'D-Type' badge, 63 x 141cm.

(2)
£800 - 1,200
€930 - 1,400

51000

A 'BENTLEY' GARAGE DISPLAY EMBLEM AND A 'ROYAL ENDORSEMENT COAT OF ARMS',

modern, cold-cast resin and aluminium composite, in the form of the Winged 'B' badge, 151 x 45cm, offered together with a hand-painted fibreglass 'Royal Endorsement Coat of Arms' garage display emblem, modern, 75 x 71cm.

(2)
£800 - 1,200
€930 - 1,400

520000

TWO 'PORSCHE' GARAGE DISPLAY EMBLEMS,

both modern, the first a moulded fibreglass shield in the form of the Porsche badge with hand-painted decoration, 112 x 87cm, the second in cold-cast resin and aluminium composite, celebrating 1st place for the Martini Porsche at Le Mans 1971, 66 x 146cm.

(2)
£800 - 1,200
€930 - 1,400

530000

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

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.

£800 - 1,200
€930 - 1,400

540000

A HAND-PAINTED 'MRS DRIP' STANDING FORECOURT DISPLAY FIGURE,

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.

£800 - 1,200
€930 - 1,400

550000

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

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 100cm high.

£800 - 1,000
€930 - 1,200

560000

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

modern, fibreglass construction, depicting the Michelin advertising figure with 'Le Pneu Michelin' sash, for garage display, 120cm high.

£800 - 1,200
€930 - 1,400

570000

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

modern, cast from an original produced by Pininfarina/Ferrari for shows and main dealers to promote the new model in the late 1980s, finished in 'nero' black painted livery, 170cm long.

£1,200 - 1,500
€1,400 - 1,700



51



52



57



53



54



55



56



58



59



60



61

63



62



64

58
A SCARCE BECKER 'MEXICO' AUTORADIO AS USED IN MERCEDES 190SL AND 300SL MODELS, 1953-63,
 LW/MW mono-tube type, with remote 8 button pre-selector mounted on speaker with cage housing and a Becker Umrichter (converter) unit, used, with some wiring.

(3)
 £1,000 - 1,500
 €1,200 - 1,700

59
A PAIR OF CARL ZEISS ELECTRIC HEADLAMPS, SWISS, 1930S,
 polished brass cases, numbered 77866 and 78689, (used with some wear and denting to cases and rims), with hinged pillar mounting bracket, 8½ inch diameter ribbed and etched glass lens, (one lens cracked).

(2)
 £900 - 1,200
 €1,000 - 1,400

60
A SET OF FULGOR MARCHAL 12 VOLT AIRHORNS, FRENCH, CIRCA 1960,
 comprising M3 type cylindrical air compressor number 61453, fitted with under-bonnet mounting bracket, two Marchal air-horns matched types 154 and 155, 28 and 21cm long respectively, together with assorted wiring, Marchal 12 Volt relay switch and plastic air hose. This popular model was fitted to period Ferrari cars.

(Qty)
 £800 - 1,200
 €930 - 1,400

61
A FERRARI F40 CAT BYPASS HIGH FLOW PIPES KIT,
 pair of inconel pipes by Tubi Style, each with collar and bracket, used condition, to suit models sold in markets where catalytic converters are mandatory by law.

(2)
 £1,200 - 1,400
 €1,400 - 1,600

62
A C-TYPE JAGUAR CYLINDER HEAD, 1951-53,
 used, casting pattern number C7707 C3 RH567, also stamped G6023-8S, BE760MT with correspondingly numbered overhead cam guides, the casting 72cm long, with threaded mounting studs, 74cm long overall.

£4,000 - 5,000
 €4,600 - 5,800

63
A PAIR OF FERRARI F50 EXHAUST MANIFOLDS,
 believed by Tubi, with mounting collars, used condition.

(2)
 £1,500 - 2,000
 €1,700 - 2,300

64
THE AIR SCOOP REMOVED FROM MIKE HAWTHORN'S 1952 COOPER BRISTOL T20,
 the under-bonnet pressed alloy air-scoop, bolted in two sections, with remains of rubber ribs to upper and three outlets to underside, measuring 62cm long, removed from the car as driven by Hawthorn during the 1952 Grand Prix Formula 2 season, and presented to the vendor by Hawthorn's team mate Alan Brown.

£1,000 - 1,500
 €1,200 - 1,700



65



65



66

**65
TWO STOPWATCHES BY OMEGA AND JUNGHANS,**

the Omega stopwatch of Swiss manufacture, white dial with subsidiary 30mins dial, with crown wheel rest and sliding stop/start control; the Junghans stopwatch of German manufacture, cream coloured dial with Min, Sec and 1/10seconds dials and push-button stop/start; both in working order at time of cataloguing, with a Bonhams branded blue suede pouch.

(3)
£800 - 1,000
€930 - 1,200

**66
A PAIR OF HEUER "ALLSTATE"
DASHBOARD TIMEPIECES FOR SEARS
ROEBUCK & CO, SWISS MADE FOR
AMERICAN MARKET,**

comprising Heuer Super Autavia, number 7791, black dial numbered in white with hours, minutes and seconds with subsidiary seconds and 0-30 dials, rotating outer chapter marked 0-100, some painted luminous details, unadjusted 17 jewel movement, marked 'Ed Heuer & Co' to escapement, with Ed Heuer & Co backplate; and Heuer Autorally, number 9517, black dial numbered in white with minutes and seconds with outer chapter marked 0-100, some painted luminous details, unadjusted 7 jewel movement, marked 'Heuer-Leonidas SA' to escapement, with Sears Roebuck and Co backplate; each 5.4cm diameter, mounted on a Sears Roebuck and Co dashboard mounting plate 11.2cm wide overall, both in working order at time of cataloguing.

£3,500 - 4,500
€4,100 - 5,200

**67
HEUER. A STAINLESS STEEL AUTOMATIC
CALENDAR CHRONOGRAPH BRACELET
WATCH**

Model: Monza
Reference: 150.111
Date: Circa 1975
Movement: 17-jewel Cal.15 automatic
Dial: Black, luminous baton hour markers, white outer minute and 1/5th second divisions, outer white tachymeter scale with a quarter



67

red pulsation scale, subsidiary dials at 3 and 10 for seconds and 30 minute recording, date aperture at 6, white pointed baton hands with luminous inserts, red centre chronograph hand
Case: Brushed and polished tonneau form, screw down back, No.341111
Strap/Bracelet: Fitted stainless steel link
Buckle/Clasp: Signed folding clasp
Signed: Case, dial & movement
Size: 39mm
£2,000 - 3,000
€2,300 - 3,500

Enzo Ferrari entrusted Heuer with the unofficial timekeeping for Ferrari from 1971-1979. When the racing driver Niki Lauda triumphed at the Italian Grand Prix, Heuer created the Monza in commemoration of his victory.



68

**68†
AN EARLY BRASS RAC FULL MEMBERS
BADGE, BY ELKINGTON & CO.LTD OF 22
REGENT ST, LONDON, 1907-08,**

Type 1 badge, numbered 'B798', hollow-cast polished brass wheel with double-winged supporting Mercury figures and circular base stamped with maker's details and stud mounting, with copper centre profile depiction of King Edward VII to front and enamelled Union Jack flag to reverse, 18cm high, two soft dents to one side, mounted on a turned wooden display base.

£2,000 - 2,500
€2,300 - 2,900



72



73



74



69

70

69†

A 'NASSAU BAHAMAS' ENAMELLED CAR BADGE,

chrome plated and enamelled in six colours, with lug for car mounting, 14cm high.

£800 - 1,000

€930 - 1,200

70†

AN 'AUTOMOBILE CLUB BAHAMAS' ENAMELLED CAR BADGE,

chrome plated and enamelled in six colours, with lug for car mounting, 14cm high.

£800 - 1,000

€930 - 1,200

71†

A CASED SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS' BY DANBURY MINT,

25 motor car silver-plated and gold-plated enamelled emblems for the National Motor Museum at Beaulieu, including Alfa-Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other pre and post-War marques, each finely detailed cloisonne enamel badge, displayed in fitted wooden case with Perspex 'title' panel, with accompanying booklet, some slight wear and marks to lid, the case measuring 39 x 30cm.

£800 - 1,000

€930 - 1,200

72†

A STERLING SILVER ORNAMENT BY WILLIAM NEALE & SON LTD. OF BIRMINGHAM, 1922,

in the form of a draped female holding aloft a flambeau torch with winged wheel on a stack of books, above an acanthus decorative integral plinth base hallmarked to lower left, with two stud mounts to rear, believed part of a decorative trophy, wall mounting or desk piece, 21cm high overall and approximately 475gms.

£900 - 1,200

€1,000 - 1,400

73†

A RARE 'SWIFT DOG' MASCOT BY CARL KAUBA, AUSTRIAN, CIRCA 1910,

signed 'C.Kauba' to right side of base, 'cire perdue' hollow-cast patinated bronze mascot with cold painted details, finely detailed mascot in the form of a Native American warrior with tomahawk, shield and resplendent head-dress, 15cm high, mounted on a period radiator cap above a turned wooden display base.

£2,000 - 3,000

€2,300 - 3,500

Carl Kauba (1865 – 1922), best known for his depictions of the Wild West, also worked for the Vienna Bronze Studio. He originally studied his craft under Waschmann and Schwartz, travelled widely through the American West towards the end of the 19th Century. After his return to Vienna in 1895, he began casting bronzes of Native Americans, trappers and cowboys for a receptive American market, a practice he continued until 1912.

74

AN APHRODITE ON GARGOYLE MASCOT BY ELIE OTTAVY, FRENCH, 1920S,

signed to right side of base, unplated bronze mascot depicting the Greek goddess of beauty with a symbolic swan helmet riding a grotesque gargoyle, larger version of the mascot, measuring 18.5cm high, on a bronze cap above a turned wooden base.

£1,000 - 1,500

€1,200 - 1,700

75†

A 'LA SORCIERE' (SORCERESS) MASCOT BY FRANZ BERGMAN, AUSTRIAN, CIRCA 1910,

faintly signed 'Nam Greb' and with amphora 'B' mark to base, 'cire perdue' hollow cast unplated bronze mascot in the form of a female nude riding a broomstick above an owl with wings spread, 13.5cm high, mounted on a turned wooden display base.

£3,000 - 4,000

€3,500 - 4,600



71

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



75



76



77



78



79

76†
A FORWARD LEANING BENTLEY 'WINGED B' MASCOT, MID-1930S,
 chromed plated mascot with double-wings, marked 'Reg No.807924' under the leading edge, 6cm high, to suit Bentley 3½ or 4¼ Litre models, with chromed cap, mounted on a turned wooden display base.
£800 - 1,000
€930 - 1,200

77†
A 'LEAPING FROG' MASCOT MANUFACTURED BY LOUIS LEJEUNE AFTER A.RENEVEY, BRITISH, POST-WAR,
 a later chromed example of the original design created by Renevey in the 1920s, with 'Renevey' mark to rear of base and stamped 'Made in England', '(LL)' and 'LeJeune' to underside of base, 17cm long, mounted on a radiator cap above a turned wooden base.
£2,000 - 3,000
€2,300 - 3,500

78†
A RARE 'L'OEUF D'ELEPHANT' MASCOT BY CARDEILHAC, FRENCH, 1920S,
 inscribed with title and marked 'Depose' to edge of base, in the form of a cast bronze baby elephant emerging from an egg with nickel-plated finish, larger of the two versions produced measuring 13cm high overall and with deeper base, some old marks and patination in places, mounted on a turned wooden display base.
£2,000 - 3,000
€2,300 - 3,500

These mascots were marketed and distributed exclusively by Bugatti Paris agent and Bugatti racing legend Robert Benoist, from his showroom at 46 Avenue Montaigne, Paris.

79
A FINE GREYHOUND MASCOT BY CASIMIR BRAU FOR AUTOMOBILES LORRAINE-DIETRICH, FRENCH, 1930S,
 signed 'CBrau' to left side of base and stamped 'Depose' to rear of base, chromed-plated bronze in the form of a leaping greyhound with Art Deco styling, larger version of the mascot as adopted by Automobiles Lorraine-Dietrich in the 1920s, 22.5cm long, mounted on a turned wooden display base.
£1,800 - 2,400
€2,100 - 2,800



80



81



82



83



84



85

80
**A BOXED LIMITED EDITION GLASS
 'EAGLE MASCOT' GENTLEMAN'S
 FRAGRANCE BOTTLE BY LALIQUE OF
 FRANCE, 2003,**

from the Flacon Collection issued in 2003, the 100ml glass bottle 'base' containing 'Eau de Parfum' fragrance 'Pour Homme', with 'stopper' in the form of a perched majestic eagle in satin finish glass, engraved 'Lalique France' and numbered 'B 320' to edge of base, 18cm high overall, contained in fitted presentation box with atomiser, accompanying numbered certificate, information pamphlet, foam padding, and outer acetate sleeve.
£800 - 1,200
€930 - 1,400

81†
**A BOXED 'CHRYISIS' PAPERWEIGHT
 IN OPALESCENT GLASS BY CRISTAL
 LALIQUE OF PARIS, POST-WAR,**

engraved 'Lalique © France' and 'N 157' under the base, in the form of a graceful backwards leaning female nude, modern re-issue modelled after the original mascot design by Rene Lalique introduced 21st March 1931, 13cm high, with four clear rubber feet under the base, contained in original presentation grey Rexine box with lid.
 (2)
£900 - 1,200
€1,000 - 1,400

82†
**A 'VITESSE' PAPERWEIGHT IN
 OPALESCENT GLASS BY CRISTAL
 LALIQUE OF PARIS, POST-WAR,**

engraved 'Lalique © France' and 'N074' under the base, in the form of a graceful forward leaning female nude running her hands through her hair, modern re-issue modelled after the original mascot design by Rene Lalique introduced 17th September 1929, 18.5cm high, with four clear rubber feet under the base.
£900 - 1,200
€1,000 - 1,400

83†
**A 'CHRYISIS' GLASS PAPERWEIGHT BY
 CRISTAL LALIQUE OF PARIS, POST-WAR,**

engraved 'Lalique © France' under the base, in the form of a graceful backwards leaning female nude in satin glass finish, re-issue modelled after the original mascot design by Rene Lalique introduced 21st March 1931, 13cm high, some surface scratches under the base.
£800 - 1,000
€930 - 1,200

84†
**AN ART DECO 'NU LONGS CHEVEUX'
 MASCOT IN OPALESCENT GLASS BY
 LUCILE SEVIN FOR ETLING OF PARIS,
 CIRCA 1932,**

moulded 'Etling France 86' to rear of base, in the form of a graceful female nude with long cascading hair, in satin glass with blue/amber opalescence, 22.5cm high, some minor chips to base, offered with black-painted turned wooden display base.
 (2)
£800 - 1,000
€930 - 1,200

85
**A ST CHRISTOPHER GLASS MASCOT BY
 RENE LALIQUE, FRENCH, INTRODUCED
 1ST MARCH 1928,**

in clear glass, with intaglio moulded mark 'R.Lalique France' with early double tailed 'Q', 11.5cm high.
£800 - 1,000
€930 - 1,200



86



89



89 (detail)



89



87

86^A

THE "DEREK BELL AWARD" BRONZE CHEQUERED FLAG TROPHY, ITALIAN, lost wax cast by the Venturi Arte Foundry in Bologna, with foundry mark, initialed AP, indistinctly signed Andreas Perathoney(?) ITALY, polychrome bronze in the form of a draped winners flag, 49cm high, on a wooden display base applied with engraved plaques marking Derek Bell's Achievements at Le Mans and titled European Endurance & Racing Club "Derek Bell Award", 55cm high overall.

£1,000 - 1,500
€1,200 - 1,700

Any proceeds received above the reserve will be donated to Damon Hill's halow project.

87♦♦♦

A PORSCHE CAYENNE TURBO V8 480P ENGINE COFFEE TABLE,

reconditioned engine parts including upper crankcase housing, manifolds, camshafts, timing gear and other items, sonically cleaned, reassembled as a coffee table with 8mm thick tempered glass 100 x70cm table top, mounted on castors, 54cm high overall, build time taking over 3 weeks to complete.

£5,000 - 6,000
€5,800 - 7,000

88†

A BOXED ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED, BRITISH, 1960S,

chromed surround with shutters, black enamel badge and 'town cap' stopper, 20cm high, in presentation box.

£800 - 1,000
€930 - 1,200



88

89

A PAIR OF STIRLING MOSS OVERALLS BY GRENFELL CLOTH, 1953-54,

green with press stud collar flaps, jersey cuffs, elasticated ankles, white central zipper and four zip pockets. Worn, with evidence of stitched name to inside of collar, 'ghost' traces of BRDC badge location on left breast pocket, distinctive repair to left shoulder; together with a signed colour photograph of Moss circa 1954, in the overalls after the shoulder had been repaired, 40 x 30cm, rolled; assorted ephemera relating to Moss, including May 1954 'World Sports' with Moss on front cover in these overalls, other periodicals with articles about Moss; Together with three books, Robert Edwards: 'Stirling Moss' which contains an image on page 98 of moss in these overalls after the crash in the C-type with a tear on the left shoulder; Moss & Henry: 'All my races' with details of the C-Type crash on page 124; Moss & Nye: Stirling Moss, My Cars, My Career.

(Qty)

£8,000 - 10,000
€9,300 - 12,000

These overalls were torn during the 1953 Daily Express Trophy Meeting when Moss crashed a C-type Jaguar in practice, an original programme for the event is included in the lot, together with a letter of provenance from the vendor.



90



92



95

90♦♦♦

A FERRARI 812 COFFEE TABLE,

comprising Ferrari 812 wheel fitted with ceramic disc brake and 6 piston calliper, the wheel fitted with 305/30/20 tyre and 8mm tick circular class table top, 66cm diameter, mounted on a stainless steel pedestal base, the table 52cm high overall.

£800 - 1,200
€930 - 1,400



91



91



93 (Part of Lot)



94

91

A FERRARI 550 BARCHETTA PININFARINA LIMITED EDITION RETRO-STYLE HELMET,

size 62/XL open face helmet by Mavet Srl of Italy, licensed by Ferrari, in Rosso Corsa matt finish bearing Cavallino logo, with brown leather pop-stud detachable peak, padded interior with leather trim and chin-strap, in seemingly unused condition, of the type issued as an optional accessory to European buyers of the limited number of 448 Ferrari 550 Barchettas produced in 2000-2001, this example numbered 448/999; offered together with a 2007 Concorso D'Eleganza 60th Anniversary Ferrari 'Guidice' (judge's) limited edition (05/60) leather documents wallet by Schedoni, with zip-fastening, containing Ferrari notepad, pencil, and judge's Ferrari scoresheet, seemingly unused, 34 x 25cm, in yellow cloth draw-string protective bag.

(2)

£800 - 1,000
€930 - 1,200

92♦♦♦

A MASERATI QUATTROPORTE 4.2 V8 ENGINE COFFEE TABLE,

the 2005 engine reconditioned, sonically cleaned and presented as a coffee table with 8mm thick tempered glass custom-cut table top, mounted on castors, build time taking over 3 weeks to complete.

£5,000 - 6,000
€5,800 - 7,000

93

A 1933 MG 'MAGIC MIDGET' PEWTER LIGHTER AND ASSORTED MG RELATED LETTERS AND PAPERS,

the underside stamped ENTURN PEWTER, 19.5cm long, original lighter mechanism replaced with battery powered lighter; together with correspondence from 1935-69, between B W Cox, The MG Car Co Ltd, The SU Carburetter Co Ltd, Morris Motors Ltd, Ferodo Limited and others, regarding MG cars, repairs required to an engine and gearbox owned by Cox, various SU parts leaflets, and a 1932 MG front and rear brake cable assembly blueprint (copy), and other ephemera.

(Qty)

£2,000 - 3,000
€2,300 - 3,500

94

A 1965 AC COBRA LEATHER DOOR PANEL SIGNED BY CARROLL SHELBY,

black leather panel removed from the passenger door panel of AC Cobra serial number CSX2532, signed in white marker, display mounted, Perspex glazed, 50 x 70cm., with printed letter from Curt Vogt.

(2)

£1,000 - 1,500
€1,200 - 1,700



96



97



98

95
A KIENZLE/ GNOME RHONE ADVERTISING AERO ENGINE WALL CLOCK,

painted cast alloy decorative surround in the shape of a 7 cylinder Gnome Rhone rotary aero engine, 31cm wide, the centre mounted with Kienzle 8 day clock, black dial, with 24 hour numbering, subsidiary seconds dial, rim wound with bevelled lens, bezel 8.5cm diameter.
£1,200 - 1,600
€1,400 - 1,900

96♦♦♦
A ROLLS-ROYCE GRIFFON TABLE,

custom designed table, the centrepiece is made from the Rocker Cover off a Rolls-Royce Griffon V12 Aero Engine. Unique table fitted with bespoke cut glass which 'frames' the rocker cover, the table surface is 1500 x 700mm by 490mm high with the rocker cover protruding through it.
£2,500 - 3,500
€2,900 - 4,100

The Griffon engine powered a range of aircraft from the late Mk Spitfires through to Shackleton maritime patrol aircraft.

97♦♦♦
A ROLLS-ROYCE TRISTAR ENGINE NACELLE COFFEE TABLE,

custom table is made from a section of engine nacelle cut from a Royal Air Force Tristar ZD951. The table is framed with a hand built wooden surround which houses the glass top. The table is 790 x 580 x 460mm high.
£1,500 - 2,000
€1,700 - 2,300

Royal Air Force Tristar ZD951 started its life with British Airways being transferred to the Royal Air Force in 1983.

98
ASSORTED BRITOOOL TOOLS AND ACCESSORIES INCLUDING SET 100B 1/2" SQUARE DRIVE 'ENGINEERS' SOCKET SET,

the set comprising E14 Turnscrew socket bit; E42 Speed Brace; E56 Bar Handle; E74 Ratchet Handle; E79 Swivel Handle; E91 Universal Joint; E96, E97 and E98 3", 6" and 12" extensions, together with 29 bihexagon sockets (11 Whitworth, 17 American and ED820 Sparkplug deep socket) all contained in a Britool metal case; together with other Britool tools including 9 x 1/2" square drive crowfoot socket ring bihexagon wrenches with E58 special extension, 5 x deep sockets ED600, ED687, ED710, ED1010 and ED1062; a hexagon to square drive adapter; a 3/4" to 1/2" adapter; E16, E17 and E18 bits; 13 bihexagon and 10 hexagonal sockets, E99 18" extension, E92 stud extractor; EVT1200RR 200-1200Lbs per inch Britool torque wrench and a Britool 'Nut Tightening Torque Data' booklet, number 502/B and a metal tool tray.
(Qty)
£800 - 1,200
€930 - 1,400



99



103

99) **A BRITTOOL ENGINEER'S 3/4" SQUARE DRIVE SOCKET SET, NUMBER 57A, 1966-1970,**

workshop worn, contained in red painted steel case, including H74 ratchet handle 'dolls head', H76 ratchet unit, H91 universal joint, H96 3" extension, H82 8" extension, H83 16" extension, H70 offset handle, H85 18" swivel handle, EPHS 1/2 " to 3/4" converter with 39 assorted 3/4" drive sockets including HB2220 1 1/2 BS 1 3/8 W x 3/4" drive 12 point Whitworth socket and HBM 55 the largest, HB2000 AF (believed the 3 largest sockets made by Britool at the time), close inspection advised.

£1,000 - 1,500
€1,200 - 1,700



102

100 **'IN MEMORY OF THE FEW', A FRAMED LIMITED EDITION PRINT OF A SUPERMARINE SPITFIRE, SIGNED BY TEN BATTLE OF BRITAIN PILOTS,** limited edition print of 500, commissioned by Wing Commander Geoffrey Page in 1977, depicting a profile view of the Spitfire Mark IX 'MH434', signed by ten Battle of Britain RAF pilots comprising: Group Captain Alan Deere, Wing Commander Jeffrey Kindersley Quill, Sir Douglas Bader, Wing Commander Geoffrey Page, Air Chief Marshal Sir Christopher Foxley-Norris, Group Captain John Cunningham, Wing Commander Bob Stanford-Tuck, Air Vice Marshall Johnnie Johnson, Group Captain Brian Kingcome, and Wing Commander 'Paddy' Barthropp; 33 x 64cm, mounted, framed and glazed, measuring 46.5 x 75.5cm overall, offered together with two certificates of authenticity sheets signed by Geoffrey Page and dated 5th November 1987.

(3)
£800 - 1,200
€930 - 1,400



100



101



101

101 **TWO SIGNED RAF BATTLE OF BRITAIN MUSEUM PRINTS AFTER KEITH BROOMFIELD,**

each from limited edition of 1000, comprising Hawker Hurricane number 132/1000 with signatures of 34 Battle of Britain Hurricane pilots including Douglas Bader and Bob Stanford-Tuck; and Avro Lancaster number 717/1000 with signatures of members of 617 Squadron 'Dambusters' and Sir Arthur T Harris, each 37 x 55cm, framed and glazed (some fading and foxing to paper), together with two framed limited edition certificates listing all the signatories, each 29 x 21cm, framed and glazed.

(4)
£800 - 1,200
€930 - 1,400

102 **AN RAF 'SCRAMBLE HAND-BELL', BRITISH, WORLD WAR II ERA, CIRCA 1942,**

the brass bell with stained wooden handle, marked to the side with an arrow, initialed A.S. and dated 1942, 27cm high; 13.5cms diameter. With clapper and chain attached to the underside.

£400 - 600
€460 - 700



104



105



106



108



107

103♦♦

AN AIR MINISTRY 'SCRAMBLE BELL', BRITISH, 1941,

AM Stores number 21C/696 Large sized bell, 32cm diameter, cast in ferrous bronze/nickel 'bell metal', etched A.M. 1941 with crown symbol, the top with standard 6 arm bracket and later hasp and ring mounting, fitted with inner ring and cast iron clapper (detachable), some rusting to interior of bell, clapper rusted, outer surface with some pock marks and evidence of having been struck without using clapper.

(2)

£1,000 - 1,500

€1,200 - 1,700

104♦♦

A FIVE-PIECE SET OF FERRARI 612 SESENTA LEATHER LUGGAGE BY SCHEDONI OF ITALY,

each in light-brown leather with partial stitched lozenge pattern and bearing Cavallino and model emblems, comprising two larger suitcases, both 68cm wide, a vanity case, 35cm wide, each with zip-fastening, a documents case, 42cm wide, and a suit-carrier, each with Ferrari motif patterned light-grey interior lining, in seemingly unused condition, but vanity case with interior lid panel detached and requiring refitting, each with yellow cloth draw-string protective outer bags.

(5)

£2,500 - 3,500

€2,900 - 4,100

105♦♦

A SIX-PIECE SET OF FERRARI 612 SCAGLIETTI LEATHER LUGGAGE BY SCHEDONI OF ITALY,

each in two-tone black and grey leather and bearing Cavallino emblem and embossed with model name, comprising two larger suitcases and one medium suitcase, each 68cm wide, a vanity case, 34cm wide, each with zip-fastening, a documents case, 43cm wide, each with light grey pigskin interior lining, and a suit-carrier, in largely unused condition but with some slight marks in places from long term storage, and each with yellow cloth draw-string protective outer bags.

(6)

£3,000 - 4,000

€3,500 - 4,600

106

A GENTLEMAN'S LEATHER BRIEFCASE BY SWAINE ADENEY BRIGG,

in black English Bridle Leather with handle, combination lock fastenings, with black leather interior and documents pouches to inside of lid, in unused condition, measuring 46 x 33 x 11cm, and with green cloth drawstring outer protective bag, accompanying letter from Swaine Adeney Brigg, an empty pot of Papworth leather care cream and cleaning cloth in green cloth bag.

£800 - 1,000

€930 - 1,200

107†

A LOUIS VUITTON GOLF BAG,

believed 1970s, with 'LV' motif pattern, tan leather edging and trim, shoulder strap and handle, and three zip-fastening pouches, with brown canvas lined interior, used condition, 85cm high.

£3,000 - 4,000

€3,500 - 4,600

108†

A LEATHER-CASED GENTLEMAN'S VANITY SET WITH GOLD-PLATED ACCESSORIES BY HERMES OF PARIS,

compact black leather case with handle and lid opening to red textured leather lined interior fitted with gold-plated accessories comprising two fragrance flasks, two small cream pots, a lidded box, each with Emile Hermes stirrup gold-pate marks used between 1922-1951, clothes and shoe brushes, and two red-leather jewellery cases, also marked Hermes, a shoe-horn, and plastic comb in red leather sleeve, the case 34cm wide.

£2,000 - 3,000

€2,300 - 3,500



109



110



111

109†

A LEATHER-CASED TRAVELLING DRINKS/PICNIC SET FOR TWO PERSONS BY WALTER THORNHILL OF NEW BOND ST, CIRCA 1905,

honey leather case with shoulder strap, rear serviette pouch, brass lock and buckled straps, the lid opening to suede-lined interior fitted with glass bottle and two stacked enamel drinking cups with leather cover, two metal food containers, two circular metal plates, and cutlery contained in leather pouch, with condiments containers housed in leather straps in the partial fall-front, the case with 'W.R.' monogram initials to lid and measuring 28 x 17 x 25cm overall.

£2,000 - 3,000
€2,300 - 3,500

110♦♦

A WICKER-CASED PICNIC SET FOR SIX PERSONS BY AMBERLEY, BRITISH,

modern, the large wicker case with handle and lid with leather straps and buckles, opening to interior fitted with Zojirushi vacuum flasks, three large and one small Mepal Rosti plastic food containers, with set of six Royal Crown Duchy bone china tea-cups with green tartan pattern, and six wine glasses, both in lift-out wicker trays, with six matching tartan pattern Royal Crown Duchy bone china plates and cutlery housed behind straps in the lid, offered with tartan picnic rug and waterproof picnic blanket, the case measuring 83 x 55 x 23cm overall.

£800 - 1,000
€930 - 1,200

111†

A CASED DRINKS/PICNIC SET FOR TWO PERSONS BY DREW & SONS, CIRCA 1905,

black pigskin case with brown leather handle, brass catches, the lid opening to wood-lined compartmentalised interior fitted with two glass drinks bottles, one larger and one smaller metal food containers with enamelled base linings, a pair of bone china gilt-edged tea-cups and saucers, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the red textured leather lined lid, the case measuring 32 x 29 x 13.5cm overall.

£1,500 - 2,000
€1,700 - 2,300



112

112† ◊◊

AN IMPRESSIVE LEATHER-CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, LONDON, CIRCA 1905,

honey leather case with leather-covered brass side-handles, lock and catches, the lid opening to tan-leathercloth lined compartmentalised interior, fitted with wicker-handled copper and brass kettle with burner and stand, sprits flask, one large and two medium sized wicker-covered glass bottles, a smaller glass bottle, two Coracle brand ceramic based food containers, two other food tins, six Bisto bone china tea-cups and saucers, six stacked glass tumblers in wicker cases, ceramic Butter and Preserves jars, and other condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 80 x 39 x 21.5cm overall.

£10,000 - 12,000

€12,000 - 14,000

113†

A LEATHER-CASED PICNIC SET FOR FOUR PERSONS, BY G.W. SCOTT & SONS, CIRCA 1905,

an early example, the brown leather case with branded monogram initials 'J.O.' and handle to lid, with nickelled lock and catch and buckled straps, opening to suede-lined compartmentalised interior fitted with two glass drinks bottles, two metal food tins, three rectangular enamelled serving plates and four smaller side-plates, a stack of four nickelled drinking tots in leather case, and a wooden butter jar, with cutlery housed behind leather straps in the lid, and three condiments jars housed in the partial fall-front, the case measuring 37 x 21 x 25cm.

£4,000 - 5,000

€4,600 - 5,800



113



114

114

A LES LESTON 'GRAND PRIX' HELMET BY EVEROAK, 1962,

silver coloured paint finish with black stripe, black leather padded lining and chin-strap, fitted with peak, makers labels and Snell approval sticker, dated 1962, to inside of crown, size '7 $\frac{3}{4}$ /60', and fitted with plastic visor with leather strap and buckle and pop-stud fastened peak, used condition; offered together with a pair of vintage motoring goggles, used condition with padded surrounds worn and distressed, contained in E.B.Meyrowitz Ltd carton box; all contained in Herbert Johnson helmet carton box with label to lid (worn with some loss).

(4)

£800 - 1,000

€930 - 1,200



115

115

AN UNPAINTED STIRLING MOSS REPLICA HELMET BY H J PATEY, 1998,

ordered by the vendor in 1998 from Patey (London) Ltd, the original makers, made using the same mould as Stirling Moss' race helmets with white leather neck and chin straps, complete with Patey letter of authenticity (undated), signed by Ray Corne the maker of the helmet, accompanying documentation, the original Patey order sheet and contemporary newspaper obituaries and press cuttings as well as a series of photographs depicting the manufacturing process.

(Qty)

£800 - 1,000

€930 - 1,200



116 (Part of Lot)



116 (Part of Lot)



116 (Part of Lot)



117



118



119

116
THREE REPLICA Ayrton Senna RACE-SUITS, comprising black and yellow 1985 Lotus, with small black suit bag; red and white 1991 McLaren: blue and white 1994 Williams: each zip fronted with jersey cuffs and Velcro neck tab and belt, with embroidered sponsor's patches; together with an official Carraro Senna cycling jersey by Castelli (size XXL) printed Bahan polyester/spandex: two Senna flags and a Nacional cap.

(8)
 £800 - 1,000
 €930 - 1,200

117
A SIGNED REPLICA MAX VERSTAPPEN RACE SUIT, modern, blue and red material with printed sponsor's logos, driver's name, signed to the front left in silver marker, zip fronted with Jersey cuff and Velcro neck fastening, offered for sale with a certificate of authenticity and a small black suit bag.

£1,400 - 1,800
 €1,600 - 2,100

118
A SIGNED REPLICA LEWIS HAMILTON RACE SUIT, modern, black material with printed sponsor's logos, driver's name and number, signed to the left hip pocket in silver marker, zip fronted with Jersey cuff and Velcro neck fastening, offered for sale with a certificate of authenticity and a small black suit bag.

(3)
 £1,400 - 1,800
 €1,600 - 2,100

119
A REPLICA 2023 F1 SEASON GEORGE RUSSELL HELMET WITH SIGNATURE, with tinted visor and signed in silver pen on the tear-off, with fleece helmet bag; together with a pair of replica George Russell gloves, each signed on the back of the hand; a replica black balaclava, signed by George Russell; a pair of replica Lando Norris driving gloves, each signed on the back of the hand; and a replica black balaclava, signed by Lando Norris.

(Qty)
 £1,800 - 2,200
 €2,100 - 2,600

120† ◊

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

finely detailed kit-built model from the Eaglemoss series of magazines, constructed from metal and plastic parts, originally licensed by both Eon Productions and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, oil sprayers, cutting spinners, rotating number plates, finely detailed interior, 57cm long; offered together with black vinyl car cover, a spare rear bullet-proof shield with spare radiator (sealed in clear plastic packing); and a copy of the book by Simon Hugo & Will Lawrence: James Bond's DB5; published by Eaglemoss Ltd 2020, hard covers with dust jacket, 264 numbered pages, well illustrated title detailing the DB5's association with the 007 franchise.

(4)

£800 - 1,200

€930 - 1,400



120

121† ◊

A 1:8 SCALE MODEL OF A 1934 ROLLS-ROYCE TORPEDO CABRIOLET PHANTOM II, BY POCHER,

constructed model kit from plastic and metal parts, depicting the car in white livery, with opening doors, bonnet revealing engine, and detailed interior, 69cm long; offered together with a set of photocopied of Pocher assembly instructions, and with a Perspex display cover, (one end panel partially detached), 75cm long.

(3)

£800 - 1,000

€930 - 1,200



121

122

A 1:12 SCALE MODEL OF THE 1972 LE MANS FERRARI 365 GTB DAYTONA, BY MIDLAND RACING MODELS,

resin body, finely detailed, kerbside model finished in French Tricolore race livery and wearing number 39, depicting the car as driven to 5th place by Jean-Claude Andruet and Claude Ballot-Lena, measuring 36cm long, mounted on a display base, numbered 09017 to underside, with engraved plaque under a Perspex case, measuring 44 x 29 x 13cm overall.

£800 - 1,000

€930 - 1,200



122

123†

A 1:12 SCALE MODEL OF THE 1907 'AX 201' ROLLS-ROYCE SILVER GHOST, BY FRANKLIN MINT,

finely detailed die-cast model from the Connoisseur's Series Premier Edition, depicting the famed Barker-bodied 'Roi de Belges' Tourer, with bonnet opening to reveal detailed engine, with opening doors and running boards, rubber tyres, leather seats, working steering and detailed interior, fitted with AA badge, other accessories, and with illuminating head, side and rear lamps, powered by batteries in the running board, 39cm long, contained within original polystyrene packing.

£800 - 1,200

€930 - 1,400



123

124† ◊

A 1:8 SCALE MODEL OF A 1935 MERCEDES-BENZ 500K CABRIOLET, BY POCHER,

constructed model kit from plastic and metal parts, depicting the car in two-tone cream and brown livery, with opening doors, bonnet revealing engine, and detailed interior, 62cm long.

£800 - 1,000

€930 - 1,200



124



125

125
THREE SCALE MODELS OF AYRTON SENNA'S FORMULA 1 CARS,

comprising 1:12 scale Lotus Renault 97T by Minichamps, mounted under Perspex cover, with original box and packaging; 1:12 scale 1991 McLaren MP4/6 by Tamiya, boxed; a 1:18 scale 1994 Williams FW16 by LANG Minichamps (unboxed); together with a painted metal figure of Ayrton Senna, 10cm tall, to go with the McLaren, boxed.
 (4)

£800 - 1,000
 €930 - 1,200



126

126
A 1:8 SCALE MODEL OF JAMES HUNT'S 1976 MCLAREN M23,
 constructed plastic kit, (some lifting to decals), mounted on display base together with original autograph of the driver and a miniature helmet, all under Perspex cover, 65cm long overall.

£800 - 1,000
 €930 - 1,200



127

127
TWO FORMULA 1 PROMOTIONAL MODELS,
 comprising 1:6 scale Ferrari 312T2 for Toschi by Polistil, moulded plastic, red, black and silver, decorated and applied with stickers, 68cm long, (some old glued repairs, lacking original bottle Toschi liqueur), offered with a Niki Lauda autograph, in black ink on paper, framed 12 x 17cm overall, glazed with certificate of authenticity; and a large Marlboro promotional model of Ayrton Senna's McLaren MP4/4, black, red and white moulded plastic, decorated and applied with stickers, 87cm long.

(4)
 £800 - 1,000
 €930 - 1,200



128

128
AN ALFA ROMEO 158 ALFETTA GP MODEL TRACK-RACING CAR, CIRCA 1950,

metal chassis underplate with red-painted wooden balsa bodywork with race number 3, the cockpit fitted with cast single-cylinder pull-start engine with throttle control driving rear wheel, playworn with some wear, the solid rubber tyres painted black and misshapen in places, 15.5cm long.

£800 - 1,200
 €930 - 1,400



129

129
A 1:8 SCALE MODEL OF JUAN MANUEL FANGIO'S 1955 BRITISH GRAND PRIX MERCEDES-BENZ W196 BY JAVAN SMITH,

hand-built kerbside model of Fangio's 2nd place car at the Aintree circuit, resin body, detailed cockpit, finished in Silver Arrows race livery and wearing race number 10, 50cm long, mounted on a display base with a Perspex cover, measuring 60 x 27 x 22cm overall.

£1,800 - 2,400
 €2,100 - 2,800

130

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

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

£1,800 - 2,400

€2,100 - 2,800



130

131

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

scratch-built 'kerbside' model of the car, resin body finished in Rosso Corsa race livery and wearing race number 4, 49cm long, mounted on display base with title plaque and facsimile signature of von Trips, with Perspex display case, measuring 61 x 28 x 21cm overall, with Certificate of Authenticity from the modelmaker and information card.

(3)

£2,000 - 2,500

€2,300 - 2,900



131

132

A 1:8 SCALE MODEL OF THE 1954 ECURIE ECOSSE JAGUAR D-TYPE 'SHORTNOSE' TEAM CAR BY JAVAN SMITH,

scratch-built 'kerbside' model of the car, resin body finished in blue race livery and wearing race number 4, 49cm long, mounted on display base with title plaque, with Perspex display case, measuring 60 x 28 x 21cm overall, with Certificate of Authenticity from the modelmaker and information card.

(3)

£2,000 - 2,500

€2,300 - 2,900



132

133

A 1:4 SCALE MODEL OF 1917 CLERGET 9B ROTARY AEROPLANE ENGINE BY A J WEBB IN 2012,

numbered 1, fine quality white metal construction, on display stand applied with plaque, signed by the maker, numbered 1, on a wooden base, 40cm wide overall, together with a series of printed technical CAD diagrams by Brian Dolby.

(Qty)

£4,000 - 6,000

€4,600 - 7,000

The Sopwith Camel was a British WW1 single-seat biplane fighter aircraft introduced on the Western Front in 1917. It was developed by the Sopwith Aviation Company a successor to the earlier Sopwith Pup and became one of the most iconic fighter aircraft of the First World War. When introduced the Camel was powered by a single 130 Hp Clerget 9B rotary engine, armed with twin synchronised Vickers machine guns. Though proving difficult to handle, it provided for a high level of manoeuvrability to an experienced pilot, an attribute which was highly valued in the type's principal use as a fighter aircraft. In total, Camel pilots have been credited with the shooting down of 1,294 enemy aircraft, more than any other Allied fighter of the conflict.



133



134



135



136



137

134

A SET OF SIX FIRST EDITION MCLAREN F1 1/12 SCALE MODELS, by Paul's Model Art, in metallic grey, metallic burgundy, metallic blue, yellow, metallic green and red, all in original boxes, some minor scratches to outers of boxes, with Styrofoam insides, some with tissue paper missing.

(6)

£1,500 - 1,800

€1,700 - 2,100

135

A CLOCKWORK TINPLATE ALFA ROMEO P2 TOY CAR BY CIJ, FRENCH, MID 1920S,

type 2 version, spoked wheels fitted with Pneu Michelin solid rubber tyres, drum brakes and shock absorbers, finished in white paintwork and wearing race number 2 with clover motif, wire mesh grille, starting handle, functioning handbrake, 53cm long, playworn with some rust spots to body, two filler caps and steering wheel rim missing, cockpit shroud slightly misshapen, offered with key and clockwork mechanism in functioning order at time of cataloguing.

(2)

£4,500 - 5,500

€5,200 - 6,400

136♦♦♦

A FINE AND RARE CHILD'S FERRARI 'JOHN SURTEES' 1.5 LITRE 158 PEDAL CAR, ITALIAN, 1960S,

finished in Rosso Corsa and in excellent condition, measuring 115 x 65cm approximately.

£1,000 - 1,500

€1,200 - 1,700

See lot 160 Bonhams Goodwood Revival auction sale number 14261 on 1 September 2006.

137♦♦♦

AN AUSTIN J40 PEDAL CAR,

chassis no 31238 (late 1970 model), off white "Old English white", with maroon upholstery, chromed brightwork, bonnet lifting to reveal 'engine bay' with spark plugs and cylinder head, battery cage, working headlights, steering wheel with central horn push, opening boot, playworn with some scratches, marks, denting, 156cm long overall, together with a copy of the J40 wiring diagram, 11 J40 pedal club magazines, a laminated rally sign, swatch of vinyl material for the seats and a selection of J40 photographs.

(Qty)

£2,500 - 3,200

€2,900 - 3,700



138



138000

A WATSONIAN CHEETAH CUB CHILD'S 'D-TYPE JAGUAR' RACING CAR, 1960S

finished in British Racing Green, original Villiers 4 stroke 75cc Mk.7 engine and centrifugal 'powder' clutch, complete with original tyres and Sturmev Archer wheel trims, switchgear and Pifco Supersonic horn. The engine starts and runs well and this rare child's 'D-Type' is presented in very good condition throughout.

£2,500 - 3,500

€2,900 - 4,100

Built by Watsonian Sidecars Ltd., in collaboration with the Glass Fibre (Birmingham) Co.Ltd., these expensive child's cars were based on the Jaguar D-Type and powered by a Villiers 75cc 4 stroke engine which was governed to 14mph. It is not known how many were produced in total but it is believed to be no more than 100.



139

NO LOT



140000
**A '1973 PORSCHE MARTINI RSR PROTOTYPE R7'
 1:2 SIZE CHILD'S CAR,**

built 2017, raced at Le Mans in the Little Big Mans children's car race 2018, exhibited as part of the Martini racing display at Goodwood festival of Speed 2018, shown at Hampton Court Concours 2021/2022 children's cars display.

Glass fibre bodywork in iconic Martini livery, steel tube chassis, black interior with voltage and amperage display. Rack and pinion steering, rear wheel drive with aluminium cased differential and hydraulic disc brake. 3kw electric motor with forward / reverse and regenerative braking, 24v battery with automatic charger. The bodywork Signed by Gijs Van Lennep and Magnus Walker.

£11,000 - 14,000

€13,000 - 16,000

END OF AUTOMOBILIA

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process). When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

Buyers Premium is charged at car rates for Lots 141 - 145



424 UP

141

141

'424 UP', UK Vehicle Registration Number,
held on DVLA V778 Retention Document,
expires 13 Oct 2026.
£1,500 - 2,500
€1,700 - 2,900



R2 NEE

142

142

'R2 NEE', UK Vehicle Registration Number,
held on DVLA V778 Retention Document,
expires 09 Sep 2030.
£2,000 - 3,000
€2,300 - 3,500

Formerly the property of a lady named Renée.



8 HAM

143

143

'8 HAM', UK Vehicle Registration Number,
held on DVLA V778 Retention Document,
expires 03 June 2033.
£20,000 - 30,000
€23,000 - 35,000



HM 41

144

144

'HM 41', UK Vehicle Registration Number,
held on DVLA V778 Retention Document,
expires 13 April 2032.
£20,000 - 25,000
€23,000 - 29,000



1 BAE

145

145

'1 BAE', UK Vehicle Registration Number,
held on DVLA V778 Retention Document,
expires 10 May 2033.
£35,000 - 45,000
€41,000 - 52,000

Motor Cars

Saturday 9 September 13:30

Lots 200 - 306

Further images of each lot can be found at:
bonhams.com/27998



Sold in aid of 'The Material World Foundation' Charity
2015 BAJAJ TUK-TUK MOTORISED RICKSHAW

Registration no. MX15 UYS
 Chassis no. MD2A25BZ4EWG71499

- Built originally for the 'Travels To My Elephant' charitable campaign
- Unique design
- Purchased at the Elephant Family auction in 2015
- Converted to electric propulsion



So called because of the sound made by its two-stroke engine, the iconic Tuk-Tuk motorised rickshaw has been a ubiquitous sight on India's bustling streets for the past several decades. The nimble three-wheeler is adept at weaving through traffic while transporting people and goods in numbers and quantities seemingly beyond the capacity of such a tiny vehicle. Many have become a means of their driver's self-expression, being painted in bright colours and decorated with various artefacts and accessories in an effort to attract customers.

One of the most imaginative expressions of such decoration is the fleet of 20 Tuk-Tuks designed by prominent designers recruited from the fields of architecture, jewellery making, fine art, fashion and millinery. Their designers included Rebecca Campbell, Diane von Furstenberg, Nicky Haslam, Mulberry, and Zandra Rhodes. These unique rickshaws formed part of the Travels To My Elephant campaign – a global rickshaw race that first took place in June 2015 as part of the Elephant Family's charity to save Asia's endangered elephants. Each Tuk-Tuk was transformed into a piece of mobile art with a completely unique name, character and back story, before being auctioned off to support the cause. Launched by Elephant Family Patron, film star Goldie Hawn, the fleet of elephant-inspired rickshaws charmed Londoners over that summer, appearing at parades, events, shops and hotels across the capital before being auctioned at an event hosted by the then HRH The Prince of Wales and The Duchess of Cornwall.

This Tuk-Tuk was purchased at the aforementioned auction and is now offering it for sale in aid of 'The Material World Foundation.' The charity was established in 1973 by former Beatle, George Harrison. For the past 50 years the Foundation, now administered by Olivia and Dhani Harrison, has supported hundreds of individuals, organisations, and charities, encouraging diverse forms of artistic expression, supporting those in need, and transforming lives across the globe.

In 2022 this Tuk-Tuk was converted to electric propulsion by Retro Electric making it considerably more environmentally friendly than before. Works included installing a 48Volt AC motor with 100 Ah battery capacity, a 240V socket charging port in fuel filler cap location. An EV gauge was also installed along with a digital speedo. It now operates on a simple twist throttle. A battery replacement was also carried out in 2023. The related invoices are on file and the Tuk-Tuk also comes with a UK V5C registration document. A unique and charming vehicle, sold in aid of a very worthy cause.

£10,000 - 20,000

€12,000 - 23,000

No Reserve



201

Sold in aid of The Greenpower Education Trust charity

2010 FORD FIESTA ZETEC S RALLY HATCHBACK

Registration no. CK10 EFS

Chassis no. WFOGXXGAJGAY29819

This Ford Fiesta is one of the stars of the 2023 Goodwood Festival of Speed, where the Royal Air Force Lightning Rally Team (Marham) converted it into a Clubman-specification Special Stage rally car in just 30 hours in celebration of 30 years of the Festival of Speed. The build included conversion to run on sustainable fuel, and a full wrap in a striking livery. Using their transferable engineering skills, acquired in the modern RAF, the team maintain their newly procured factory-built Ford Fiesta R2 and run it in UK-based championships as part of RAF-encouraged sport. After completing a challenge at the 2022 Festival of Speed – pulling their previous rally car 29 kilometres and helping to raise £14,000 for Race Against Dementia, the Festival of Speed's nominated charity – the team of 15 decided to set themselves a new challenge to raise money. This year, all funds raised will go to The Greenpower Education Trust, the 2023 Festival of Speed charity. The Fiesta arrived at Goodwood and was driven around the Rally Stage as a course car and then, at 1pm on Thursday 13th July, the build commenced. At 4pm on Saturday 15th July, after completing 30 hours of work on the car in their downtime, it received a Competition Logbook from a Motorsport UK scrutineer and the transformation was completed. The Fiesta was then signed by the following celebrities: Sebastian Vettel, Peter Solberg, Thierry Neuville, 'Mad' Mike Whiddett, Travis Pastrana, Adrian Formaux, George Barclay, Mick Schumacher, and Oscar Piastri. Accompanying documentation includes invoices; a V5C Registration Certificate; current MoT; and the aforementioned Competition Logbook. Bonhams is delighted to auction the completed car at the Goodwood Revival Sale to raise money for The Greenpower Education Trust.

£6,000 - 9,000

€7,000 - 11,000



202

1957 PORSCHE 111 TRACTOR

Registration no. not registered

Chassis no. 12524

Dr Ferdinand Porsche's design consultancy built a handful of prototype tractors prior to WW2, the first of which were powered by petrol engines, before turning to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers. In 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier GmbH's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell where Porsche tractors continued to be built until production ceased. Over 125,000 tractors were manufactured between 1956 and 1963, many of which were exported, Porsche's agricultural products enjoying the same reputation for sound engineering and superb build quality as their road-car relatives. Powered by an 822cc single-cylinder diesel engine, this Porsche 111 tractor benefits from extensive mechanical and cosmetic restoration by Jonny Orwin of Holmfirth, West Yorkshire.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

203

1957 PORSCHE 122 TRACTOR

Registration no. not registered

Chassis no. 5831

- *From one of the world's premier performance marques*
- *Two-cylinder air-cooled diesel engine*
- *Mechanically and cosmetic restored by Jonny Orwin of Holmforths*



Dr Ferdinand Porsche's design consultancy built a handful of prototype tractors prior to WW2, the first of which were powered by petrol engines, before turning to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp.

After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers. In 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier GmbH's tractor design, setting up Porsche-Diesel Motorenbau GmbH.

In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell where Porsche tractors continued to be built until production ceased.

Over 125,000 tractors were manufactured between 1956 and 1963, many of which were exported, Porsche's agricultural products enjoying the same reputation for sound engineering and superb build quality as their road-car relatives. Powered by a twin-cylinder diesel engine producing 22bhp, this Porsche 122 tractor benefits from extensive mechanical and cosmetic restoration by Jonny Orwin of Holmforth, West Yorkshire.

£15,000 - 20,000

€17,000 - 23,000

No Reserve

1961 PORSCHE 329 SUPER EXPORT TRACTOR

Registration no. not registered

Chassis no. 3988

- From one of the world's premier performance marques
- Three-cylinder air-cooled diesel engine
- Mechanically and cosmetic restored by Jonny Orwin of Holmfirth



Following spells at the Austro-Daimler, Mercedes-Benz and Steyr companies, all of which benefited greatly from his monumental engineering prowess, Dr Ferdinand Porsche set up his own design consultancy in Stuttgart on 25th April 1931. Dr Ing hc F Porsche KG's most celebrated of product of the 1930s was, of course, Hitler's 'People's Car - the Volkswagen - but the company was also active in other fields, literally so in the case of its tractor project. A handful of prototypes was constructed prior to WW2, the first of which were powered by petrol engines, before Dr Porsche turned to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components.

After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers.

Agreements were concluded with two companies - Allgaier GmbH in Germany and Hofherr Schrantz in Austria - and then in 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell, where Porsche tractors continued to be built until production ceased. Porsche-Diesel Motorenbau manufactured over 125,000 tractors between 1956 and 1963, many of which were exported, its products gaining the same reputation for sound engineering and superb build quality as their road-car relatives.

This three-cylinder Porsche 329 tractor benefits from extensive mechanical and cosmetic restoration by Jonny Orwin of Holmfirth, West Yorkshire.

£30,000 - 40,000

€35,000 - 46,000

205

1961 PORSCHE 429 MASTER TRACTOR

Registration no. not registered

Chassis no. 163

- From one of the world's premier performance marques
- Four-cylinder air-cooled diesel engine
- Mechanically and cosmetic restored by Jonny Orwin of Holmforth



Following spells at the Austro-Daimler, Mercedes-Benz and Steyr companies, all of which benefited greatly from his monumental engineering prowess, Dr Ferdinand Porsche set up his own design consultancy in Stuttgart on 25th April 1931. Dr Ing hc F Porsche KG's most celebrated product of the 1930s was, of course, Hitler's 'People's Car' - the Volkswagen - but the company was also active in other fields, literally so in the case of its tractor project. A handful of prototypes was constructed prior to WW2, the first of which were powered by petrol engines, before Dr Porsche turned to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components.

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This four-cylinder Porsche 429 tractor benefits from extensive mechanical and cosmetic restoration by Jonny Orwin of Holmforth, West Yorkshire.
£60,000 - 70,000
€70,000 - 81,000

1962 MORRIS MINI MINOR SALOON

Registration no. TSL 950

Chassis no. M-A254/124536

- *Early example of an iconic model*
- *Original and un-restored*
- *Believed-genuine circa 17,520 miles from new*
- *Offered from a private collection*



'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, *'Complete Classic Mini'*.

The passage of time since its departure 15 years ago has only served to enhance the original Mini's classic status, resulting in a healthy demand for exceptionally original and un-restored examples such as that offered here, which displays a believed-correct total of only 17,520 miles on the odometer. There is no supporting paperwork, but the car's appearance suggests that the total is correct. A lovely 'time warp' example, it is in generally good condition, although some surface corrosion is beginning to appear in places.

The accompanying BMIHT certificate (issued in 2009) confirms matching engine and chassis numbers and reveals that the Mini was despatched on 22nd May 1962 to London based Morris distributors, Stewart & Arden Limited. It still retains its original colour scheme of Smoke Grey with Dark Grey interior.

The previous recorded keeper is a Mr Peter Attenburrow, who acquired the Morris Mini Minor from Brooklands (Exeter) Limited in February 2011. The car has been with its present owner since October 2013, forming part of his private collection together with several other Minis. The accompanying history file contains the aforementioned BMIHT certificate, a purchase invoice, driver's handbook, V5C registration document and a number of expired MoT certificates, the earliest issued by a Brighton garage in 2005 with an odometer reading of circa 17,500 miles. A wonderful opportunity to acquire an original and unmolested example of one of the 20th Century's greatest cars in its earliest, purest form.

£12,000 - 16,000

€14,000 - 19,000

1946 MG MIDGET TC ROADSTER

Registration no. JVT 566

Chassis no. TC/0496

Engine no. XPAG 1155 and C72172 (see text)

- Traditional MG sports car
- Early example
- Restored by the late owner in the 1990s
- Old-style buff logbook on file



The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors. A larger car than the preceding PB, the TA featured a new longer-wheelbase chassis and offered increased passenger room inside more spacious bodywork, thus starting the process which would see the Midget grow in refinement, and weight, as the years progressed. Three years later the outwardly-similar TB Midget debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit which would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity than its predecessor the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient to propel the Midget to a top speed approaching 80mph.

Announced late in 1945, the TC Midget was based on the 1,250cc XPAG-powered TB of pre-war days and possessed comparable performance (top speed was around 78mph) while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers.

More than any other car, it was the MG TC which was responsible for starting the American love-affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States. "No car has done so much to maintain open-air motoring and to support the demand that exists all over the world for sports car performance and characteristics in a car of not exorbitant cost and at moderate running costs," observed *The Autocar* magazine in October 1945, expressing sentiments that every TC-owning MG enthusiast would heartily endorse today.

Finished in British Racing Green with tan interior, this MG TC was restored by the late owner in the 1990s and used regularly for family picnics and outings (it should be noted that the engine is a replacement unit). Accompanying documentation consists of an old-style buff logbook and Instruction Manual from May 1946 and a V5C Registration Certificate.

£24,000 - 28,000
€28,000 - 32,000

1960 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by James Young

Registration no. DTE 333

Chassis no. BC113AR

Engine no. A112BC

- One of only 41 S2 Continentals by James Young
- Only three owners from new, all same family
- Recommissioned from storage in 2015
- Recent tours of the South of France



"In the twilight of their coachbuilding years, James Young had with these cars reached the pinnacle of excellence." - Martin Bennett, *Rolls-Royce and Bentley*.

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 S2 version in 1959, this consummate ability was further enhanced.

Despite the popularity of the 'standard steel' bodywork, introduced when production of Rolls-Royce and Bentley cars resumed after WW2, a steadily declining number of independent coachbuilders continued to offer alternatives. Arguably the most stylish were those produced to clothe the Bentley Continental which, of course, was only ever available with bespoke coachwork.

One of the most prominent of these surviving firms was James Young, a company that had established itself among the foremost coachbuilders for upmarket chassis by the end of the 1930s. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by the Jack Barclay Group in 1937.

Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s. A lack of suitable chassis would force the firm's closure before the 'Sixties decade ended, but in its declining years James Young produced what are widely recognised as its finest creations, this beautiful Bentley Continental among them. In total, James Young bodied 41 S2 Continental chassis.

The vendor advised us that this example has been owned by only three members of the same family and remembers the day his Uncle allowed him to steer the car for the first time. The Bentley had been in storage for a number of years prior to its purchase by a cousin, following which various recommissioning works were carried out in 2015. Since then the car has seen some use, including two tours to the South of France where it was maintained by a garage specialising in vintage cars, was used for occasional visits locally and became a well known member of the annual St Tropez Rally over 4 years before being transported back to the UK. The last word in Gran Turismo motoring in its day, this gorgeous James Young-bodied Bentley Continental is offered with sundry bills and a V5C registration document.

£70,000 - 90,000
€81,000 - 100,000

1954 AUSTIN-HEALEY 100 BN1 ROADSTER

Registration no. 109 UHT
 Chassis no. BN1L/220549
 Engine no. 1B/220549M

- *Delivered new to the USA in left-hand drive configuration*
- *First registered in the UK in 2000*
- *Purchased by the late owner from Old English Classics*



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

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

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

Delivered new to the USA in left-hand drive configuration, this Austin-Healey 100 has been well restored and converted to right-hand drive. Offered with a V5C document, the car was first registered in the UK in 2000 and was purchased by the late owner from Old English Classics. It was driven regularly since then, with frequent visits to Goodwood Members' Meeting and Revival, and to Glyndebourne. A very pretty car which was the favourite car of the family of the late owner.

£40,000 - 50,000
€46,000 - 58,000

210 * N

1937 BUGATTI TYPE 57 ROADSTER

Coachwork by A B Price Ltd

Registration no. not UK registered

Chassis no. 57495

Engine no. 57495/370

- *Matching chassis and engine numbers*
- *Known ownership history in UK since delivery*
- *Owned for almost 50 years by former Bugatti Owners Club President, Barrie Price*
- *Enthusiastically campaigned*



57495 with Barrie Price at the Prescott Hill Climb in the early 1970s



By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track, the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Because of its lengthy run of success, Ettore Bugatti remained stubbornly committed to his single-cam engine, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930.

From then on Jean Bugatti took greater responsibility for design, his first car being the exquisite Type 55 roadster. He followed that with a design of equal stature: the Type 57. A larger car than the Type 55, the Type 57 was powered by a 3.3-litre, double-overhead-camshaft straight eight of modern design housed in Bugatti's familiar Vintage-style chassis. The range showed the strong influence of Jean Bugatti and at last gave the marque a civilised Grande Routière to match those of rivals Delage and Delahaye. The Type 57 in all its forms attracted discerning owners who were satisfied only with the best, among them 'speed king' Sir Malcolm Campbell.

The Type 57 attracted coachwork of the finest quality executed in a startling variety of styles but was no mere rich man's plaything, as evidenced by two outright wins at Le Mans. Proof, if it were needed, that ancestral virtues had not been abandoned when creating a car fit to rank alongside Rolls-Royce or Bentley. Its success is revealed by the production figures: some 680 examples of all Type 57 models were produced between 1934 and 1940, and the post-war Type 101 was based on its chassis.

Chassis number '57495' was ordered by Bugatti's London agent, Colonel Sorel, and invoiced on the 5th February 1937. Fitted with engine number '370', the car was delivered as a rolling chassis, registered 'AUK 717', and sold to its first owner, Mr Butler of brewers W Butler & Co of Wolverhampton. The local coachbuilder Charles Clark & Sons Ltd, best known for its work on Rolls-Royces, was commissioned to build a six-light four-door saloon body, as shown in period photographs on file. A more utilitarian body was fitted in the 1940s.

The car stayed in the Butler family until Mr Butler's death in the 1960s when it was sold by his estate with only 13,000 miles showing on the odometer. '57495' was then bought (in 1971) by Margaret Price, wife of Barrie Price, the noted Bugatti collector, former President of the Bugatti Owners Club, and one of the Bugatti Trust's founding members.



57495 with its first body during the 1930s



Known around the Bugatti world for his unfailing dedication to the Molsheim marque, Barrie Price was an engineer who spent over 55 years in the motor industry, acquiring the assets of Lea-Francis after it ceased automobile manufacture. Barrie Price was running a spares, repairs and coachwork business specialised in Jaguars and Bugattis. Around 1980 he had worked with Peter Engelbach in the production of a new Jaguar-engined Lea Francis 'Ace of Spades'.

During these times, he owned some prestigious Bugattis including a Type 35, three different Type 57s and the splendid Type 57SC Atlantic chassis '57591', which later became one of Ralph Lauren's masterpieces.

When Barrie Price took possession of '57495', he decided to restore the car to the condition it was delivered to Bugatti London, as a rolling chassis, while his own company, A B Price Ltd, built the two-seat roadster body in aluminium. From then on, Barrie Price and his Type 57 were regular participants at Bugatti Owners Club events, and other rallies and hill-climbs around the UK and Europe. These included the 1973 and 1974 Prescott hill-climbs; the 1974 International Grand Prix Bugatti in Lyon; and the 1979 International Bugatti Rally at Cheltenham and Harrogate. The car was regularly maintained, in particular by John Underwood of Star Engineering, who carried out an engine rebuild.

In more recent years, the Type 57 has been maintained in working order by specialists such as Star Engineering and Ivan Dutton (invoices on file). In the 2010s, '57495' was used sparingly by another member of the Price family before being sold to a Bugatti enthusiast who carried a colour change and a general overhaul before participating in a Bugatti rally in France.

Represents a wonderful opportunity to acquire the ultimate Bugatti road car, '57495' comes with a known history having played an important role in forging the marque's legacy in Great Britain.

£280,000 - 340,000
€320,000 - 390,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1923 ROLLS-ROYCE 40/50 SILVER GHOST TILBURY LANDAUETTE

Coachwork by Willoughby & Co for Rolls-Royce Custom Coach Work

Registration no. DS 7813

Chassis no. 370HH

Engine no. 22-45

- Built by Rolls-Royce of America Incorporated
- One of only four believed built with this body style
- Kept by the first owner for 50 years
- First registered in the UK in 1988
- Displayed at Pebble Beach in 2004
- Considered to be one of the finest unrestored Silver Ghosts in the world



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

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

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

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925 and at Rolls-Royce's Springfield plant in the USA until 1926, the longest production run of any model from that celebrated company. Cars were right-hand drive up to 1925 and left-hand drive thereafter.



Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, which would be taken over by Rolls-Royce in December 1925. Before Brewster's acquisition, bodies supplied under the 'Rolls-Royce Custom Coach Works' programme were built by various independent coachbuilders, while from 1923 some bodies were built in the company's own coachbuilding facility in the old Knox Automobile Co factory; the latter, though, was mainly employed in finishing bodies built by outside contractors to Rolls-Royce Custom Coach Works' designs.

Like their British counterparts, the majority of US-made Silver Ghosts carried closed formal bodies including this example, which carries Tilbury landaulette coachwork by Willoughby & Co. Rolls-Royce of America Inc built Silver Ghosts between 1921 and 1926, and it is believed only three other examples of this model were made.

Known as 'Gilbert', after its first owner, '370HH' was delivered new to John O. Gilbert of Jackson, Michigan on 2nd May 1924. It cost him \$13,108.50, which, at the 1923 exchange rate of \$4.36/£1, meant the equivalent Sterling price was £3,006. 10s. 10½d. Sold by his estate in 1971, the Ghost has never been restored.

On file is a newspaper cutting dating from February 1990, which reveals that Mr Gilbert had owned the Ghost for 50 years and drove it only 42,000 miles. On his death the Rolls-Royce was sold to the Craven Foundation in Toronto, Canada, which passed it on to Brian Cauthery. Mr Cauthery advertised the Ghost for sale and it was purchased and shipped to the UK by Clive Jacobs, presenter of BBC Radio 4's 'Going Places'. The car was first registered in the UK on 5th October 1988. In the aforementioned newspaper article Jacobs recalled: "We did 1,400 miles in France with it last year and it never missed a beat. The only trouble was when a fan blade became detached. It came right through the aluminium bonnet, which took £250 to put right."

The Silver Ghost was subsequently owned by John Austin of Sussex (from 26th August 1997) followed by Terry Lister (from 29th November 2002) and then the current vendor. There is a photograph on file of the car at the Pebble Beach Concours in 2004. According to our vendor, Gilbert will travel in top (fourth) gear from 3mph to a top speed of 64mph, with a fuel consumption of approximately 9mpg.

Considered to be one of the finest unrestored Silver Ghosts in the world, and featured in Edward Eves' book, *Rolls-Royce - 80 Years of Excellence*, this magnificent example would enhance any prestigious private collection.
£120,000 - 180,000
€140,000 - 210,000

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The ex-Sir Stirling Moss/Jean Lindawood, 1989 Pirelli Classic Marathon

1965 MGB ROADSTER RALLY CAR

Registration no. ABH 123C

Chassis no. GHN3L/72222

Engine no. 18GBUH23852

- Rebuilt in 1989 by marque specialists Brown & Gammons
- Extensively campaigned
- Currently prepared for timed road rallies
- 2,000cc engine
- Eligible for a wide variety of historic motor sports events



This ex-California MGB Roadster was rebuilt at the 1989 MG Show at the NEC, Birmingham by world famous MG specialists Brown & Gammons, being converted to right-hand drive and prepared to full rally specification in the process in order to compete in the 1989 Pirelli Classic Marathon. Former owner Keith Guerrier purchased the car from Brown & Gammons in May 1989 before the Marathon, in which it was driven by Sir Stirling Moss and Jean Lindawood (Editor of Automobile magazine USA) finishing 1st in class and 3rd overall.

'ABH 123C' was built to FIA Appendix K specifications and comes with its 1989 FIA papers. The car usually competes in the GT class (or GTS) and has taken part in numerous international events since 1989 including the 1990 and 1991 Pirelli Classic Marathons, 1990 and 1991 Coppa D'Italia, Ypres Rally (twice), Rally Britannia (first day of RAC Rally) and the Tour Auto between 1993 and 2004, finishing 1st in class eight times and 1st in GT on three occasions. The car has also competed in numerous national rallies and various historic events including MGCC, BCV8 and BRDC.

Highlights of its comprehensive specification include an engine bored out to 2,000cc; competition large core radiator; competition clutch; four-speed synchro gearbox with competition overdrive; Quaife limited-slip differential (4.1:1 ratio); front and rear suspension as per Special Tuning; competition wire wheels; dual circuit braking system; twin 12-volt batteries operating standard electrical system; and high output alternator and auxiliary driving lights for night sessions. The interior features full Halda instrumentation; dual stopwatches; plumbed-in fire extinguisher system (plus hand-held).

Our vendor purchased the car in 2011 via Roy Gillingham of Chequered Flag Motorsport, who has looked after and maintained it ever since. It is currently prepared for timed road rallies. The history file is extensive, containing invoices from previous ownerships; assorted expired MoTs; various time sheets; events history; specification sheet; and a V5C document. A small quantity of spares including a spare wheel and another tyre is offered together with parts for the Halda and full operating instructions/speed tables.

An opportunity to acquire a well prepared and sorted MGB with an impeccable record, offering its future owner the prospect of a competitive drive in a wide variety of historic events.

£30,000 - 40,000

€35,000 - 46,000

213

NO LOT

214 * N

1983 OPEL MANTA COMPETITION 2-LITRE 240BHP RED TOP COUPÉ

Registration no. PSI 101 (Republic of Ireland)

Chassis no. VOL00005906055922

- One of four Opel Manta rally cars commissioned by Carrolls Cigarette Co
- Used as a backup car and for press and promotional purposes
- Present ownership since 1999
- Restored in 2012
- Original livery



Opel Manta 'PSI 101' was first registered in March 1983 in Dublin by Carrolls Cigarette Co. It was one of four cars commissioned by Carrolls, three of which were used for rallying while this one was used as a back-up car and mainly for press and promotional days. It was said to have been used as the course car on the 1984 Circuit of Ireland Rally and The Galway Rally.

In 1986 Carrolls sold this Manta to a Dublin gentleman, Des Walshe, who sold it on to Mr V Ward in County Clare. It was rallied multiple times in various stage events in Ireland during this period of its life.

In August 1991 the car was sold to a doctor in Tourlestrane, County Sligo. It was used for stage rallies across Ireland and also as his GP surgery car! The doctor was a member of the Sligo Motor Club and the car was maintained by Fintan's Racing Services in Tubbercurry.

For many years the Manta lay abandoned in County Sligo and when located was in need of some serious TLC (see photographs on file), It was brought to the UK by the current owner in 1999 and restored over the following years, which involved a complete strip and rebuild.

Extensive work was required to finish the car in its original livery. The engine currently fitted is a Red Top fuel injection with electronic ignition, and has been tuned by West Tuning (receipts available) to 240 BHP. Also fitted with a straight cut gearbox and limited slip differential.

Under the current ownership the Manta has been used at the Castle Coombe Rally Day on numerous occasions from 2014 onwards as an historic car. During 2019 the car was rallied with Group B. It has been stored for the last couple of years and is now ready to be moved on. The car is currently registered in Ireland in order to keep the original registration number. It comes with its original Irish logbook and a spare set of wheels shod with off-road tyres.

£30,000 - 50,000
€35,000 - 58,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

215 Ω N

C.2007 MERCEDES-BENZ SLR MCLAREN ROADSTER

Registration no. not UK registered
Chassis no. WDD1994761M001404

- *Built to Swiss specifications*
- *Automatic transmission*
- *Circa 175km on the odometer*
- *Dry stored since acquisition*
- *Requires re-commissioning*





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

Built at Mercedes-Benz's AMG performance division, the SLR's engine is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs. As Car & Driver magazine observed: "This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated."

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph).

The two-seater has a top speed of 334km/h (207mph). The five-speed automatic transmission was specially optimised for very high torque while affording the choice of different shift characteristics using the Speedshift system.

The VIN tells us that this car was specified new with Crystal Covellin Blue metallic paint, red soft top fabric and silver arrow leather in 300SL red. Other than the fact that it has been on static display since acquisition by the vendor, little is known of this car which has circa 175km on the odometer. Due to its period on static display the car may require recommissioning and is sold as seen.

£120,000 - 160,000

€140,000 - 190,000

No Reserve

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

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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

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1930 BENTLEY 6½-LITRE TO LE MANS TEAM CAR SPECIFICATION

Registration no. GC 3333

Chassis no. SB2758

Engine no. SB2758

- Shortened chassis (11' wheelbase)
- Many correct original works items
- Vanden Plas-style body
- Build completed in August 2020
- Recent additional works by VBE Engineering (2023)





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

Walter Owen Bentley had established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-litre car, was powered by a four-cylinder, single-overhead-camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Litre model of 1926. The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Litre was conceived, a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 6½-Litre was produced for four years, during which time 544 chassis were completed, 182 of them to Speed Six specification.





First owned by a Miss C M Buttanshaw, this 6½-Litre left Bentley's Cricklewood factory in January 1930 for bodying by James Young as a saloon, but was re-bodied in April of that year with saloon coachwork by Barker & Co. Its subsequent history is largely unknown, but the Bentley formerly belonged to John Willment, co-founder of the Le Mans-winning JW Automotive racing team, and more recently was owned by renowned marque specialist Julian Ghosh, its custodian up to 2019.

As presented here the car has been built as a replica of the works Le Mans Speed Six. It incorporates many correct original works items, and the attention to detail is brilliant. 'SB2758' was originally erected on the standard ST3 12' 6" wheelbase chassis, which has been shortened to the more appropriate 11' wheelbase. The body frame was made by Eric Peppercorn and incorporates the team cars' special features including the long door, etc, while the Vanden Plas-style body and black leather upholstery are the work of VBE/Tim Cresswell. The ash frame has inlaid aluminium panels for increased stiffness and longevity.

All mechanical components: engine, gearbox, axles, brakes, etc are in overhauled condition and the wiring is new. The engine incorporates a Farnham crankshaft and Arrow pistons, and the machining work was carried out by Formhalls. The gearbox and rear axle were overhauled by VBE. Modern upgrades include twin Spal electric fans and a discreetly mounted 12-volt alternator (the original dynamo is installed but not wired in).

Other notable features include the following:

- Bentley & Draper hydraulic shock absorbers (x8)
- External oil filler neck
- Team Car dashboard layout and gauges
- Dual Autopulse fuel pumps and rubber sleeved fuel lines
- Crossbar throttle assembly and organ throttle pedal
- Twin Klaxon horns
- Carl Zeiss headlamps
- Blockley tyres
- Brake vacuum booster
- Three soft-top bows instead of two for stiffness and usability
- Glass windscreen instead of wire mesh for usability
- Rope-wrapped steering wheel

Recent works carried out by VBE Engineering costing over £32,000 were completed in 2023 and involved a thorough sorting of the car's performance setup, handling characteristics and braking, to ensure a truly outstanding driving experience. All invoices are in the history folder.

The Speed Six re-creations that Bentley are currently building cost well over £1.5 million each and cannot be road registered, making this stunning - and considerably more useable - '6½' to Le Mans Team Car Specification a relative bargain by comparison.

£550,000 - 700,000
€640,000 - 820,000



Ferrari Classiche certified

1958 FERRARI 250 GT BERLINETTA

Coachwork by Pinin Farina

Registration no. to be advised

Chassis no. 0947GT

Engine no. 0947GT

- One of only 353 built
- Matching engine and chassis numbers
- Flared wheelarch example
- Known ownership history
- £400,000-plus spent on recent restoration for Ferrari Classiche submission



By the end of the 1950s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin, and Touring of Milan were responsible for bodying many of these, but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular *carrozzeria* among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956.

The styling of the Geneva show car - chassis number '0429GT' - was influenced by Pinin Farina's Superamerica. With the Series 2 variant of the 410 Superamerica, Ferrari switched from a 2,800mm wheelbase to one of 2,600mm, and this shorter dimension would be used for all members of the 250 GT family from the Europa GT onwards, with the exception of the competition orientated SWB and GTO models.

As well as the handling advantages conferred by the shorter wheelbase, the 250 GT was equipped as standard with the more compact Colombo-designed 3.0-litre V12 engine, which replaced the Superamerica's bulkier Lampredi unit. However, Pinin Farina was not yet in a position to cope with the increased workload - construction of its new factory at Grugliasco had only just started - resulting in initial production being entrusted to *Carrozzeria* Boano after Pinin Farina had completed a handful of prototypes.

The 250 GT represented a significant departure for Ferrari. Driver and passenger comfort were taken seriously for the first time; the interior was more luxurious, seats were broader and there was less noise intrusion. By this time there was also synchromesh in the gearbox which, combined with a softer ride and light steering, was exactly what was expected by the increasingly important North American market.

The seventh of only 353 Pinin Farina Coupés built on the 250 GT chassis, '0947GT' has unique flared wheelarches and is one of very few made with a glassfibre boot lid. Despatched to Carrozzeria Pinin Farina in June 1958, the car was sold new in October '58 to one Vittorio Roncoroni, a resident of Milan, Italy, who had previously owned a Ferrari 250 Europa ('0401GT').



In the 1960s Roncoroni sold the Ferrari to one Roberto Goldoni, an airline pilot living in Rome, who sold it on to Edwin K Niles, an attorney and car dealer resident in Van Nuys, California, USA. The car then passed through the hands of various owners in the USA (details on file) before being repurchased by Ed Niles in March 1982. Niles then sold the Ferrari to Curtis L Van Den Berg of Eaton Rapids, Michigan, who had it restored during 1983-1984. Repainted dark red and re-trimmed in brown leather, '0947' was shown by Van Den Berg at the 2nd Annual Meadow Brook Hall Concours d'Élégance in August 1986. Van Den Berg continued to show the car at various prestigious concours venues over the next few years before selling it in September 1998 to Lyle Tanner Enterprises.

In 2000 the Ferrari was sold to car dealer Andreas Zenari of Fräschels, Switzerland who in May 2004 sold it on to Messrs Rolf Sigrist and Robert Doux of Greng and Oberburg, Switzerland. The next owner purchased '0947' at Bonhams' Ferrari Sale at Gstaad, Switzerland in December 2005 (Lot 224). In 2010, the engine was completely rebuilt, with the starter motor, alternator, cooling and ignition systems, carburettors, brakes, clutch, universal joints, dashboard wiring, etc all receiving attention at the same time (see detailed bills for circa CHF 150,000 on file). Post rebuild, only some 4,000 kilometres have been covered and the Ferrari has benefited from a recent bare-metal repaint with extensive repairs to the metalwork, carried out by renowned marque specialists Hoyle Fox Classics and complementing the prior mechanical overhaul.

The car was repainted in its original Nero Tropicale livery and the interior re-trimmed in tan leather. This extensive restoration cost in excess of £400,000. Our vendor purchased the Ferrari in 2021 and has had it certified by Ferrari Classiche. UK registration is in the process of completion and should be finalised before the sale.

The comprehensive history file contains original letters (x12) from previous owners; US Certificate of Title; copy letter from Andrea Pininfarina; copy letter from Ferrari Assistenza Technica; copy 'foglio di montaggio' from Ferrari; Massini Report; CD-ROM of photographs (including those of the engine rebuild); and old Swiss registration papers. The car also comes with an original instruction manual and a sales brochure.

More refined and practical than any previous road-going Ferrari yet retaining the sporting heritage of its predecessors, Pinin Farina's 250 GT is a landmark model of great historical significance, of which '0947' is a unique example.

£340,000 - 380,000
€400,000 - 440,000

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

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The ex-Miss Doreen Evans, many-time Brooklands competitor

1934 MG Q-TYPE MONOPOSTO

Registration no. not registered

Chassis no. QA 0254

- One of only eight Q-Types made
- Known ownership history
- Restored by the late Richard Powell in 2019/2020
- Eligible for the Goodwood Revival



A couple of years ago, this Q-Type's late owner, Richard Powell, wrote an article on its history for the Pre-War MG Register of Australia, upon which this description is based.

In 1934, the MG Car Company launched the limited edition Q-Type, which was a stripped-back, no-frills racer, with no lights or dynamo, aimed at both the amateur and seriously competitive motor sport enthusiast. It was based on the MG K3 chassis but narrower, utilising N-Type axles, while the engine was taken from the P-Type. For the Q-Type, the engine was fed by a Zoller supercharger specifically made for MG for this model, a combination that provided an unrivalled power-to-weight ratio.

This car was supplied to Kenneth Evans of the Bellevue Garage, Wandsworth, Southwest London. Kenneth Evans and his brother Denis were born into a successful chartered surveyors business, and they and their younger sister Doreen were very keen amateur racers. As a family they were very effective promoters of the MG brand, and could easily be mistaken for the official MG racing team when they arrived at race meetings with their cars in matching livery.

This car's first outing was at Donington Park, where Kenneth achieved a respectable 3rd place in the 850cc class. A photograph on file shows the car with the AIACR Q-Type two-seater body, and if the image was in colour it would show that it was painted in 'Bellevue Blue' with ivory cream wheels and a cream pinstripe from nose to tail. Towards the end of the 1934 season the engine developed problems and Kenneth contacted MG. Unable to supply such a specialised engine off the shelf, they removed the one in the Olympia show car. The new engine enabled Bellevue Garage to compete in the BRDC 500-mile race, with the driving being shared between Denis and Kenneth.

In 1935 Bellevue Garage's chief mechanic Wilkie Wilkinson, later a famous race tuner and engineer, radically remodelled 'QA0254' with the intention of giving Doreen a competitive race car of her own. The suspension was lowered and the chassis and bodywork slimmed to a monoposto design. The new cockpit with its narrow proportions suited Doreen, who was once described by a Brooklands commentator as this 'slip of a girl'.



The car's first outing and shake-down was at the Syston Park Speed Trials in Lincolnshire, with Kenneth driving the car for first time in its single-seater form. The second outing in 1935 saw Doreen Evans achieve 1st place in the Second Haw Handicap in car number '9', very much to the amazement of the excited crowd, at a record-breaking speed of 101.7 mph. The only people disappointed that day were the trackside bookies, who had listed the diminutive MG as a rank outsider up against the colossal Bentleys.

Photographs taken on the day show a serious and focused Doreen on the start line at Brooklands, while the Pathé newsreel shows a slightly apprehensive Kenneth helping his sister put her helmet on at the start line. It was a truly impressive achievement for the young (17-years-old) driver. Personal correspondence unearthed during Richard's research reveals that Wilkie's instructions on the day were "keep your foot hard to the floor, watch the oil pressure and I will take care of the rest".

Records show that throughout the rest 1935 the car competed at races, speed trials and hill climbs across the country. Kenneth and Doreen shared the drives but Doreen grabbed all the attention, images of this charismatic young lady driver proving irresistible to the motor sport press photographers of the time.

Many photographs show Wilkie next to Doreen, clearly very proud of her driving talent and his new version of the Q-Type. Hill climbs at Shelsley, Prescott, and Chalfont St Mary see the car fitted with twin rear wheels, a sign of its versatility as an established part of the Bellevue stable.

At the end of the 1935 season the MG was put up for sale for £495. The Q-Type with its Zoller blower was not an easy car to maintain, and the chassis had problems on bumpy tracks like Brooklands in transferring all that power to the ground. Photos show very scrubbed tyres, the result of violent wheelspin as this very light car would take off in rough sections. Rather than sell the Q-Type, Bellevue Garage hired the car out to Robin Hanson, the fee apparently £25 per day plus breakages. The MG was purchased by his sponsor, a Miss Hall Smith, and Hanson drove the car in the Locke King Trophy at Brooklands. This was followed by a series of sand races at Southport. The car's new livery was blue and black.

In 1937 the Q-Type was purchased by Mrs C Corbett Fisher, a wealthy philanthropist and women's rights campaigner. She sponsored Stuart Wilton to drive at speed trials at Lewes and Brighton, as well as circuit races at Crystal Palace and Brooklands.



In 1939 the car was offered for sale for £195. The next owner of note does not appear until 1947 in the shape of Jim Lafone. Jim, a passionate field sportsman and amateur racing driver from Cumbria, campaigned the MG very successfully at speed trials in Hartlepool, Weston-super-Mare and Southport. Having lost part of his arm as a fighter pilot during the war, he found the ENV pre-selector gearbox a boon. With the gear change swapped to the outside of the cockpit, Jim was able to drive competitively. He raced the MG until 1951, and it is at this point in the car's history that it sadly loses its engine and gearbox, which were incorporated into a Lotus VI.

Tom Norton, driving under the alias 'T Dryver' because his father disapproved of him racing, campaigned the car with a replacement Gypsy Major aircraft engine installed, a brute of a power plant displacing a staggering 6,124cc. (With a distinct lack of modern racing cars available post-war, individuals were desperate to improve the performance and handling of what remained of the surviving pre-war cars.) Tom, with the aero engine installed in the narrow Q-Type chassis, raced the car at the Shelsley Walsh and Rest-and-be-Thankful hill climbs but with little success.

In 1955, he tried to improve the handling by removing the MG front axle and grafting on a Morris Minor front end. Some very 'homespun' bodywork was fitted and in this form the car was known as the 'ATN de Havilland Special'. When it was broken up around 1957 the Q-Type's original tail section ended up on the hill climb special 'Wasp', still actively campaigned to this day. The chassis, now minus its aero engine, passed through various hands before ending up in the ownership of Colin Clifford, a Riley parts dealer. The car was purchased by Julian Majzub together with a quantity of Riley spares.

In the late 1990s, Tom Dark, a highly competent engineer and MG specialist, had embarked on making a faithful replica of the Evans car, unaware of the existence of the original parts. It was not until a chance conversation at Goodwood with keen Vintage racer and owner of the Blockley tyre company, Julian Majzub, that it transpired that the original chassis was hidden away in his mother's barn.



In 2009 the car was validated by Peter Green of the Pre-war MG Register, as the very distinctive narrowed Q-Type chassis of QA0254. Sadly it was minus the dumb irons that had been removed to accommodate the aero engine, but nevertheless sufficient to convince Peter that it was the last of the eight Q-Types to be accounted for.

Tom Dark set about incorporating the original chassis into his faithful copy, and later acquired the car's original bonnet, which clearly bears the scars of the aero engine exhaust apertures that were once cut so crudely into the aluminium. The car could now compete at the Goodwood Revival and is listed in the programme of 2007. It was clocked at 148 mph, now reunited with an authentic P-Type engine and Zoller supercharger.

Having retired from the race at Goodwood in 2008, Tom moved on to other projects and the MG was sold to Steve Richardson, who kept the car in storage for two years until he decided to move it on. Richard Powell first saw the Q-Type, looking a little forlorn, at the Monthléry Revival in early 2019. Having knowledge of the Evans family cars from his research into the Syston Park Speed Trials, he could not quite believe what he was seeing in a very muddy field in France.

Richard brought the car to his workshop in August 2019 and worked on it relentlessly, rebuilding the engine that had not run since 2008. Being an architectural metalworker by profession, he was able to refashion some of the non-original bodywork to be closer to that fitted in period, as seen in the many historical photographs of the car. In the course of his researches Richard accumulated a vast amount of such photographs, and with the generous help of fellow MG enthusiasts, he acquired copies of letters from Kenneth and Doreen Evans (see accompanying history files). Hawke's MMM Register provides the full details of the car's provenance. In 2021 the completed Q-Type was driven at Cadwell, Prescott and Donington Park by Jack Bond (although not listed among the competitors). Despite missing the practice run the car came from the back of the grid to achieve a respectable 5th place in a field of 23.

An exceptionally rare car with a fascinating history, and a most unlikely survivor, this historic MG racer will surely delight the fortunate next owner.
£150,000 - 200,000
€180,000 - 230,000

The last BMC Works Mini

1970 AUSTIN MINI CLUBMAN/COOPER S GROUP VI RALLY CAR

Registration no. YMO 886J

Chassis no. X-A2521/148800-A

Engine no. 9FSAY35826



- Originally prepared as a Group VI rally car by the factory
- Competed in the Motoring News Rally Championship and Welsh International Rally
- Restored in 1995 by specialist Dave Gilbert
- Eight port cylinder head



Driven by Pat Moss, Paddy Hopkirk and 'Flying Finns' Rauno Aaltonen and Timo Mäkinen, the Mini Cooper developed into the most successful works rally car of the 1960s, belying its small size and apparent fragility. Its ultimate expression - the 1,275cc 'S' - had won first time out in the 1964 Tulip Rally and became the works' frontline car from 1965 onwards, winning the Monte Carlo, Circuit of Ireland, Geneva, Czech, Polish, 1,000 Lakes, Munich-Vienna-Budapest and RAC rallies outright, a quite outstanding achievement. With victories on four occasions, Aaltonen became European Champion. Today, benefiting from 40-plus years of technological advances, the Mini remains a popular choice among devotees of historic rallying at all levels.

Offered here is the last BMC Competition department Mini built. The original buff logbook supplied with the car confirms British Leyland as the first owner. This car was despatched on 15th June 1970 to British Leyland's competitions department where it was converted into a lightweight Group VI (the group for prototype and highly tuned versions of production cars) rally car with the intention to be used on the Sherry Rally in Spain in September of that year. However, sadly for 'YMO 886J' following the competition department's closure in August 1970 the Mini was sold privately before it had a chance to compete in the Spanish rally. The file contains a shot of 'YMO 886J' at the competitions department before it was shut down.

'YMO 886J' was sold and by 1971 belonged to a dentist and racing enthusiast, Malcolm Patrick of Stratford-Upon-Avon (Buff log book on file). According to our vendor the car then passed to the Forbes family of Berwickshire and was used in at least two rounds of the Motoring News Rally Championship and also in the 1971 Welsh International Rally. By 1975 the car had changed hands again and belonged to Patrick Birt in Tenby.

In the mid-1990s the car was restored by Dave Gilbert, a noted owner and restorer of works Minis. Our vendor, a BMC Mini historian and fanatic has had the privilege to talk to those who remembered the Clubman when it was new. There are many photographs of 'YMO 886J' throughout the years within the history file.

In 2006 the current owner had the car resprayed (some bills are available). In 2011 it featured with our vendor in a large feature article in Mini World. Offered from Long-term ownership, this heroic Clubman is the last BMC competition car to derive from a golden era of motorsport where "race on Sunday, sell on Monday" still very much applied. Certainly, an example for the cognoscenti, this Group VI car has a purposeful stance. Most interestingly it was fitted with a 1310 Cooper S engine, a Weslake eight-port cylinder head with twin Weber 45DOCE Carburetors. Further competition department modifications were extensive and included increased cooling, and a limited slip differential. Being Group VI specification, the car was lightened (fitted with Perspex windows, aluminium doors, boot lid and fibreglass bonnet), it also had both front and rear subframes strengthened. The car runs on Hydrolastic suspension.

The car is offered still on its original shell, and with its original engine. Included in the sale is a full set of spare Minilite wheels and some other spare parts, including the limited-slip differential and original cam shaft. Accompanying paperwork includes some history, a Heritage Certificate; the original old-style logbook; and a V5C registration document.

£50,000 - 70,000
€58,000 - 81,000

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1940 MORRIS MINOR TYPE Z ROYAL MAIL VAN

Registration no. GGY 916

Chassis no. SZ/P01371

Engine no. 63106

- *An older restoration*
- *Present ownership since 1990*
- *Engine rebuilt in 2009*
- *Concours d'Elegance winner at the Hurlingham Club in 2009*



Following the acquisition of E G Wrigley & Co's Foundry Lane works in Soho, Birmingham in 1924, William Morris set up a new company: Morris Commercial Cars Ltd. By May of that year, production of the first Morris commercial vehicle – the one-ton T-type – was under way. Another of the first models to emerge was an 8cwt light van based on the Cowley 11.9hp chassis, which would later be adopted by the Post Office.

This Morris Minor Van is finished in the livery of Royal Mail, the letters and parcels division of the General Post Office (GPO). The General Post Office, as it then was, used three types of Minor van: the '35cu ft' Mail Van with coachbuilt body finished in red, and the 'Internal Engineers' and 'External Telephone Engineers' Vans, both of similar design but painted green. The chassis were purchased from Morris Motors and the bodies are believed to have been constructed by Duple Bodies & Motors Limited of Hendon. Around 4,000 Engineers Vans and 3,700 Mail Vans are estimated to have been used during the 1930s and 1940s, none of which is known to have continued in service much after 1948.

An older restoration, this charming Morris Type Z Royal Mail Van has been in the same owner's possession since 1990 and was the winner of the Concours d'Elegance at the Hurlingham Club in 2009. Faithful to its wartime origin, it retains many features appropriate to its heritage as a working Royal Mail van in Oxford.

Features include 'George VI' insignia; original GPO wing-mounted brass fire extinguisher; several original enamel instruction plaques; original stencil instructions on dashboard; stamped War Department spot light; maintenance logbook; first aid kit; original spare tyre; opening windscreen; and rear blackout windows. There is also a Royal Mail reward key inscribed: 'This key is the property of the Royal Mail and if returned there is a reward of 2 shillings and sixpence'. There are also some notes on file from a previous owner giving details of ownership from when the vehicle was first commissioned.

The 918cc sidevalve engine was rebuilt in 2009 and benefits from a new 6-volt battery. The brakes have recently been overhauled with a new master cylinder and all new slave cylinders, sourced from the Morris Register. With its rebuilt engine, hydraulic brakes and three-speed synchromesh gearbox, the van is said to be great fun to drive and when driven around London by family members has always been greeted with love and affection by fascinated onlookers.

£10,000 - 14,000

€12,000 - 16,000

No Reserve

221 Ω N

2009 FERRARI F430 SCUDERIA COUPÉ

Coachwork by Pininfarina

Registration no. J142098 (Jersey, Channel Islands)

Chassis no. ZFFKZ64B000165893

- *Left-hand drive*
- *Less than 7,500 miles on the odometer*
- *Registered in Jersey since 2015*
- *Extensive subsequent service history*



"F1 technology turns the F430 into one of the most exciting road cars we've ever driven. Sensational. Ferrari at its best, and the only road car I've ever driven whose electronic chassis aids behave as if they were pulled from a contemporary racing car." - Autocar.

Introduced in 2004 at the Paris Motor Show, the Ferrari F430 was the latest in the line of V8-engined Ferrari road cars that had begun back in 1973 with the 308 GT4. The F430 was a development of the preceding F360, sharing the latter's aluminium chassis, roofline, doors and window glass, though the body itself had been extensively revised. Styled, as usual, by Pininfarina, the F430 body generated greater downforce without the penalty of increased aerodynamic drag. In styling the F430, Pininfarina referenced some of Ferrari's other great cars, using the Enzo's tail lights and a Testarossa-style driver's-side mirror, while the twin front air intakes recalled the World Championship-winning Tipo 156 Formula 1 car of 1961.



Ferrari continued its recent tradition of offering a track-ready variant of its latest stradale coupé with the F430 Scuderia. In addition to being lighter (it weighed 100kg less than the standard model) the Scuderia produced more power (503bhp) thanks to a revised intake and exhaust, higher compression ratio, and re-profiled piston crowns. The car also featured a faster-shifting Superfast2 semi-automatic gearbox, and bodywork subtly reworked for increased overall downforce. There was also a new traction control system (E-Diff electronic differential) and large carbon ceramic brakes as standard equipment. The legendary seven-time Formula 1 World Champion Michael Schumacher was a key contributor to the new model's development, undoubtedly no small factor in the 430 Scuderia having faster lap times at Fiorano than even the famed Ferrari Enzo!

Autocar reckoned that, despite the track-orientated performance enhancements, the hardcore Scuderia was a better road car than the F430 it was based on: "Ride comfort is outstanding given the track potential, the motor is more flexible and the transmission smoother. Ferrari claims that the car will hit 62mph in under 3.6sec (seems a touch optimistic, but then that gearshift is just so fast) and tops-out at 198mph."

Registered in Jersey since 2015, this left-hand drive Ferrari F430 Scuderia was purchased by its current owner in November 2018. The Jersey registration document notes that the car was previously registered in Germany. The car comes with extensive service history with Meridien Modena of Lyndhurst, Hampshire dating back to 2016, and was last serviced (locally in Jersey) on 1st April 2021 at 7,284 miles, with a recent check over on 20th February 2023 at 7,382 miles.

£100,000 - 140,000
€120,000 - 160,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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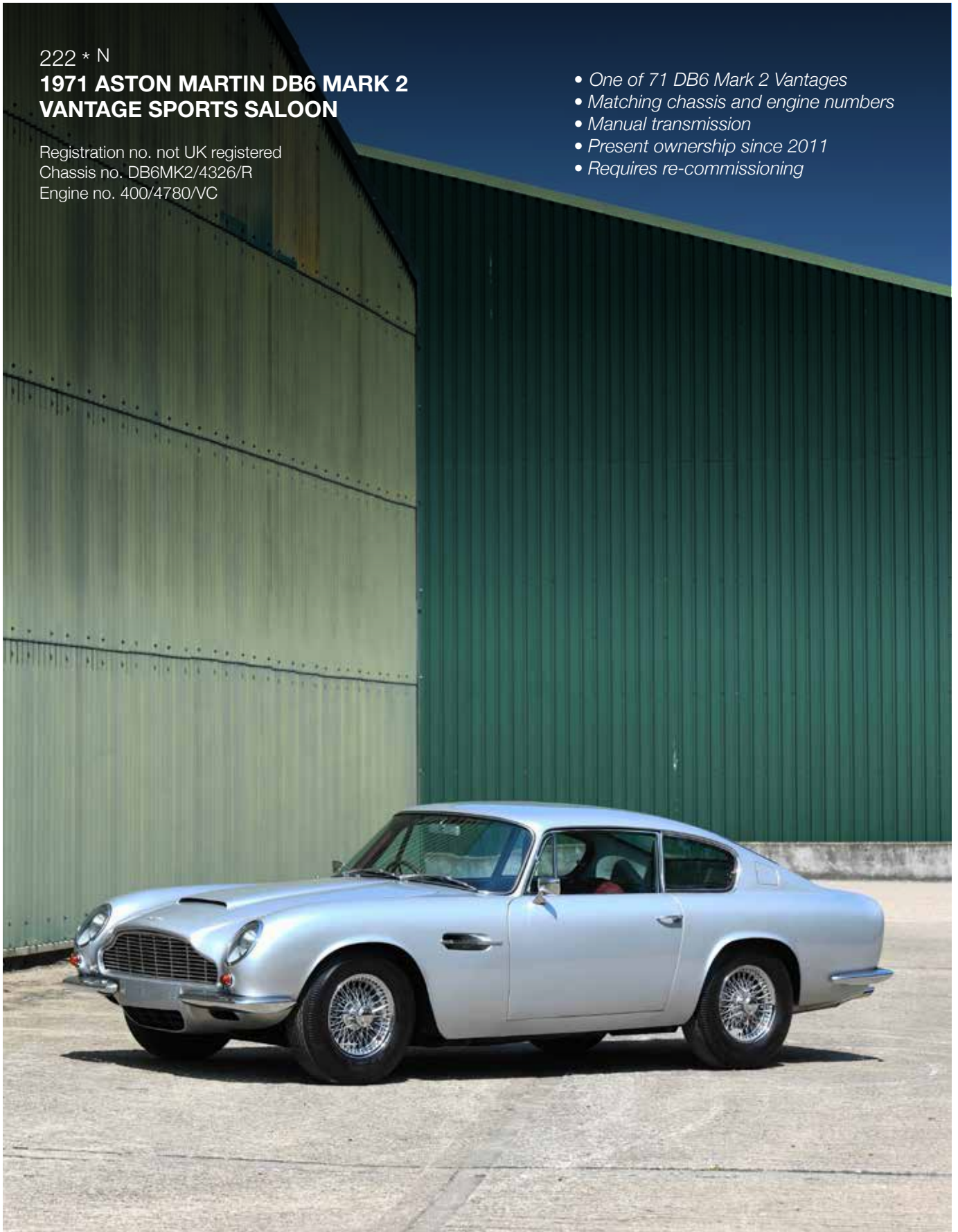
**1971 ASTON MARTIN DB6 MARK 2
VANTAGE SPORTS SALOON**

Registration no. not UK registered

Chassis no. DB6MK2/4326/R

Engine no. 400/4780/VC

- *One of 71 DB6 Mark 2 Vantages*
- *Matching chassis and engine numbers*
- *Manual transmission*
- *Present ownership since 2011*
- *Requires re-commissioning*





The culmination of Aston-Martin's long-running line of 'DB' six-cylinder sports saloons, the DB6 was introduced in 1965. Recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a re-appearance, but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

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

Introduced in July 1969, the DB6 Mark 2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels, which necessitated flaring the front and rear wheelarches. All Mark 2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. Production lasted until November 1970, during which time 245 DB6 Mark 2s were manufactured, 71 of which to Vantage specification.

Despatched new to Davidson & Co in Belfast, '4326/R' comes with copy build details revealing that it was originally finished in Silver Birch with red interior trim, and that it left the factory equipped with a Voxson stereo/radio, Fiamm horns, and two seat belts. The car is recorded in the AMOC Register (2000) as formerly belonging to a Dr G Riddy and registered 'GLJ 3844'. Our vendor purchased the DB6 from Aston Workshop on 18th May 2011 and exported it. AW's advertisement (copy on file) states that "the car never missed a beat on the induction test drive, behaving beautifully throughout". They also remarked on the "high level of regular maintenance and care it has received over the years". Accompanying documentation also includes the Aston's last UK V5C Registration Certificate and an expired MoT (2012). Offered from long-term static display, the car will require re-commissioning before further use.

£160,000 - 220,000

€190,000 - 260,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1961 FORD THAMES REPLICA LOTUS CARS LTD VAN

Registration no. 839 YUW

Chassis no. N400 VZ11012011

- *Replica of Lotus Cars' Ford Zephyr six-engined Ford Thames Van*
- *Painstakingly built in the Netherlands with no expense spared*
- *Converted from left- to right-hand drive*
- *Present enthusiast ownership since 2012*



This remarkable triumph of enthusiastic restoration depicts one of the medium-capacity Thames vans deployed by the emergent Lotus company to transport components during the 1960s. Lotus had used two types of Thames van, one for delivering Lotus Elan and Elite kits to customers by towed-trailer, while the other for racing team use was equipped with a 2½-litre Ford Zephyr six-cylinder engine necessary to tow at sustained high speeds on European motorways. Olav Glasius liked the idea of reproducing such a vehicle as part of his Lotus Collection, and managed to acquire a suitable vehicle, formerly used by a local fire brigade, from a catering company in a town in central Holland.

The Thames was still in 'fire brigade red' with a flashing blue light on the roof. The van was fully stripped and an inside and out bare-metal re-spray undertaken. The engine bay was enlarged to accommodate the acquired Army Surplus 2.5-litre Ford Zephyr engine, and with help from the British 400E club quantities of new parts were sourced, including a new laminated windscreen from Sweden. Every part was renewed or overhauled, and the steering and pedals moved from left- to right-hand-drive, while the signwriting in Lotus yellow was applied in period style, by hand.

While the original petrol-engined Thames vans featured vacuum-driven windscreen wipers which, by common consent, were 'utterly useless', the diesel model was equipped with electric wipers. This type was adopted for use on the Glasius Collection 'tribute' van, as now offered here.

When Olav Glasius raced his Team Elite Type 14 at the Goodwood Revival, this Lotus-liveried Ford Thames van accompanied it as a service vehicle-cum-paddock tender. It was widely admired then and still is wherever it appears. For the Lotus collector who wants everything, this superb vehicle is a 'must have'. It certainly is a lovely thing, and fun too.

All the aforementioned work was carried out in the Netherlands and it turned out to be an enormous project, pursued with unwavering determination 'purely for fun'. In total the rebuild cost in excess of £50,000 – a labour of love indeed. Only around 800 miles had been covered since this mammoth restoration when the Thames van was offered for sale at Bonhams' Goodwood Festival of Speed auction in June 2012 (Lot 257). Purchased there by our vendor, an active enthusiast who regularly attends shows and rallies, it joined his stable of cars and since acquisition has been well cared for, looked after by an in-house team responsible for day to day maintenance.

£20,000 - 25,000
€23,000 - 29,000

1973 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. EFH 354M

Chassis no. 1S1779BW

Engine no. 7S11210SA

- *Body and paintwork restoration carried out in 2005*
- *Unusual Heather (pink) exterior colour*
- *Present enthusiast ownership since 2010*
- *Maintained by the vendor's in-house team*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version – the Series III V12. Jaguar's new engine could not have enjoyed a more fortuitous parentage, having been designed by Walter Hassan and Harry Mundy, two of the most experienced and respected engineers in the industry. Weighing only 80lb more than the cast-iron-block, 4.2-litre XK six it superseded, the new all-alloy, 5.3-litre V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Beneath the skin, ventilated front discs improved braking power and the front suspension gained anti-dive geometry. Lucas transistorised ignition and Adwest power-assisted steering were now standard, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

The V12-engined Series III would turn out to be the final edition of this charismatic and most coveted of British sports cars, and when production ceased in 1975 over 15,000 of this last-of-the-line model had been produced.

Finished in Heather (pink) with matching leather interior and original black hardtop, this E-Type V12 Roadster was purchased at Bonhams' Oxford sale in March 2010 (Lot 435), joining a stable of cars belonging to our vendor, an active enthusiast who regularly attends shows and rallies. Since acquisition it has been well cared for, looked after by an in-house team responsible for day to day maintenance.

In 2010 we catalogued that the E-Type had covered only 27,000 miles from new and was in highly original condition, benefiting from a body and paintwork restoration carried out in 2005 that made it look 'showroom fresh' once again and a real head-turner. Unfortunately, the history file was lost during a house move but documentation remaining on file from previous owners confirms the mileage and ownership record.

£45,000 - 55,000

€52,000 - 64,000

225

**1961 BENTLEY S2 CONTINENTAL
DROPHHEAD COUPÉ**

Coachwork by Park Ward Ltd

Registration no. 26 HYW

Chassis no. BC25CZ

Engine no. P3961

- *Rare Park Ward-bodied RHD drophead coupé*
- *Automatic transmission*
- *Professionally restored in Hong Kong 1985-1986*
- *Well maintained but little used since its return in 1995*
- *Requires mild recommissioning*





Offered here is one of only 62 right-hand drive Bentley S2 Continental Drophead Coupés bodied by Park Ward. Apart from the fact that it was completed in September 1961 and first owned by one C Cooper, nothing else is known of this Continental's early history. The earliest document in the history file is an MoT certificate dating from April 1978, and there are numerous James Young invoices addressed to a Mr Warriner of Kent. Also on file is another invoice for virtually an entire strip-down by a garage in Newtown, Powys dated 1980, while photographs dating from 1984 show the Bentley in a stripped condition in Shropshire.

Next owner Stewart John acquired the Continental at around this time, and in September 1984 the car was shipped to Hong Kong where Mr John was Director of Engineering for Cathay Pacific Airlines (see photographs on file). Associated Engineering Limited were commissioned to carry out a full restoration, which took some 18 months to complete during 1985 and 1986. Related correspondence, bills for parts and materials, etc are on file.

In December 1993 the car was sold to the immediately preceding owner. By this time the restoration was seven years old, and the new owner took the trouble to refresh the Bentley before returning to the UK in October 1995. Since returning home, the car has been maintained by recognised Rolls-Royce and Bentley specialists Hillier Hill, as evidenced by numerous related invoices on file (c.£25,000 between 2012-18), while MoT tests have been undertaken annually from 2006 until 2020, with the miles on the clock increasing by only a few each time.

It is believed that the Continental has been laid up for approximately the last two years. A new battery has been fitted; nevertheless, careful recommissioning is advised before the new owner puts the car to any serious use. Distinctly finished in gold with Burgundy leather interior, this rare S2 Continental drophead is sure of favourable attention at any prestigious motoring event.

£100,000 - 120,000
€120,000 - 140,000

226

1976 MASERATI KHAMSIN COUPÉ

Registration no. WGT 287R

Chassis no. AM120-341

- Maserati's top-of-the-range model in its day
- Very rare right-hand drive example
- Delivered new in the UK
- Known ownership history
- Professionally restored between 2008 and 2012
- Maserati Classiche certified





The rare right-hand drive Maserati Khamsin offered here was first registered on 30th December 1976 when sold by MTC Cars, the company of Mario Tozzi Condivi, the UK Maserati importer. It was finished in the stunning colour combination of Luci del Bosco (a rich shade of brown) with Senape interior, and was equipped with the desirable ZF five-speed manual gearbox. Noted collector Patrick Martin was the second owner, acquiring the Khamsin on 1st April 1981. On 3rd March 1988 the car was sold to John Jorgensen before moving on to Michael Bonney's stable on 28th July 1993. Rupert Wilkes became the next owner on 17th May 2002.

The immediately preceding owner purchased the Khamsin at a London auction on 27th February 2007 to complete his sizeable collection, which included half a dozen classic Maseratis. By this time the car was in need of a full restoration. Carried out to the highest standards, this commenced in 2008 at renowned marque specialists McGrath Maserati, while the bodywork was entrusted to Vintage Cars of Lymington and Ross Packard of New Milton. Arguably one of the most comprehensive refurbishments a Khamsin has ever received, the process took over three years and is fully documented by receipts on file totalling c. £190,000. The rebuild was completed in the spring of 2012 in time for the International Khamsin Quaranta reunion held in June that year near Beaune, Burgundy.

This event featured guest-of-honour Marcello Gandini and Maserati Classiche, who judged the 27 Khamsins gathered from all over Europe. Chassis number '341' was not judged, only displayed, as its then owner was the event co-organiser with author Marc Sonnery, and it was felt its inclusion would have been unethical. Gandini signed the sun visor, and '341' was proudly driven home.

The restoration's fine quality was recognised in 2014 at Salon Privé in London where, judged by Maserati historian Adolfo Orsi, it made a strong impression on guests. '341' then received further recognition the following year, winning the Maserati UK Owners Club concours outright. The Khamsin was driven to France again for the Le Mans Classic in 2018 and was the perfect choice for such a trip, being one of the greatest classic Grand Tourers. It also features in the book *Maserati - The Citroën Years*, the definitive work on Maseratis of that era.

The car comes with its complete set of Maserati Classiche documents; the original handbook and wallet; and the rare Maserati service book. As special as they are rare, Khamsins have a devoted following and tend to be kept for many years by connoisseur owners. This is a rare opportunity to acquire an expertly restored five-speed example of the Trident marque's ultimate Grand Touring car in its stunning original colours.

£125,000 - 150,000
£150,000 - 180,000

227

1956 ASTON MARTIN DB2/4 MARK II SPORTS SALOON

Registration no. LDB 2

Chassis no. AM 300/1212

Engine no. VB6J/495

- Formerly owned by Aston Martin CEO Dr Ulrich Bez
- One of the fastest production cars of its time
- Original registration 'LDB 2' included
- Present ownership since 2013





The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-era, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The DB2/4's top speed was now 118mph, with 60mph reached in around 11 seconds, making it one of the fastest sports cars of its day. Many were raced in period by their owners, and it is worthwhile noting that the DB2/4 is eligible for the Mille Miglia.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised Mark II model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 Mark II was readily identifiable by its subtly altered lines, the most significant change being a $\frac{3}{4}$ " increase in roof height that afforded greater headroom.

According to the original logbook on file, 'LDB 2' was first registered to one Thomas Taylor of Waddington, Lancashire on 30th November 1956. A hand-written list of subsequent owners is on file, one of whom was none other than Dr Ulrich Bez, CEO and Chairman of Aston Martin Lagonda, who owned the DB2/4 from October 2008 until the current vendor purchased it from Aston Martin Milton Keynes in May 2013. The history file contains numerous MoTs and confirms that the odometer reading when purchased was 26,800 miles (currently 27,600 miles). The vendor advises us that the Aston is totally original apart from the addition of an electric cooling fan under the bonnet (operated by a manual switch beneath the dashboard). Retaining its valuable original registration, 'LDB 2', the car is offered with Aston Martin Works' 2013 invoice and a current V5C listing Dr Bez as previous keeper.

£100,000 - 120,000
£120,000 - 140,000

1929 PACKARD SERIES 645 DELUXE EIGHT SPORT PHAETON

Coachwork by Dietrich

Registration no. BF 7820

Chassis no. 169841

Engine no. 169964

- *Iconic Dietrich coachwork*
- *Formerly part of the Richard and Linda Kughn Collection*
- *Restored in the 1980s and well maintained thereafter*
- *Many-time concours award winner in the USA*
- *Present UK ownership since 2016*



Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Aided by his brother and two defectors from the Winton company, James Ward Packard set up shop in his electrical engineering factory in Warren, Ohio from which the first Packard - the single-cylinder Model A runabout - emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One,' was adopted as the company's advertising slogan.

New-for-'24, the Packard Single Eight was the company's first eight-cylinder car and its first to employ four-wheel brakes. With the introduction of custom models in 1926 the Eight range increased dramatically. 'Original Creations by Master Designers' according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook, and Judkins among others.

Bijur chassis lubrication and hypoid final drive gears had arrived on the Eight by 1927, at which time the engine was enlarged to 6.3 litres. By now maximum power had risen to 105bhp, an output sufficient to propel the far from lightweight Eight to a top speed of 80mph.

1929 saw Packard building eight-cylinder cars only, and marked the introduction chrome-plated brightwork, parabolic headlamps, and a dashboard-mounted water temperature gauge in place of the preceding Motometer. Also new was the base-model 319.2ci (5.2-litre) Standard Eight, the larger engine continuing to power the Custom and Deluxe Eights.

Carrying stunning Sport Phaeton coachwork by Dietrich, the Series 645 Deluxe Eight we offer boasts engine, chassis, and steering gear numbers that are relatively close together, almost certainly indicating that these components left the factory in this car. Former owner Ken Breathauer restored the Packard to beautiful condition in the late 1980s. Following the rebuild's completion Ken displayed it in the Primary Division at the CCCA Washington Grand Classic in 1987, winning its Primary First. Subsequently, Tom Crook sold the car to well-known and respected Packard collector Edgar Masters, who continued to show it extensively.

Having spent some time in a prominent collection in the Midwest, the car was acquired by Richard and Linda Kughn, who cosmetically detailed the restoration and sorted out the mechanicals. They returned the Packard to CCCA competition, scoring an impressive 98.25 points in the Senior division in 2010 and a perfect 100 points in 2011, both at Michigan Grand Classics. Senior Premier status was achieved, testifying to the quality of Ken Breathauer's work of some 20-plus years previously.



Spectacularly finished in two-tone red, the car boasts a sumptuous and well cared-for leather interior, while other notable features include the correct wooden accents and courtesy lights in the rear compartment, together with correct tonneau hardware and other trim. Delightful period-correct accessories include wind wings, a radiator stone guard, Pilot Ray driving lights, covered dual side-mounted spares (with mirrors), and Packard's 'Daphne at the well' radiator mascot. Weather protection comes with it too.

The current vendor purchased the Packard at a US auction in 2016 for some \$313,500. It is now UK registered as 'BF 7820' and has been stored and used sparingly as part of his private collection since acquisition.

Bodied in exuberant style by one of the USA's finest coachbuilders, this Deluxe Eight ranks among the most desirable open Packards of the Vintage era and represents a rare opportunity to own a concours award-winning example that still presents magnificently.

£120,000 - 180,000
€140,000 - 210,000



1983 LANCIA RALLY 037 EVOLUZIONE 2

Registration no. A868 TPO

Chassis no. ZLA 151ARO 0000412

- Works entry for 1984 Italian Rally Championship (CIR)
- One of only 20 Lancia 037 Evoluzione 2 cars manufactured – the ultimate 037 specification
- Winner of Group B division 1984 CIR driven by Fabrizio Tabaton and Luciano Tedeschini
- Driven in the 1986 European Rally Championship by 3-time Italian champion Gianfranco Cunico
- With nine victories during the Group B era, the most successful of any Lancia 037 Evo 2
- Recent full mechanical restoration



Group B regulations were introduced for 1982 by the FIA for the World, European and National Rally Championships, requiring the manufacture of a minimum of 200 road-going vehicles for homologation. Homologation could be extended with the production of 20 highly developed 'evolution' rally cars. These flexible rules resulted in Group B 'homologation specials'; cars that were produced to win fast, long and arduous rallies and had little in common with their road-going progenitors.

Group B fostered some of the fastest, most powerful and most sophisticated rally cars ever built and that period is commonly referred to as the 'Golden Era' of rallying. 13 major manufacturers homologated and competed in Group B including Audi, Lancia, Peugeot, Porsche, Ferrari, Ford, BMW, MG, Mazda, Renault, Opel and Nissan, resulting in multi-million dollar sponsor packages, intense season-long rivalries, and worldwide press and TV coverage that made household names of the cars and their multi-national star drivers.

However, a series of serious accidents, blamed on the cars' outright speed and coupled with a lack of crowd control, resulted in the FIA banning Group B cars from competing in the WRC from the end of 1986, to be replaced by lower-powered and heavier production-based Group A cars. (Some cars, including the Lancia 037, remained eligible for National championships.)

In 1980 Lancia began the development of what was the first purpose-built Group B car, the Lancia 037 (Tipo 151, also known as the Lancia Rally or Lancia-Abarth 037 from its Abarth project code SE037).

Abarth, a part of the Lancia-FIAT family, undertook the development, design and engineering work in collaboration with Pininfarina and specialist race-car manufacturer Dallara, the project overseen by legendary engineer Sergio Limone. The car was spectacular but practical: mid-engined with front and rear subframes for ease of work, and powered by a 2-litre 16-valve longitudinally mounted and supercharged Abarth 232 AR4 engine coupled to a robust ZF five-speed gearbox, similar to that of the Ford GT40, with rear-wheel drive.

The 037 made its competition debut at the 1982 Rally Costa Smeralda in Italy, where two cars were entered but both retired. The 1982 season was plagued with retirements but the new car did manage to achieve its first victory in November in the UK's Pace Petroleum Rally, driven by Finnish ace Markku Alen.

The 1983 rally season was considerably more successful for the 037 after Lancia introduced 20 'Evoluzione 1' cars with fuel injection and more power. As a result, Lancia took the 1983 World Rally Manufacturers' Championship title (their fifth out of an eventual 10) with drivers Alen and Germany's Walter Röhrl, despite serious competition from the 4WD Audi Quattro and making it the last two-wheel drive car to win the World Championship.



© Alamy
Cunico/Scalvini, Rallye San Marino, November 1986, 4th OA.



© Alamy
Tabaton/Tedeshini, Rally Coppa Liburna, 1st OA, September 1985



© Alamy
Tabaton/Tedeshini, Rally Limone Piemonte, 1st OA, June 1984

For the 1984 season, Abarth produced the ultimate development of its 037: 20 'Evoluzione 2' cars (chassis numbers '400'-'419') with larger 2,111cc engines, water injection, a new exhaust system, plus new and improved inlet and exhaust manifolds to increase airflow to the newly designed supercharger housing, raising maximum power to 335 bhp. With further weight savings through carbon/Kevlar bodywork, the weight was down to 960kg, the permitted minimum. All 20 cars were registered in November 1983 and were retained and serviced by the factory. The rally cars were campaigned in Martini Racing colours for WRC events, alongside other works-supported teams such as Jolly Club/Totip (European Championship) and Scuderia Grifone (Italian championship).

Chassis '412', registered to FIAT SPA as 'TO W67781', was supplied to Genova-based Grifone for Italian star Fabrizio Tabaton to compete in the 1984 Italian Rally Championship in Olio FIAT/Hertz livery. The comprehensive file accompanying the car includes the Italian registration document linking the chassis number to the registration, together with the car's original chassis plate.

Tabaton's 1984 season did not get off to a great start. He retired from his first event, Rally del Molise in March with a puncture; retired again on his next event, the Rally del Gran Sasso in May; and had a minor accident on the Rally del Carso e dei Colli Orientali later that month. Then things came together with a string of victories: he won the Rally della Lanterna in April, the classic Rally di Limone Piemonte in June, the Coppa Liburna in September, and secured a fourth win in October at the Rally di Sassari. Tabaton had a troubled rally later that month, finishing 6th in the Rally Citta di Messina, but ended the season with a fifth victory at the Rally del Sestriere in December.

The CIR Italian Championship was decided on classes and won by a smaller Group A FIAT Ritmo but Tabaton was second overall and won the all-important Group B class. In March 1985, Tabaton was back in the car, which was now in black and gold Esso livery, and won the tough Rally 1000 Miglia, an incredible sixth win from nine starts.

In July 1985, chassis '412' was sold to Garage Centrale, the parent of TAM Auto near Como in northern Italy, a leading preparer of the Lancia 037 for the fabled Jolly Club and various privateers. The car was re-registered as 'CO 824444' in accordance with Italian regulations. Repainted red, and with Wurth sponsorship, the car was entrusted to future three-time Italian Rally champion Gianfranco Cunico. His first event was the Rally Citta di Torino in May, which he won with co-driver Pierangelo Scalvini.

This was followed by three European Rally Championship outings for the pairing for the Jolly Club satellite team. Cunico was 4th at the Rallye dell'Isola d'Elba in May 1986; DNF in Spain at the Rally El Corte Ingles in July (Cunico nudged a parked car and the owner insisted the 037 remain there until the insurance was resolved, so it had to be withdrawn!) and 4th again at the Marlboro San Marino Rally in November. For both events the car was in plain white but still with Wurth logos.

In between these events, well-known privateer Enrico Gelpi notched up another win for chassis '412' in the national Trofeo Villa d'Este Rally in October 1986.



© Alamy
Tabaton/Tedeshini, Rally Limone Piemonte, 1st OA, June 1984



This was followed up by yet another win for privateers Riccardo and Massimo Trombi in March 1987 in the national Rally del Ciocco e Valle dei Serchio bringing to nine the total Group B victories for chassis '412'. The car's final event was again with Cunico/Scalvini in the 1987 Rally Citta di Torino where it did not finish. A full schedule of events and results is in the accompanying file.

By now TAM Auto was concentrating on running the new Group A Lancia Delta, but '412' remained registered to Centrale. It was refreshed and mechanically rebuilt, repainted in the legendary Martini colours, and remained in a collection in Italy.

In early 1998 chassis '412' was sold to a noted Italian rally car enthusiast and collector in the UK and although the mechanicals were found to be 'as new', the car was carefully recommissioned for occasional use. An experienced co-driver, the new owner invited various guest drivers to demonstrate the Martini-liveried car at selected events. These included the 2003 Manx Rally where 1998 British Rally Champion and 2003 World Production Champion Martin Rowe drove as a 'zero' car, and the 2005 Eifel Rally Festival in Germany, Europe's largest and most respected gathering of historic rally cars where 1979 World Rally Champion Bjorn Waldegard drove the Lancia.

In June 2006 the car was sold to the current owner, a close friend of the UK collector. The car was given a further overhaul and, as a precaution, the engine was fully rebuilt by Terry Hoyle, one of the UK's leading Cosworth and Ferrari competition engine specialists.

Over the next 17 years, chassis '412' undertook a limited number of demonstration events in the UK, Germany, Italy and Spain (see full list on file). These include the Goodwood Festival of Speed (both hill climb and rally stage), Goodwood Members' Meeting, Eifel Rally Festival, Rally Legend San Marino, Rally Catalunya WRC, Rally Clasico Mallorca, Trasmiera Rally Festival, Rally Valpantena, and Classic Shelsley Walsh as well as display events at Royal Hospital Chelsea, NEC and O2 Centre. The car has always been professionally prepared, maintained and serviced on events, and is a regular invitee to participate in these events and many more each year. The car is UK registered, has a current MoT and a current MSUK sprint and hill climb logbook.

In 2007, British driver and engineer Andy Dawson, who had driven the Chequered Flag Stratos in period, drove the car at Race Retro and followed up with a complimentary magazine article on the car. In 2008 Lancia 037 legend Markku Alen drove the car at the same event, his first time back in an 037 for 20 years. Alen signed the Kevlar driver's door (still visible today) and his comments to *Motor Sport* magazine may be found in the car's file. Alen also demonstrated the car a second time at Rally Day in 2014.

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The ex-works/Gatsonides Monte Carlo Rally class-winning

1954 ASTON MARTIN DB2/4 SPORTS SALOON

Registration no. 55 DMF

Chassis no. LML 784

Engine no. VB6J/480

- *One of only three works Aston Martins ever prepared for international rallying*
- *Known ownership history*
- *Restored by Brown & Gammons in the late 1990s*
- *Many-time Mille Miglia Storica participant*
- *Also eligible for the Goodwood Revival, Le Mans Classic, Tour Auto, etc*



Credit: Motorsport Images

'55 DMF' on the 1955 Monte Carlo Rally



Credit: Motorsport Images



Credit: Motorsport Images

This historic Aston Martin, '55 DMF', has been exquisitely restored by Brown & Gammons (Ron Gammons owning the sister car) and is ready for competition or continental touring. '55 DMF', chassis number 'LML/784', was manufactured in November 1954 and transferred to Aston Martin's Racing Department on the 23rd of that month, the car's original specification sheet recording that its engine was 'VB6J/233'. The engine currently installed is 'VB6J/480' (from 'LML/952').

The trio of DB2/4s campaigned by Aston Martin during the 1955 season occupy a special place in the marque's competition history, this being the only occasion that the factory entered a works team in international rallying. Hitherto, Aston Martin had relied on a highly successful sports car racing programme to promote its products, but some noteworthy performances by private owners had shown that the DB2/4 had the potential to be competitive in top-flight rallying and this led to the works' direct involvement.

Three cars were prepared by the works for the 1955 Monte Carlo Rally, team manager John Wyr hiring '53 Monte winner Maurice Gatsonides as his lead driver alongside sports car regulars Reg Parnell and Peter Collins. The list of special equipment shows how much preparation had gone into the cars: twin chronometers on the dashboard, matt painted; an extra windscreen-wiper, high-mounted and vacuum-operated; electric demisters; a spare dip-switch, and more.

The navigator's equipment included a map table, map box, torch, camera and duplicate horn button. The list of extra equipment was lengthy and is referred to in Nick Walker's book *Aston Martin: DB2, DB2/4 & DB3 In Detail*.

At Gatsonides' request, his car ('55 DMF') would be left-hand drive; the other two works cars were right-hand drive. All three cars were finished in a light metallic green. Teamed with Marcel Becquart, Gatsonides looked a certain winner as the rally entered its final stages, only to be penalised for passing a secret checkpoint many minutes ahead of schedule, a misfortune that dropped him to 7th place overall. Nevertheless, Gatsonides/Becquart had done enough to take the over 2-litre class win. The other works DB2/4s of Parnell/Klemantaski and Collins/Whitehead did not fare so well, but 3rd and 4th places in the over 2-litre class went to privately entered DB2/4s, enabling Aston Martin to claim the team prize. '55 DMF' subsequently took part in the 1955 RAC Rally but did not appear in the results, Gatsonides/Males crashing out.

Aston Martin repaired '55 DMF', including fitting a new engine block and liners, before selling it on 13th April 1956 to T L Secombe of Leominster, its first private owner. One can only assume Mr Secombe was either an enthusiastic driver (or a very unfortunate one) as the car was back at Aston Martin for accident repairs on two separate occasions during 1956.



Michael Spiegel, serving in the US Airforce, acquired '55 DMF' in 1959 and exported the car to the USA. It is said that he parted with the Aston as 'it was too fast for me!' Little more is known of '55 DMF' until its reappearance in 1980 when owned by Nick Fasola, who restored and raced the car between 1980 and 1985.

In 1997, '55 DMF' returned to UK soil and was purchased by Paul Merryweather of Parkside Motor Company. Paul was renowned in classic rallying circles and commissioned Brown & Gammons to carry out a full and detailed restoration to prepare the car for competitive rallying once again. Ron Gammons was the owner of the sister car '54 DMF', so had the best reference material available to complete an accurate and thorough restoration. At this time the car was painted Aston Racing Green and had been converted to right-hand drive so power steering could be fitted. The rebuild cost some £50,000.

In 2001, Merryweather commissioned Bonhams to auction the car, which was purchased by Richard Williams on behalf of Peter Reed, a California-based collector. RS Williams were then commissioned to prepare '55 DMF' to Peter's requirements, and in 2002 he participated in the Classic Malts of Scotland Rally. In 2004, the present owner approached Peter Reed with a proposal: 'If I can get an entry to the Mille Miglia, will you sell me the car?' On this basis, a deal was struck. In the hands of the current owner, '55 DMF' has participated in many events including the Mille Miglia in 2004, 2005, 2006, 2008 and 2015.

In 2008, the Aston Martin was invited to the Pebble Beach Concours d'Elegance in California and shipped to America where it was exhibited. '55 DMF' has also participated in the 2004 Silvette Classic and 2004 Rally of the Tests.

As part of the car's constant improvement and preparations for such events, the power steering system has been removed in favour of the original type of steering box. The engine has recently been subject to a total rebuild by marque experts Davron. As a consequence, '55 DMF' is in first class running order and ready for more classic rallying or the show field. The accompanying extensive history file contains; past MoTs; copy build sheets; FIVA identity card, etc.

Works prepared Aston Martins rarely come to market, and '55 DMF' is important being one of three factory-prepared team cars to contest international rallies during 1955. This was the only season when Aston Martin supported such events as a manufacturer. As an historic ex-works rally car, '55 DMF' is eligible for the Mille Miglia Storica, Tour Auto and other important historic motor sport events.

Today, '55 DMF' remains an excellent and capable rally car, as evidenced by its recent Mille Miglia performances. The car presents and drives extremely well while retaining patina and character. It is a car which would be welcomed at many of the world's finest motoring events.

£325,000 - 400,000
€380,000 - 460,000



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1929 BUGATTI TYPE 35B GRAND PRIX

Registration no. BS 9829

Chassis no. BC138

Engine no. 3558

- Built by marque specialists Ivan Dutton Ltd using original factory drawings
- Three owners from new
- Present ownership since 2019
- Service annually by Ivan Dutton Ltd
- Enthusiastically campaigned and enjoyed
- VSCC buff form



Among racing cars it is the 1924 Type 35 Bugatti which tops the list of beautiful cars of the (1920s) period. Some would say it's the most beautiful racing car of all time. Although it underwent detail changes through the years and the radiator was enlarged, its lines were virtually unchanged from its appearance in the Grand Prix of the Automobile Club of France in July 1924, through to its final, 51 version of 1931-32.'

By the early 1930's Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. The principal building block of this success was the legendary Type 35, arguably the quintessential Vintage-era sports car, which made its debut in August 1924 at the Grand Prix de l'ACF at Lyon-Givors.

The Type 35's 1,991cc straight-eight engine was derived from that of the Type 30 but incorporated five roller/ball main bearings instead of three together with an improved lubrication system. In line with Bugatti's established practice, each cylinder's three valves were actuated by a single overhead camshaft.

This state-of-the-art engine went into a conventional chassis with leaf springs at the front and quarter elliptics at the rear, and which boasted a novel hollow front axle and alloy wheels.

The Type 35 in its various forms would go on to become arguably the most successful racing car of all time, commencing with winning the inaugural World Championship for Manufacturers in 1926 and securing countless victories for privateers.

This car was originally built by marque specialists Ivan Dutton Ltd for Mike Zimmerman. The Bugatti was treated almost as a daily driver by Mr Zimmerman, who enjoyed it greatly and drove it everywhere including many trips abroad. This is well documented in the Bugatti Trust bulletin Vol.72 No1. Pages 49-50. The Bugatti was next owned by Adam Prentiss, followed by the current vendor.

Since the lady vendor took possession of the car in June 2019, she has also driven it for many miles, attending numerous events such as Prescott and travelling abroad, including to the South of France. Following the purchase, the vendor applied and received VSCC Buff Forms for the car so that it could compete.



Our vendor has driven the Bugatti everywhere, with the same ethos as the first owner: it is there to be driven and used, not hidden away. It did of course help having a husband who idolised Bugatti and worked on the car for our vendor with extensive knowledge.

Bar the fact that it was not built on the floor of the Molsheim factory, it is, we are advised, a perfect 35B, constructed using original drawings. As a trustee director of the Bugatti Trust who own and maintain these original drawings, this was very important to our vendor.

Whilst in the South of France the car was reviewed there by Jean Georgenthum, whose father, Jean Georgenthum Snr, better known as 'Monsieur le Tune', had worked for Ettore Bugatti in period at the factory.

Jean Georgenthum has retained all of his father's archive of original production paperwork, which was cross compared to confirm that this 35B had been manufactured to original specification.

The car has been serviced on an annual basis by Ivan Dutton Ltd and is described by the vendor as in excellent condition throughout. Very sadly, our vendor has not competed in the car, but she has taken it up the Prescott hill on a non-event day with her late husband as passenger. The run was taken at speed and was everything she could have hoped for, the car behaving itself impeccably at Pardon, and smoothly taking her through the sometimes treacherous Semi-Circle corner to the end.

Our vendor says that she has had the most wonderful time with this car: "It is a joy to drive, not difficult, the noise is sublime and always makes me and others smile whenever I drive it, and it leaves me happy in the knowledge that my late husband Simon got to work on his most favourite car in the entire world before his untimely death last year." Offered with a UK V5C registration document.

£320,000 - 380,000
€370,000 - 440,000

232

1954 BENTLEY R-TYPE CONTINENTAL FASTBACK SPORTS SALOON

Coachwork by H J Mulliner

Registration no. 888 CRE

Chassis no. BC36C

Engine no. BCC35

- *One of only 208 produced*
- *Manual transmission*
- *Known ownership history*
- *Present ownership since 2004*
- *20,000-mile service by P&A Wood in September 2022*





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

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

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

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



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

Chassis number 'BC36C' was first registered on 1st June 1954 and originally owned by a Mr William Herbert Harrison of Staffordshire. The original colour scheme was Shell Grey with light blue trim, while special features included enlarged seat squabs, rear reflectors, and water gutters over the doors.

On 25th April 1962 the Bentley changed hands for the first time, passing to a Mr Gordon Spriggs of Leicestershire and then on 12th August 1963 to Brigadier C C Fairweather. The next three owners were R G Seys (March 1969), M W Sapsford (September 1976) and Douglas Hamilton (January 1980). The late owner acquired the R-Type in 2004 and the car is now offered for sale by his estate.

There are numerous invoices on file for servicing works and general maintenance dating from Mr Hamilton's period ownership, mostly from the 1990s, together with numerous old MoTs and various invoices from the current ownership for general maintenance works carried out by Sergeants of Goudhurst and P&A Wood. The most recent invoice (from P&A Wood) dates from September 2022 and is for a 20,000-mile service carried out to the manufacturer's schedule at a cost of £7,520. Most interestingly the file also contains the original maintenance instructions for the H J Mulliner coachwork, specifically for body number '5699'.

With its outstanding aerodynamic coachwork, developed by Rolls-Royce stylist John Blatchley in collaboration with coachbuilder H J Mulliner, the R-Type Continental fastback remains the pinnacle of Bentley's achievements in the post-war era.

£425,000 - 525,000
€490,000 - 610,000



233

**1961 JAGUAR E-TYPE SERIES 1 3.8-LITRE
FIA COMPETITION COUPÉ**

Registration no. not registered
Chassis no. 885140

- *Engine rebuilt to racing specification by Sigma Engineering (2019)*
- *Last serviced in June 2023 (not driven since)*
- *Reportedly very quick, competitive and well balanced*
- *FIA HTP on file*





Offered here is a very rare early 'flat floor' E-Type built to the highest FIA specification. '885140' is the 140th left-hand drive fixed-head coupé built. As part of its racing build, it has been converted to right-hand drive and was granted an FIA HTP in 2016 in Category E. The vendor advises us that the car is competitive and exceptionally well-balanced, with a previous impressive showing at the Donington Historic Festival, where it qualified 0.1s off pole despite a gearbox issue. At the 2022 Silverstone Classic it missed out on a podium by a few hundredths of a second following a puncture.

This E-Type is handsomely finished in British Racing Green, accented by silver 'bumperettes' at front and rear. It rides on 15" wire wheels with two-eared knock-offs, shod with Dunlop Racing tyres in size 6.00L-15 front and 6.50L-15 rear. Inside, the cabin has been largely stripped out, featuring a lightweight composite Tillett bucket seat and a Takata safety harness. There is a full roll cage; suede-trimmed steering wheel with a digital timer; Smiths instrument dials; a bank of toggle switches; and an emergency cut-off switch. Our vendor reports that the four-speed gearbox incorporates a straight-cut gear kit from Denis Welch Motorsport, including steel baulk rings and new bearings. The suspension has also been fitted with a stiffer anti-roll bar. Engine specifications are available on request. The vendor advises that there are some stone chips to the paintwork, as would be expected from racing use, and that he is not aware of any mechanical or electrical faults.

The E-Type was serviced in June 2023, and reportedly has not been driven since. Prior to this, maintenance was carried out at around 12,000 miles (current odometer reading 14,330 miles) by DW Motorsport, which included an oil change and a gearbox refresh. The vendor reports that the car has also received regular oil changes and servicing as part of its competition preparation. An invoice on file relates to a comprehensive racing-specification engine rebuild carried out by Sigma Engineering in 2019. This included a new straight-port cylinder head casting; new inlet and exhaust valves and springs; race camshafts; a new crankshaft and flywheel assembly; new con-rods and pistons; and new main and big-end bearings. A new timing chain was installed together with a reconditioned water pump; new starter motor; oil cooler; and new gaskets and seals. A new clutch plate and cover were fitted also, and a new exhaust system fabricated and installed.

This Jaguar E-Type Series 1 3.8 FHC is an appealing classic racer to FIA-compliant specification and with HTP on file. It is reported to be a quick and very well-balanced car that is a pleasure to drive, and now ready to be taken on by another enthusiast seeking a desirable 1960s coupé to compete in any number of historic motor sport gatherings.

£150,000 - 180,000
€170,000 - 210,000

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

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1986 ASTON MARTIN VIRAGE COUPÉ PROTOTYPE

Registration no. D972 MKX

Chassis no. DP2034

Engine no. P/V/585/2034

- *Unique Lagonda-based Virage development 'mule'*
- *Completed in October 1986*
- *Rebuilt by Works Service to full customer specification for the vendor in 1990*
- *Factory provenance available*



Even the most knowledgeable of Aston Martin enthusiasts may be forgiven for assuming that the unique car offered here is a two-door prototype of William Towns' Lagonda 'Wedge' four-door saloon, first seen in 1976; whereas it is, in fact, the prototype of the company's mainstream model of the 1990s: the Virage.

As the Virage's general design was based on that of the Lagonda, and the fact that the Virage body existed in scale model form only, it was decided to use a suitably modified Lagonda as the development 'mule'. To this end a Lagonda body was shortened by 300mm in the rear floor pan and completed with a unique two-door body in 'Wedge' style, which went onto the prototype Virage chassis. The prototype's unique coachwork consisted of modified 'pre-facelift' wings, doors and roof, combined with a 'post-facelift' nose and tail. Known as DP (Development Project) 2034 and completed in October 1986, the mule was powered by a standard fuel-injected 5.3-litre V8, which drove via a five-speed ZF manual gearbox.

DP2034 covered many miles during testing while undergoing countless modifications, one of the most significant being the fitting of the production Virage's De Dion suspension in 1987, while that same year the mule received one of the first examples of the forthcoming four-valves-per-cylinder V8 engine.



The production Virage made its sensational debut at the Motor Show in October 1989; its job done, DP2034 was consigned to storage in the Service Department.

It did not remain there for long, however, having been spotted by our vendor, an enthusiastic collector of rare and unusual Aston Martins. Tall at 6' 3" in height, he found many modern sports cars too small but not the generously proportioned DP2034. That and the fact that he could have the mule rebuilt to his own specifications, made it an opportunity too good to miss. Early in 1990 the factory gave the project the 'green light' and agreed to completely rebuild the car to full customer specification.

The chassis was stripped down and rebuilt as new, and the suspension replaced with new production Virage components. The final drive ratio was lowered for improved acceleration but the top speed reduced only slightly, remaining at around at 150mph. Ford's Pacific Blue Pearlescent was chosen for the exterior colour, while the interior was fully trimmed to Lagonda standards and the dashboard fitted with simple analogue instrumentation. A new Virage engine was installed and the car duly completed in February 1993.

That same year DP2034 was tested by racer/journalist Tony Dron for *Thoroughbred & Classic Cars* magazine (July edition, copy available).

The same height as our vendor, Dron was highly impressed with both the prototype's generous accommodation and its on-the-road performance: "This is a magnificent machine which rides well at low speed but which handles faultlessly when driven fast... it has that thoroughbred feel which inspires faith and confidence... 'It's that good: a full-blooded, pure-bred delight and that's that.'" Head of Aston Martin Works Service, Kingsley Riding-Felce was quoted as saying: "This prototype is particularly significant as it forms the link between Lagonda and Virage and was then the only two-door Lagonda to have been built."

T&CC ended its article with a quote from our vendor: "The end product you have seen and driven. I think it is quite stunning. It is a reflection of the highest craftsmen's skills still available in Great Britain today."

Accompanying documentation includes copies of all correspondence between Aston Martin and our vendor concerning the car's provenance and specification; details of its early service history; service book (one stamp in August 1994 at 1,023 miles; current mileage 1,910 miles); Aston Martin Works' photographic record of the rebuild; and sundry bills. The car has just been lightly serviced by R S Williams prior to sale. 'A unique opportunity' is a somewhat overused phrase, but this historic Virage prototype really is!

£250,000 - 350,000
£290,000 - 410,000

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

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1989 ASTON MARTIN V8 VOLANTE

Registration no. G496 TYT

Chassis no. SCFCV81COKTR15844

Engine no. V/585/5844

- *Ordered new by our vendor in 1986*
- *Delivered in November 1989*
- *Factory provenance on file*
- *Recently checked and lightly serviced by R S Williams*





Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Chassis number '15844' comes with copies of original factory correspondence showing that our vendor ordered this V8 Volante in July 1986, specifying well in advance that it should be the last production model built (production would continue until 1989).

On file is a letter from Nicholas Mee, then Aston Martin's Sales Manager, confirming that '15844' is 'the last standard V8 Volante chassis number built by Aston Martin'. The use of the word 'standard' is significant, as there are a few Vantage Volantes with higher numbers. Dated 2nd November 1989, the sales invoice records the specification as follows: Manual Gearbox; British Racing Green paint; Dark Green-piped Fawn hide interior; spare front footwell carpets; badge bar; lockable centre armrest; sunken switches; and coin tray in place of ashtray. The car also comes with its full set of green leather luggage.

To date this historic V8 Volante has covered only some 700 miles from new, and has just been checked over and lightly serviced by marque specialists R S Williams. As well as the aforementioned correspondence, the history file also contains details of the car's early service history, owner's handbook, fuel injection supplement, service book (no stamps), warranty, wiring diagram, and operating instructions for the Blaupunkt Toronto radio. With its 'POW' appearance, manual gearbox and supreme history, this must be the best V8 Volante on the market today.

It should be noted that the AMOC Register (2000) lists two V8 Volantes with higher chassis numbers than '15844'. Their chassis numbers are outside of the main production sequence so presumably these cars were built to special order at a later date.

£240,000 - 280,000
£280,000 - 320,000

236 * N

1989 ASTON MARTIN V8 VANTAGE VOLANTE

Registration no. to be advised

Chassis no. SCFCV81V3KTL15845

Engine no. V/585/5845

- *Delivered new to the USA*
- *Imported into the UK in 1989*
- *Present ownership since 1989*
- *Registered in Guernsey*
- *1,100 miles from new*
- *Recently checked and lightly serviced by R S Williams*





Described by former Aston Martin Chairman Victor Gauntlett as, "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe", the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, principally from those in the USA, the Volante first appeared in June 1978.

It was not until 1986 that the Volante became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-Pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Delivered new to the USA, this left-hand drive Vantage Volante is the fifth-from-last car made. Left-hand drive, it has automatic transmission and the 'lead free' engine, and was delivered finished in Suffolk Red with red-piped Magnolia leather interior and white convertible hood. The following 'extras' were fitted: cruise control; CD player; and full luggage set in black leather.

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

All USA-specification Vantage Volantes were described as 'Cosmetic Vantages' because they had all the body refinements of the X-Pack cars but not the more powerful engine, which did not comply with US regulations.

In September 1989 the Aston was imported into the UK from Palm Beach Motor Cars Ltd, Florida by Mr Eric Glennon of Dorchester Garages Ltd, Macclesfield, Cheshire, from whom our vendor – the car's first private owner - purchased it two months later. The car is currently registered in Guernsey and recently was checked and lightly serviced by R S Williams. Accompanying documentation includes a copy of the US Certificate of Origin; assorted correspondence; shipping paperwork; owner's handbook; service book; Sony stereo instructions; and details of its early service history.

£180,000 - 250,000
£210,000 - 290,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1955 MERCEDES-BENZ 190 SL CONVERTIBLE

Registration no. 751 XVP
Chassis no. 5501048
Engine no. 121.921.55.01071

- *Dating from the first year of production*
- *Delivered new to California, USA*
- *Matching numbers*
- *Restored in the Netherlands*
- *Twin Weber carburetors*
- *Professionally resprayed 2021/2022*



Dating from the first year of production and originally finished in Mercedes Red, this matching-numbers 190 SL convertible was despatched to the Mercedes-Benz dealer in Los Angeles, USA on 31st October 1955 and was first owned by Mr Edward Janns, a resident of Los Angeles. Looking at the original service book we can see that the car was serviced at the aforementioned Mercedes-Benz dealership until 3rd October 1960 when it had recorded 42,666 miles (approximately 68,600 kilometres).

In 1988 the Mercedes changed hands, passing to Donald Chalif of Santa Barbara, California, who kept it until 1998. The car was then sold to Mr Patrick Claassens, living in Putte, Netherlands, who restored it himself (see related bills and USB stick of restoration photographs on file). Upgraded with twin Weber 40DCOE carburetors, which would be expected to improve its performance considerably, the 190 SL was sold to Cady Cars in Leper, Belgium in 2017 and registered there.

The current vendor purchased the Mercedes at Bonhams' Paris Sale in March 2021 (Lot 118). The car was then taken to renowned classic Mercedes specialist Roger Edwards for inspection/restoration; it was decided that a re-spray was required, which was carried out by Nigel Cooper Coachworks at a cost of £31,242 (bill on file). In addition, Roger Edwards fitted a new fuel gauge and added Bluetooth connectivity to the original radio at a cost of £1,069. On completion the SL was shown at the Fête Champêtre & Concours d'Elegance at the Hurlingham Club in West London in June 2022.

It is exceptional to find such an early 190 SL that still retains its original Instruction Manual, Catalog 'A' from 1955 and the supplement to Workshop Manual Type 190. Other documentation includes a FIVA passport, old Belgian Carte Grise, current UK V5C Registration Certificate and the aforementioned bills. Freshly serviced by Roger Edwards Motors (oil change, new ignition points, new axle seals at a cost of £861), the car is described by the vendor as in excellent condition throughout. Eligible for the Mille Miglia, this very pretty Mercedes will appeal to those who desire a practical and economical classic sports car, ideal for Continental touring in style.

£80,000 - 120,000
€93,000 - 140,000

1971 PORSCHE 911 TO 2.8-LITRE S/T SPECIFICATION

Registration no. TNB 632J

Chassis no. 9111121479

Engine no. 6530587

- Built to S/T specification by BSD Motorwerks
- Completed in 2021
- Circa 1,000 kilometres since completion
- Restoration photographs and invoices available



Originally a Karman-built 911T coupé, the stunning car offered here was built from the ground upwards to S/T specification using a bodyshell acquired in Sweden, the work being carried out in the UK by classic Porsche specialists DSD Motorwerks. The 911 S/T was an early competition version, pre-dating the famous Carrera RS, produced in limited numbers between approximately 1970 and 1972. These cars were conceived to exploit a provision in the FIA's production sports car racing regulations that permitted wheelarches to be flared by 50mm (2") to accommodate wider-than-standard wheels. Lacking a suitable Fuchs wheel to use at the back, Porsche opted for a Fuchs front/Minilite rear combination, as seen on this car.

In a foretaste of its approach to the lightweight Carrera RS, Porsche ditched much of the interior's civilising features; adopted thinner-gauge steel for the roof and floor; omitted under-seal and sound-proofing; applied as little paint as was possible; switched to plastic for the bumpers and front bonnet; and used Perspex for the rear and side windows. Improvements to the chassis and running gear included ventilated disc brakes and transverse bars linking the strut towers. Engines could be ordered in a choice of capacities (2.0, 2.2, or 2.4 litres) and in various states of tune, depending on the application. GT-racing 911 S/Ts won their class at Daytona, Sebring, the Nürburgring and the Targa Florio, while the Waldegard/Helmers 911 S/T won the 1970 Monte Carlo Rally outright.

Published production figures vary from as few as 33 to as many as 50, but whatever the figure the S/T is much, much rarer than the Carrera RS, almost 1,600 of which were built. Genuine examples very rarely come to market, making this particular car by far the easier option for most Porsche enthusiasts. Works carried out on this superb example include welding the 'shell, fitting S/T wheelarches, installing a new wiring loom, and rebuilding the 2.8-litre engine and manual gearbox. Accompanying the car is a file of photographs and invoices detailing the build, where the new Porsche parts alone cost around £38,000. The vendor informs us that including labour charges, the engine and the car the total cost of the build was in the region of £150,000.

The Porsche has covered circa 1,000 kilometres since the rebuild was completed in 2021 and is described by the private vendor as in 'virtually new' condition throughout. The car is offered with a Porsche Certificate of Authenticity and UK V5C Registration Certificate, and comes complete with tools, jack and spare wheel.

£100,000 - 150,000

€120,000 - 180,000

1955 JAGUAR XK140 DROPHEAD COUPÉ PROJECT

Registration no. RLO 140

Chassis no. S 807176

- One of only 479 XK140 drophead coupés with right-hand drive
- Project started by the late Malcolm Bishop
- New aluminium body from Gregson Polska
- Requires finishing



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 three inches further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. Like its XK120 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 power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim. A close-ratio gearbox enabled better use to be made of the increased performance, and Laycock de Normanville overdrive became an option for the first time. Special Equipment 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.

One of only 479 XK140 drophead coupés manufactured with right-hand drive, '807176' was first registered in June 1955 to a London distributor, while its accompanying JDHT certificate also reveals that 'RLO 140' left the factory finished in British Racing Green. The late Malcolm Bishop purchased this chassis, engine and other components in 2013 (receipt on file) and started the project to high standards having obtained the aluminium drophead coupé body from renowned Jaguar body specialist Gregson Polska of Mielec, Poland. The XK is presented as a rolling chassis with an unpainted body and the engine and gearbox in place, all restored. The car comes with polished spoked chrome wheels and boxes of various parts, ready to be fitted (viewing recommended). Believed mostly complete, the project requires trimming, a new dashboard and a new canvas hood. Prospective purchasers are invited to enquire as to whether a hood frame had been located while removing the vehicle for auction. A potentially most rewarding project. Offered with a UK V5C document.

£50,000 - 60,000
€59,000 - 70,000

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1961 ALFA ROMEO GIULIETTA SPIDER

Coachwork by Pininfarina

Registration no. 253 UYM

Chassis no. AR 170763

Engine no. AR00102*26104

- One of the most iconic of post-war Alfa Romeos
- Older restoration (circa 2012)
- Re-commissioned in 2021
- Present ownership since 2021
- Described as excellent throughout



With the Giulietta's introduction in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. First of the Giuliettas, the Bertone-styled Giulietta Sprint Coupé debuted at the Turin Motor Show in April 1954 powered by a 1.3-litre, all-alloy version of Alfa's classic twin-cam four designed by one-time Ferrari engineer Giuseppe Busso.

The original 750-Series Giulietta Sprint Coupé of 1954 was soon joined by Berlina and Spider versions. Designed and built by Pininfarina and notable as the famous Turin coachbuilder's first volume-produced car, the Spider brought a level of refinement and mechanical sophistication to small sports cars that made the opposition look dated. With such a pedigree the Spider was, not surprisingly, a huge success, becoming mainland Europe's best-selling small sports car and continuing in revised, longer wheelbase form after the introduction of the 101 Series in 1959. The Giulietta family's success surprised even Alfa themselves: production targets were revised upwards and to satisfy demands for increased performance, upgraded Veloce versions of the Sprint coupé and Spider convertible were introduced for 1956.

Chassis number 'AR 170763', was completed on 23rd August 1961 and sold two weeks later to Alfa Romeo Inc in Newark, New Jersey. According to records held by Automobilmismo Storico Alfa Romeo, it was originally finished in white, with either a red or black interior. It is believed that the Alfa made its way to the USA's West Coast early in its life.

It was sold and then brought to Tampa, Florida, spending six years serving as the Tre Amici café's mascot in Tampa's historic Ybor City district.

In 2012, the Alfa was sold to a new owner and treated to an extensive restoration. Florida Classic Cars of Tampa were entrusted with the rebuild, stripping the (claimed) rust-free body back to bare metal and repainting it in red (its colour when acquired). All trim pieces were either re-chromed or replaced with new items, and the car also received all new rubber trim and body seals. The black vinyl seats were reconditioned and the interior retrimmed with new carpeting throughout. The Spider also received a new black fabric soft-top. The steering wheel is in excellent condition, as is the re-plated chrome horn ring, while the dashboard pad and controls are in fine order too.

Our vendor purchased the Giulietta in the UK in 2021 and describes it as in excellent condition throughout. The vehicle underwent professional re-commissioning in 2021, with a remit of ensuring the vehicle runs well so that the owner had the option of driving it daily, with absolute confidence. This Giulietta is described by the owner and 'mechanically excellent and a fun, spirited drive'. Accompanying paperwork includes import clearance, title reassignment, auction bill of sale, partial service history, and a UK V5C registration Certificate.

£55,000 - 65,000

€64,000 - 76,000

1964 ASTON MARTIN DB5 4.2-LITRE SPORTS SALOON

Registration no. DJW 100C

Chassis no. DB5/1889/R

Engine no. 400/1889

- *Present ownership since 1982*
- *Matching engine and chassis numbers*
- *Factory fitted ZF five-speed manual gearbox*
- *Engine rebuilt to 4.2-litre unleaded specification by marque specialist Rikki Cann*
- *Fewer than 1,000 miles since restoration.*
- *Original beige leather interior*



In single family ownership since 1982, this DB5 has been fully restored from its original (and very good) condition over the past few years. The original chassis and engine numbers shown on the British Motor Industry Heritage Trust certificate match those on the car.

Chassis number 'DB5/1889/R' was despatched to Cyril Williams Motors Ltd of Staffordshire on 31st December 1964 and registered as 'DJW 100C' by Wolverhampton Council on 16th February 1965. This car has had only three owners from new (according to the DVLA), and was purchased from the owner's friend in August 1982 on the day of the friend's wedding (selling the car helped fund his friend's very expensive nuptials). The Aston has been known affectionately as 'Herbie' ever since.

The owner is a multi-discipline professional engineer with a wealth of classic car experience, commencing at the age of 16 when he refurbished his own 1936 Morris Eight. He has owned, serviced, refurbished and rebuilt many classic sporting cars (both here and abroad) including Sunbeam Alpines; various MGs; Jaguar XK150 Mark 2 and E-types; Daimlers; Lancias; Alfa Romeos; Mini Coopers; Triumph TRs and many others, as well as helping friends with their cars (including competition cars). He has raced Mini Coopers in autocross and rallycross, and a Jaguar Mark 1 in saloon car racing some years back.

While in the current ownership the DB5 has been used regularly, undertaking memorable journeys to various UK race meetings, European tours and sorties to the Le Mans 24-Hour Race and other meetings. Kept in the same dehumidified and heated garage alongside various 'classic' stablemates for the last 35 years, the Aston Martin has always been maintained in good working order. However, by the mid-2000s the DB5 had started looking a little tired cosmetically. Marque specialists Rikki Cann (FIMI) of Shoeburyness were commissioned to check it out completely so the owner could decide what work to have carried out. The entire chassis and bodywork was checked by Rikki and the owner, and found to be in very good condition with minimal issues, with the other issues put down to 'old age'. New suspension points, door skins, sills and jacking points were fitted, and any other necessary chassis and suspension work carried out to ensure its long term structural integrity.

The owner then decided to completely refurbish the car. The aluminium body was found to be in very good condition, with just some minor galvanic corrosion at the rear. Rikki Cann sent the car to his aluminium specialist where the rear end was replaced in part, and the entire body stripped, checked and repaired as required, to enable painting at a later date. The owner, between work placements, took time off to completely refurbish the underbody himself.



Prior to work starting on the mechanical rebuild, the car was stripped in its entirety: trim, dashboard, electrics, suspension, axle, brakes, engine and gearbox, along with the entire engine bay. The underside was painted and undersealed and the interior floor painted, all using American high-performance POR15 products. Suitably prepared, the car was repainted Gold by Sandy Coachworks of Hertfordshire. The engine and gearbox were sent to Rikki Cann's workshops and the engine thoroughly overhauled, converted to unleaded specification, and enlarged to 4.2 litres; it was then dynamometer tested prior to reinstallation.

The triple SU carburettors were completely rebuilt and the electrics converted to negative earth. The final mechanical build was carried out by the owner towards the 2020s, with final mechanical testing and all other required checks carried out by Rikki Cann. Genuine Aston Martin parts (mechanical or otherwise) were used wherever available, with original parts refurbished by professionals. The work including suspension and brake components, Selectaride dampers, trailing arms, front hubs, front dampers, brake lines, brake and clutch cylinders etc, servos, wheels and tyres, engine ancillaries, Kenlowe electric radiator fan, clutch, high-performance starter motor, alternator, stainless steel exhaust and all other parts as required, such as nuts and bolts, springs and other ancillaries.

The dashboard was in excellent condition but was repainted as a matter of course, and the interior, boot, engine bay et al completely stripped, painted (POR15) and lined with Dynamat soundproofing where required. The original steering wheel was refurbished, and new carpeting (supplied by O'Rourke Coachtrimmers) and headlining were professionally installed. The existing seats were retained because of their excellent condition and to maintain the overall wonderful patina of the beautiful original beige interior, with the interior professionally refurbished throughout using the latest processes for leather Connollising. Colour coordinated seat belts were installed in the rear (the fronts belts are black original, but easily replaced if required).

Post completion, the car has recently been checked and serviced by Rikki Cann, albeit with minimal miles covered since the refurbishment, and currently displays around 92,000 miles on the odometer. Offered for sale with a V5C Registration Certificate, Heritage Certificate, flash drive containing photographs of much of the work, two green folders of receipts and other paperwork, workshop and parts manuals, plus a quantity of AMOC magazines.

£450,000 - 550,000
€520,000 - 640,000

1951 JAGUAR MARK V 3½-LITRE DROPHEAD COUPÉ

Registration no. 894 YUE

Chassis no. 640220

Engine no. Z3720

- One of only eight exported new to New Zealand
- Restored to concours standards in New Zealand in 1994
- Imported into the UK in 2011
- Engine rebuilt in 2018



One of only eight exported to New Zealand, this Jaguar Mark V was first owned by Mrs Hope of Te Puke, NZ. The car spent its life in the northern region and in 1994 it was discovered as a 'barn find' in central north island at Taupo.

Restoration commenced by stripping the car and checking chassis for alignment etc. Having no visible problems it was dipped in an acid bath and neutralized in an alkaline bath before priming and painting. The internal sections were Tectyl treated. All running gear e.g. suspension bushes, tie-rod ends, bearings, etc were replaced, while the braking system has been rebuilt with new piping and a PBR booster.

A new radiator core has been fitted, together with new aluminium castings for manifolds etc, and the water pump reconditioned. The engine was extensively reconditioned and balanced, the cylinder head receiving a new rocker shaft and felt wicks. The gearbox was overhauled and seals installed to eliminate oil leaks. The driveshaft was rebuilt with new universal joints and balanced, while the differential had new bearings, etc.

The body was dip-stripped and then rebuilt by Steve Roberts of Wanganui. Steve is one of the most competent constructors in New Zealand, whose attention to original detail is quite remarkable. All panels were metal finished and body solder used as per original. The refurbishment took many months.

When the body was finished, the Ford Motor Company agreed to place it on their assembly line in Auckland. Following a visit by their chemists to inspect its condition (see photographs), the body was undercoated prior to final painting.

A new wiring loom was manufactured in Australia to include flashing semaphores etc. Instruments were refurbished by specialists Parrotts of Christchurch. The replacement door handles, etc were ex-Ashwater Forge. Other aluminium trim parts were replaced with brass, except the landau bars.

Trimming in Connolly leather was undertaken by George Lee of Christchurch, NZ, whose work has featured in many concours-winning cars (including at Pebble Beach). The hood came from a former factory supplier at Wembley. Completed in 1994, the restoration's quality was recognized at the Easter 2003 National Jaguar Rally with the premium award for restoration (see photograph on file).

Imported from New Zealand in 2011, the Jaguar has since benefited from £5,000 spent by the current owner on various works including an engine rebuild in May 2018. The car also received a new set of tyres (spare included) in 2022. Bills for these recent works and photographs relating to the New Zealand restoration are on file together with a BMIHT certificate and V5C.

£70,000 - 90,000
€81,000 - 100,000

243

1990 ASTON MARTIN VIRAGE 6.3-LITRE COUPÉ

Registration no. C3 ANV

Chassis no. SCFCAM185LBR50009

Engine no. 92/50009/M/63

- *The 10th Virage produced*
- *Converted by the factory in period to '6.3' specification*
- *In storage for many years*
- *Recently recommissioned by marque specialists Oselli*



Ahead of the company's forthcoming twin-supercharged Vantage, Aston Martin's Service Department offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage. This project had been conceived by Service Department bosses Kingsley Riding-Felce and David Eales (see below) and was given the green light by Walter Hayes, newly installed as Aston Martin CEO by new owners the Ford Motor Company. The project's aim was simple: convert the stock 330bhp Virage into a 475bhp, 178mph supercar. Introduced in January 1992, this package also incorporated improvements to suspension and brakes - now featuring ABS for the first time - and could be ordered new or retro-fitted to customers' existing cars.

Given the '6.3' development car to try, *Road & Track* magazine was surprised to discover "there was hardly any tendency for the wide front tyres to wander, even over rough road surfaces, and not much bump-thump over small potholes. ...the car transmits a feeling of even greater security and tautness than that of the standard Virage. It also adds an element of excitement".

The 10th Virage produced, this example was completed in 1990, and according to our vendor was registered to Aston Martin Lagonda and used as engineering car. According to the AMOC Register, the original registration was 'G281 DPK'.

The Virage was passed to the service department for upgrade to 6.3-litre specification in 1991, and was finished in Norfolk Red at this time. The registration was transferred to Aston Martin Sales in London.

Circa 1992 the Virage was sold to Virgin Music as a full 6.3-litre specification car with all 'extras'. Circa December 1995 the Aston was sold to Pulley Transport and later transferred out of the company. Sold to a Mr Bates circa 2006, the car then spent some 12 years in storage. In 2019 it was repossessed by a finance company and registered in their name. Purchased by a Mr Ansari in 2020, the Aston underwent a change of colour and a rebuild. Ownership transferred to his son and the car was registered as 'C3 ANV'.

The current owner purchased the Virage from David Eales of marque specialists Oselli in November 2021 (purchase receipt on file). Oselli had recommissioned the Virage immediately prior to its sale to our vendor, who describes it as in generally excellent condition. MoT'd to March 2024, this rare Virage 6.3 comes with MoT certificates and bills for work carried out by Oselli totalling approximately £60,000.

£80,000 - 120,000
€93,000 - 140,000

244

1952 LANCIA AURELIA B53 CABRIOLET

Coachwork by *Carrozzeria Pinin Farina*

Registration no. TFF 315

Chassis no. B53 1083

- *Landmark Lancia model*
- *Rare coachbuilt variant*
- *One of few survivors*
- *Professionally restored 2006-2008*
- *Offered from a private collection*



One of the most influential designs to emerge from Italy post-WW2, the classic Aurelia was the first car ever to employ a V6 engine. Launched at the 1950 Turin Motor Show, the original B10 saloon was joined the following year by the landmark, Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world.

Models with longer wheelbases and larger engines in various states of tune followed, while to cater for independent coachbuilders Lancia produced a platform chassis, designated B50 or B51 (with different gearing/tyres) and powered by the standard 1,754cc 56bhp V6 engine. With the announcement of the B20 Coupé, a 2,000cc engine was introduced, which was also made available for the platform chassis, designated B52 or B53 (again depending on gearing/tyres). It is estimated that fewer than 90 B53 chassis were produced.



According to information supplied by the Centro Storico FIAT, this beautiful Lancia Aurelia B53 Cabriolet left the factory on 21st October 1952. Further research revealed that it is a 'Carrozzeria Speciale' by Pinin Farina, indicating that the body is most likely a one-off; indeed, it is a much sleeker and considerably more modern in appearance than the standard B50 Cabriolet. A most elegant and exclusive example of Pinin Farina styling at its best, it afforded the prospect of open-top motoring for the whole family.

Believed to have been finished originally in dark red with a matching leather interior, the car was changed in colour while in the ownership of a previous owner, a Mr O'Rourke from London, who owned it in the 1990s. The Aurelia then passed to a Mr Ron Francis, again in the UK, by which time it had been given the age-appropriate registration 'TFF 315'. When Mr Francis acquired the car, it had a Lancia B20 engine in a very poor state of repair, which he replaced with an over-bored B12 engine. At that time the car was painted bright red. Mr Francis sold the Lancia to its current owner in April 2005.

The new custodian commissioned a comprehensive restoration, which was undertaken between 2006 and 2008 by well-respected Lancia specialists, Omicron Engineering Ltd at a cost of £100,000. They refinished the car in its current shade of light blue (arguably much more attractive than bright red) while carefully preserving the dark red leather interior, which is believed to be original. A new dark blue hood was fitted at the same time. Related bills and numerous photographs of the restoration are on file together with Omicron's detailed account of the rebuild process (perusal recommended).

The Aurelia comes with UK V5C registration document, restoration documentation, copy email from Centro Storico FIAT, and two original photographs taken by Pinin Farina when the car was new. Very few of these Lancia Aurelia B53 Cabriolets were constructed, and even fewer have survived, making this example an ideal candidate either for continental touring or Concours d'Élégance events where it will surely be enthusiastically welcomed. Rare and desirable, this coachbuilt Lancia represents a wonderful opportunity for the discerning collector.

£90,000 - 110,000
€110,000 - 130,000

245

Sold in aid of The Amur Leopard Project

1989 LANCIA DELTA INTEGRALE 8V HATCHBACK

Registration no. IUI 1634

Chassis no. ZLA831AB000423616

- Restored in 2023 by Richard Hammond's 'The Smallest Cog' workshop
- To be featured on Richard Hammond's Workshop, coming to Discovery+ in 2023
- Restoration details and bills available
- Sold in aid of Combe Martin Wildlife & Dinosaur Park's Amur Leopards project



From the mid-1960s until the early 1990s, Lancia was a major force in international rallying, winning the World Rally Championship for Makes no fewer than 11 times between 1972 and 1992. During the same period, Lancia drivers won the European Rally Championship on 14 occasions and the World Drivers' Championship (only instigated in 1978) four times. After experimenting with a system combining both a conventional (Volumex) supercharger and a turbocharger on their 'homologation special' Delta S4 rally car, Lancia opted for turbocharging alone for the less exotic Delta HF. Already a fine-handling car courtesy of its tuned suspension, the HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the Delta HF 4WD on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the Integrale for 1987. The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback.

This Lancia Delta Integrale spent the first five years of its life in Germany before coming to the UK in 1995. 'The Smallest Cog' has taken on the restoration of this Integrale, which is being sold in aid of the Amur Leopard Project. Our vendor owns the Combe Martin Wildlife & Dinosaur Park, and the sale proceeds will contribute towards funding a new enclosure for the park's two Amur Leopards, Anik and Kazimir. Amur Leopards are critically endangered. The park is building a large enclosure similar to the species' natural environment with its own stream and cave in the heart of a thick valley of trees. It is hoped that this will encourage breeding, thus assisting with international projects aimed at the breed's preservation. The two leopards currently at the park are brothers, and when the enclosure is completed a suitable female will be moved in.

The Lancia's restoration and the park are featured in the forthcoming series of *Richard Hammond's Workshop*, coming to Discovery+ in 2023. The documentary series follows Richard, his workshop 'The Smallest Cog', and his dedicated team of mechanics. Bills and a detailed breakdown of the restoration works are available. A wonderful opportunity to acquire one of the rarest, most desirable, and increasingly collectible sporting road cars of its era, sold in aid of a most worthy cause.

£20,000 - 30,000

€23,000 - 35,000

No Reserve

246

1954 JAGUAR XK120 SE 'BROADSPORT' ROADSTER

Registration no. 171 XVM

Chassis no. S 675748

Engine no. F 3313-8S

- Delivered new to the USA
- Broadsport alloy body
- Converted from left- to right-hand drive
- Extensively upgraded in every respect
- Purchased from Guy Broad in 2019



This stunning Jaguar XK120 SE Roadster was sold new via Jaguar's West Coast, USA distributor Charles Hornburg in Los Angeles, California. Manufactured on 9th June 1954, the car was originally finished in cream with red interior and a black hood. Previous owners in the USA were Russ Farmer of San Francisco (early 1980s); Luther Slape of California; and Chip Starr of Portland, Oregon. In 2012 the Jaguar was purchased by Tony Ditheridge of Hawker Restorations fame and imported into the UK. The XK carried an extraordinarily ugly body at the time of purchase, making it look like a 1930s hotrod (see photographs).

The car was next owned by Simon Clinton, who had the Broadsport alloy body made and commissioned the rebuild. In the course of rebuilding the car Guy Broad also incorporated numerous performance-enhancing upgrades. The specification list runs to three A4 pages and thus is far too lengthy to reproduce here.

Suffice to say that highlights include the following: original 3.4-litre engine rebuilt to full C-Type specifications with upgraded internals; lightened steel flywheel with 4.2 E-Type 9.5" diaphragm clutch; Broadsport MT75 Cosworth five-speed gearbox with alloy case; latest specification Salisbury 4HA rear axle with 3.54:1 final drive ratio; AVO adjustable suspension dampers front and rear; uprated front anti-roll bar;

Broadsport fast road/rally front disc brake conversion using three-piston Girling callipers; C-Type specification 12" rear drum brakes; restored steering box; Broadsport fast road/rally high-flow aluminium radiator with Spal electric fan; Bell larger bore stainless steel exhaust system; WOSP alternator electrics; 123 adjustable distributor; high output started motor; correct cloth-wrapped wiring loom; Facet Red Top fuel pump; Lucas 576 spot lamps and correct Lucas Pf770 headlamps with bespoke 55/60W halogen bulbs; and 72-spoke wire wheels with special offset, chrome rims, and stainless steel spokes.

Our vendor bought the XK120 from Guy Broad in 2019 and used it in Florida for a few years. He has now reimported it into the UK to be sold. New Blockley tyres were fitted in October 2020.

The car comes with a large history file, a Jaguar Heritage Trust Certificate, and a UK V5C. It is hard to imagine that there is anything more that could possibly be done to improve this most impressive car, which is worthy of the closest inspection. The original gearbox and drum brakes are included in the sale.

£100,000 - 120,000
€120,000 - 140,000

1964 AUSTIN-HEALEY 3000 MARK III TO WORKS RALLY SPECIFICATION

Registration no. FNA 664C

Chassis no. HBJ8L/28552

- Imported from California
- Rebuilt over a period of 25 years
- Engine professionally rebuilt and upgraded
- Shake-down miles only since completion
- Set up by Denis Welch Motorsport



BMC's development of the Big Healey for rallying was facilitated by the transfer of Austin-Healey production to MG's Abingdon factory in 1957, and the decision to base the works' rally programme at the Competitions Department there under Marcus Chambers. Benefiting from the attention of MG's experienced engineers, the 3000 was progressively developed over the course of the next six years before a change in the FIA's Appendix J regulations at the end of 1965 outlawed many of the special parts that had been homologated for competition use.

The Big Healey's first major success was gained in 1960 when Pat Moss, partnered by co-driver Ann Wisdom, having finished 2nd in the Alpine, then made history by winning the gruelling Liège-Rome-Liège (Marathon de la Route) event outright. It was the first occasion that a woman had won a major international rally. The following year the Morley twins - Don and Erle - won the Austrian Alpine Rally outright, a feat they repeated in 1962. Big Healeys were regular class winners and frequently took the team award; though in the face of increasing competition, not least from the Mini Cooper, outright wins were comparatively few. The car's final outright victories came in 1964 when Paddy Hopkirk won the Austrian Alpine Rally and Rauno Aaltonen the last Marathon de la Route held on public roads, which on this occasion followed a Spa-Sofia-Liège route.

This stunning Austin-Healey 3000 Mark III was imported as a left-hand drive car from Sacramento, California in December 1997 and rebuilt over a period of 25 years, under the supervision of the former treasurer of the Austin-Healey Club, to largely the specification of the 1964 RAC Rally cars.

According to the vendor, the restoration included a comprehensive engine rebuild by Richard Parker Race Engines Ltd: competition valve gear; aluminium cylinder head; +0.040" Omega pistons; 300-degree camshaft; high-capacity oil pump; core plug retainers; competition distributor; aluminium high-capacity sump; lightened and balanced flywheel with eight-bolt fixing; three rebuilt Weber 45DCE Type 13 carburetors (of original Italian manufacture, not the later Spanish versions); and a six-branch exhaust with side-exit silencer box. An upgraded radiator was fitted, as was a slightly larger foam-filled aluminium fuel tank. The gearbox was rebuilt by Dave Barker and uses a SC Tulip gear set with a competition overdrive, which was rebuilt by Overdrive Services of Sheffield. The clutch is a heavy-duty unit using a ball-race clutch release bearing. The propshaft is a high-deflection type, while the rear axle was rebuilt and retains the standard final drive ratio. Brakes are standard discs on the front with a 'High Knee Point' servo with the rears being Girling discs without servo assistance. Separate hydraulic lines for front and rear brakes are fitted, together with a balance system. The car stands on competition hubs with MWS wheels shod with Blockley tyres.

Since this labour of love was finished, the car has run only some shake-down miles and has recently benefited from being set up by the marque experts Denis Welch Motorsport, who supplied most of the parts for the car. The vendor also informs us that the panels and shrouds are original, with a replica works boot lid fitted in aluminium. Now ready to be enjoyed for spirited driving and rallying by its lucky next owner, the car comes with a folder containing various invoices relating to the rebuild; an original-to-the-model driver's handbook; a current V5C registration document; some photographs of the engine rebuild; a BMIHT certificate; an original sales brochure; and various other invoices.

£75,000 - 90,000

€87,000 - 100,000

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

248 * N

1972 ASTON MARTIN VANTAGE SALOON

Registration no. not registered

Chassis no. AM/6005/RA

Engine no. 400/4921/SVC

- One of only 70 built
- Delivered new in the UK
- Present ownership since 2012
- Offered for restoration



Although the Aston Martin DBS was always intended to house the new Tadek Marek-designed V8 engine, when it first appeared in October 1967 the car was fitted with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, Autocar magazine observing that "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time".

After Sir David Brown's departure in 1972, DBS production continued under new owners, Company Developments. The car was restyled with a two-headlamp front end but mechanically remained much as before, while for a brief period the six-cylinder engine continued to be offered alongside the new V8. The six-cylinder DBS was renamed 'Vantage', a departure from traditional practice as the term had hitherto been used to denote the high-performance engine option. To further confuse matters, all but two Vantages ('6067' and '6068') had the 'SVC' Vantage high-performance engine. Only 70 of these six-cylinder Vantages were produced between May 1972 and July 1973, making the model one of the rarer of post-war Aston Martins.

The fifth Vantage produced, 'AM/6005/RA' was sold new via Sawbridge Park Motors Ltd on 15th September 1972, leaving the factory finished in Raven Black and equipped with automatic transmission. Previously registered 'TNR 350L' (according to the AMOC Register), the car was subsequently converted to manual transmission and re-sprayed in blue metallic.

The current vendor purchased the car at Bonhams' sale at Aston Martin Works Service in May 2012 (Lot 248). At that time the Vantage was registered in France and was said to have last visited Aston Martin Works Service in 2006 with its then owner, who advised us in 2012 that the engine was seized, the rear bodywork damaged and the chassis in need of repair. Since its acquisition by our vendor the car has been on static display as part of their extensive private collection in the Middle East. Offered for restoration and sold strictly as viewed, it comes with copies of the 2012 purchase invoice and its old French Carte Grise.

£70,000 - 100,000

€81,000 - 120,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

1928 RILEY 9HP BROOKLANDS SPORTS

Registration no. VM 4723

Chassis no. 8025

Engine no. 8025

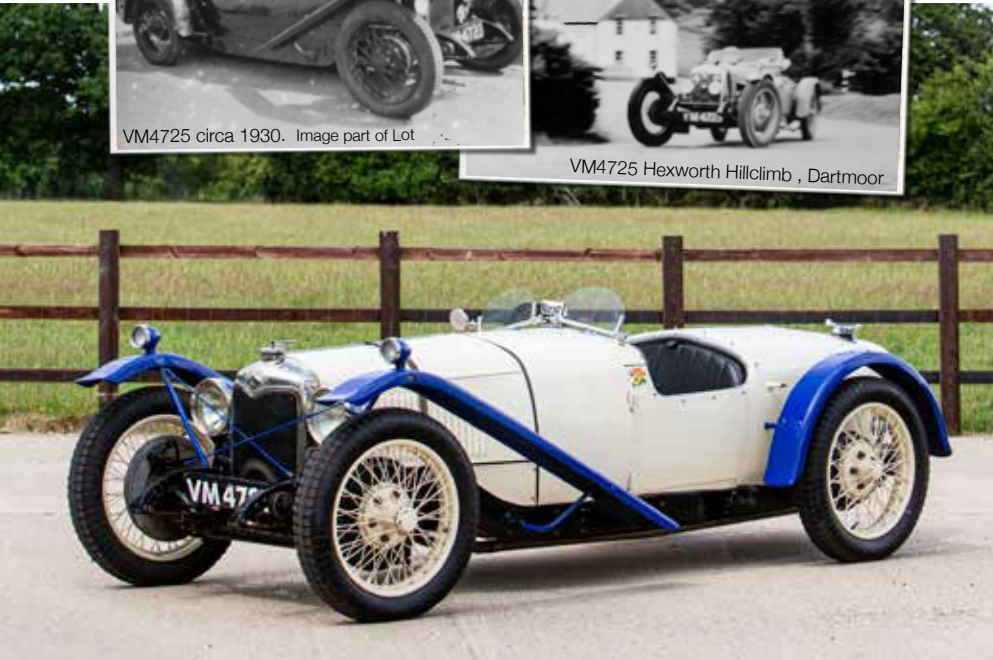
- Owned and raced in period by Reginald Ellis Tongue
- Present family ownership since 2004
- Professionally restored between 2004 and 2006
- Campaigned extensively in VSCC events



VM4725 circa 1930. Image part of Lot



VM4725 Hexworth Hillclimb, Dartmoor



'VM 4723', chassis number '8025', was supplied to G E O Shephard in Manchester on 17th September 1928 as verified by the Riley sales ledgers held at Gaydon. It then became the property of notable Brooklands racer and wartime pilot Reginald Tongue. Reggie Tongue competed extensively at Brooklands in cars ranging from MGs to ERAs. Between 1930 and 1933 Reggie competed extensively with the Riley, including in the 1930 London-to-Exeter Trial; 1931 Yorkshire Trial; and the 1931 London-to-Land's End Trial. In 1932 Reggie and 'VM 4723' received a premier award in the London-to-Land's End Trial. In 1933 the combination completed the legendary Land's End-to-John o'Groats Trial in a non-stop 26-hour run. Reggie's ownership is documented in *High Speed Diary – The Life and Times of Reginald Ellis Tongue*.

In the 1930s the car passed to Reginald Stevens of Exeter and was used primarily as a road car until the mid-1950s. In 1959 the Riley was purchased for £1,200 by Major Leigh Pepper of California, and remained in the USA until it was entered in Bonhams' prestigious Quail Lodge sale in August 2004 where it was purchased by the vendor. Returned to the UK, the car underwent a two-year ground-upwards restoration by noted Riley specialist Allen Clear and in 2006 returned to extensive competition with the Vintage Sports Car Club. The current owner and his family have used the Brooklands in the VSCC's Owner Driver Mechanic series, competing at various circuit races, autotests and trials, including many speed hill climbs. 'VM 4723' was pictured at the VSCC Sprint Start Meeting during the High Speed Trial in April 2012.

The accompanying history file contains extensive bills including those relating to the restoration by Allen Clear and the distributor conversion by the Distributor Doctor. It also includes many photos of 'VM4723' being used over the years, along with some charming letters of correspondence with Reggie Tongue and his family and various owners, including the vendor, a copy of *High Speed Diary – The Life and Times of Reginald Ellis Tongue* as mentioned above and the current V5C Registration Certificate.

The following items are also included in the sale: Tonneau cover, bespoke indoor soft cover, original magneto, headlight and sidelight vinyl covers, original 'Rat Trap', four six-stud spoked wheels, original exhaust system, Spare half-shafts, original front axle and assorted additional spares (headlights/guards/back plates for brakes).

This wonderful Riley with its period Brooklands competition history has been extensively competed by its current owners. They would welcome seeing the car competing with its new custodian.

£80,000 - 110,000

€93,000 - 130,000

250

1970 MERCEDES-BENZ 600 SALOON

Registration no. FYY 168H

Chassis no. 100012-22-001563

- *The ultimate in motoring luxury in its day*
- *Rare UK-supplied right-hand drive example*
- *Six owners from new*
- *Extensive professional refurbishment 2010-2012*
- *Hydraulic system functioning correctly*



"In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence." - *Classic & Sports Car* magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking, and separate air conditioning systems for front and rear compartments. Its cosseted occupants also enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight.

Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 60mph (97km/h) in a little under 10 seconds and exceeding 125mph (201km/h) flat out. Only 2,677 examples had been made when production ceased in 1981, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.

Celebrity owners of the Mercedes-Benz 600 have included Elvis Presley, John Lennon, George Harrison, Jack Nicholson, Coco Chanel, Hugh Hefner, Ronnie Wood, Aristotle Onassis and Rowan Atkinson.

Finished in black with matching interior, this rare right-hand drive Grosser comes with numerous detailed invoices relating to extensive refurbishment carried out between 2010 and 2012, mostly issued by marque specialists Martin Cushway Engineering. The car is running well, with correctly working hydraulic system, and is presented in good condition. This year marks the 60th anniversary of the Grosser with an event to be held at Mercedes Benz World on the 1st of October which this car will be eligible to attend. Offered with an owner's manual, engine parts list, and a V5C document.

£75,000 - 95,000
£87,000 - 110,000

251 P

*The Ex-works team, Ex-Herbert Müller/Gijs van Lennep 4th place at Le Mans,
Ex-Peter Gregg/Hurley Haywood, Ex-Hector Rebaque*

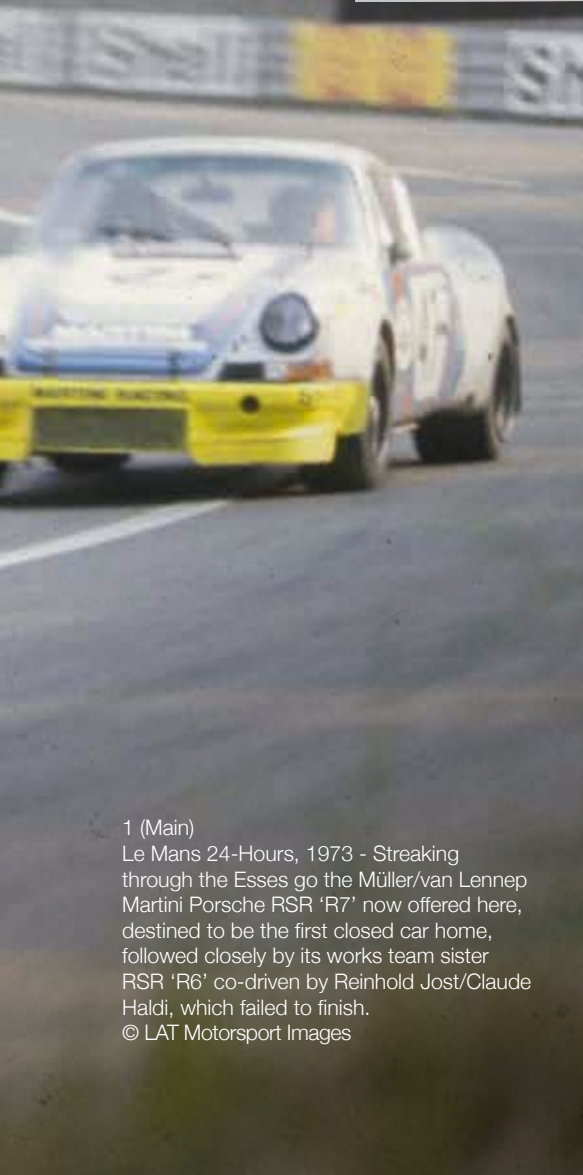
**1973 3-LITRE MARTINI RACING WORKS TEAM
PORSCHE CARRERA RSR 'R7'
ENDURANCE RACING COUPE**

Chassis no. 9113 600686

Engine No: 6930047

- *Uniquely original ex-works Martini Porsche RSR*
- *Uniquely verified by 1973 team chief Norbert Singer*
- *Uniquely confirmed identity by US Court*
- *Best-finish ever at Le Mans by a Porsche RSR*
- *Embodies dozens of original Porsche works 'tweaks'*





Here, for the first time, we proudly bring to the classic cars auction market one of the legendary 1970s period's most iconic closed-Coupe racing Porsches. This German silver-finished ex-works team car's triple-tone, blue-and-red banded, Martini Racing livery is one of the most attractive and significant of the great German marque's entire, scintillatingly successful, racing history.

What's more, this particular car - known within the factory team as 'R7' - was co-driven by works drivers Herbie Müller and Gijs van Lennep into a rousing fourth place finish overall in the 1973 Le Mans 24-Hour race, the most prestigious crown-jewel qualifying round of the FIA's endurance-racing World Championship of Makes. So why should that fourth place be so celebrated?

Because it was taken by this closed-cockpit production-derived Grand Touring car - although it was competing there in the more liberally-regulated Prototype racing category - and 'yet R7' here was headed home only by three pure-bred racing open-cockpit sports-prototype 'rocket ships', each one a 3-litre 12-cylinder-engined works team entry. They came from Matra-Simca (who took first and third places) and (in second position) Ferrari, no less.

Judge a competition car by the company it once kept, and 'R7' indeed scores stupendously high here - having shared track space with the Matra-Simca MS670Bs of Henri Pescarolo/Gérard Larrousse, of the two Jean Pierres - Jabouille and Jaussaud - and the factory Ferrari 312PB of Arturo Merzario/Carlos Pace... So here indeed is a works RSR of unique importance.

Following its success at Le Mans, 'R7' was then entrusted by Martini Racing to the junior pairing of young Austrian Helmut Koinigg/Manfred Schurti for the next World Championship round, the Osterreichring 1,000 Kilometres race, in which they finished ninth, one place behind Müller/van Lennep in the sister car that day, 'R6'.

1 (Main)
Le Mans 24-Hours, 1973 - Streaking through the Esses go the Müller/van Lennep Martini Porsche RSR 'R7' now offered here, destined to be the first closed car home, followed closely by its works team sister RSR 'R6' co-driven by Reinhold Jost/Claude Haldi, which failed to finish.
© LAT Motorsport Images



2
Le Mans '73 - 'R7' showing a Chevron
the way round the Dunlop Curve.
© LAT Motorsport Images

3
Herbie Müller taking the rolling start ahead of
the works Ford Cologne Capris.
© LAT Motorsport Images

4
Gijs van Lennep in 'R7' at Tertre Rouge - note
ID light inside top-left windscreen corner - its
wiring visible from halfway up A-pillar.
© LAT Motorsport Images



Only one more World Championship round remained on the 1973 sporting calendar, the Watkins Glen 6-Hours in up-state New York. In preparation for it 'R7' was supplied by Porsche to the leading American marque exponents, Brumos Racing. They ran the car there in their own livery of overall white with broad red-and-blue centreline stripes. The distinctive 'ruff' type 'Mary Stuart' tail treatment used on this particular car at both Le Mans and the Osterreichring was replaced by a long-tail/narrower wing treatment, and the car was co-driven by the experienced (and earlier in the year the Daytona 24-Hour race-winning duo) Peter Gregg and Hurley Haywood.

They first competed - on July 21, 1973 - in the 6-Hour race in which this historic Porsche finished seventh overall. Then next day Peter Gregg drove the car solo in the accompanying Watkins Glen CanAm Championship round, finishing ninth there, amongst the unlimited-capacity 'anything goes' Group 7 sports-racing cars.

It appears that part of Porsche's agreement to supply 'R7' to Brumos was for them subsequently to find a private buyer for it, and they succeeded - the car then passing to Hector Rebaque Sr in Mexico for his aspiring racing driver son, also named Hector. The car would be entered under the Rebaque Rojas team title.

They then campaigned 'R7', essentially in its Watkins Glen 'long-tailed' configuration, repainted in white, red and yellow 'Viceroy' cigarette-brand/Cafe Mexicana coffee livery before Hector Jr aspired to Formula 1 with ex-works Lotus 78 and 79 Grand Prix cars, followed by his own Rebaque-Cosworth HR100 venture late in 1979. Mr Rebaque was then engaged by Bernie Ecclestone's Formula 1 Brabham factory team for 1980-81 before moving to American CART Indycar racing. His considerable driving prowess was demonstrated by winning at Road America in his first CART season - displaying the skills he had previously honed in nothing less than 'R7', now offered here.

5 (Main)
Le Mans 24-Hours, 1973 - 'R7' on the inside line into the first corner, passing the jam-packed pits - 'R6' in its wake.
© LAT Motorsport Images



This ex-works Porsche RSR's 1974 season had also seen it entered by the Rebaques in its second consecutive Le Mans 24-Hour race, running there in Viceroy colours co-driven by young Hector with Guillermo Rojas and Fred van Beuren Jr as his team mates. Suffering this time from ignition problems, the car failed to finish.

In Rebaque's hands 'R7' featured most prominently in home Mexican events - as one of no fewer than five RSRs which the Rebaques owned in all (of the 55 built) - before its story became distorted by a long-time commonly-held belief - within some Porsche circles - that it had been damaged beyond economic repair in an incident which involved it having fallen from the Rebaques' trailer in an accident on the public road.

In later years the story developed to suggest that after that incident the car had been dismantled as a source of spare parts. Some of what were alleged to be those parts found their way via one Diego Febles to an American Porsche enthusiast who built up an approximate look-alike 'R7' finished in 1974-style Viceroy livery, and making claim to the identity of the original Le Mans fourth-place Martini car.

In fact the apparent disappearance of the real 'R7' - now offered right here - had come about because it had been discreetly exported from Mexico - we believe as early as 1977 and in complete assembled form after having been only lightly damaged by falling from its trailer.

It had passed to a very private, security-minded Italian collector named Massimo Balliva. This historic ex-works/Martini Racing Porsche Carrera RSR then remained within his care for over thirty years, effectively hidden away, almost entirely out of sight of the international Porsche fraternity, and out of mind...

In 2009, prominent Porsche specialist Yvan Mahé of Equipe Europe was then running a rather similar RSR at an historic race meeting at the Monza Autodrome, outside Milan, Italy. During that meeting he was approached by a gentleman who expressed great interest in his car, later mentioning that he had an apparent sister RSR "back home". They talked about their shared interest and some time later - apparently unheralded - an open truck delivered the genuine and effectively long-lost 'R7', now offered here, to Mr Mahé's workshop in Paris, France, for some remedial work to be undertaken.

In fact the car was returned cosmetically to more or less its 1973 Le Mans form by French specialist Raymond Touroul, restoring it to its distinctive so-called 'Mary Tudor' rear wing/aerodynamic spoiler form, and renewing its original-style Martini Racing livery.

Subsequently another well-known Porsche-world figure found a purchaser for the car - the current vendor - in the USA. With the re-emergence there of this perfectly genuine ex-Martini Racing/Brumos/



6
Veteran Porsche engineer/team chief Norbert Singer (russet sweater) during his crucial factory verification of 'R7' offered here, 2016. Medley image details above depict critical 'R7' details as ID'd by him - see text.

Rebaque/Balliva 'R7' - the owner of the supposedly reconstructed 'parts-based' vehicle then initiated litigation to bolster his rival claim to this car's historic identity. This litigation was vigorously resisted, yet ground on for some seven years until May 23 this year when the case was ordered dismissed by a New York court, following a settlement. As part of that settlement the replica owner was permitted to keep his car but agreed to make no further claim to ownership of 'R7' - while continuing to represent his vehicle as "...a reconstruction of the long tail RSR, currently presented in Viceroy livery raced by the Rebaque Rojas team..." - only.

As part of the background to this litigation - to establish authenticity, as far back as April, 2016, 'R7' as offered here had been transported to Porsche Classic in Germany where it was inspected by the manufacturer's veteran senior engineer and former works team manager, Norbert Singer.

He had supervised construction and preparation of the factory's Martini Racing RSRs in 1973, so was uniquely placed to comment on the cars' originality. After a full day of careful examination, covering every part of this car, Mr Singer positively identified it as RSR 911 '360 0686' (aka 'R7') and provided a formal statement to that effect, comprehensively confirming this body shell's historic identity.

Mr Singer recalled: "When we were building the 911 prototype race cars...there were certain reinforcements which we had to add to certain components of the regular production Porsche 911 to enable them to

withstand the extra stress of racing...in particular, the cross tube and the cross-member (ahead) of the engine. From my original inspection of those reinforcements, I am confident they are the original reinforcements from 1973. I noted that the welding...appeared not be done with the precision which one would typically see in a production Porsche 911. This is consistent with my recollection of the time pressure we were under to convert regular 911s into the R-series racing prototypes. Because of these time pressures, we had to quickly add the extra reinforcement to the cross tube and the cross member in the engine compartment...so we...did the welding ourselves rather than bringing in specialized welders...as was typically done with production cars. This poorly done (but effective) welding (is) present...around the cross tube and the cross member in the engine compartment. In my opinion, it is highly unlikely that this fact would be known except to those of us who were involved in the development of the Porsche RSR series..."

He identified not just one but numerous detail features demonstrating the amazing hand-built care and forethought which Porsche built into each of its team cars to maximise their competitiveness on track.

Each tiny, detail feature surviving today exemplifies Porsche's sheer contemporary investment in manpower, manufacturing commitment and money, to produce a specialised, lightweight, pure competition version of their revered Typ 911 Coupé production car design.



MARTINI RACING

Of all motor sporting sponsorship liveries the dark blue/mid-blue/red striping of Martini Racing is one of the most distinctive, and most enduring. The Turin-based Italian vermouth distiller Martini & Rossi International first became closely linked as a motor sports sponsor with German entrant and racing driver Hans-Dieter Dechent. His family ran the largest Opel dealership in the Saarland region, based in Saarbrücken, and he had been competing since 1962, progressing by 1966 to a Porsche 906.

A friend of Dechent's, Paul Goppert, was head of marketing and public relations for Martini & Rossi's German subsidiary. In 1968 Dechent's Lufthansa team Porsche 907s also carried Martini stickers. In 1970 Martini Racing was launched officially, first fielding two Porsche 908/02 'Pflunder' sports-racing cars. The team was offered a special 917 Longtail Coupé to campaign at Le Mans, for which Porsche stylist Anatole Lapine created a swirlingly psychedelic 'hippie' livery. The car finished second. Martini's subsequent striped livery emerged in 1971 on

the Porsche Salzburg team's 917s and 908/3s, featuring upon their Le Mans-winning car that year. Martini Porsches went on to win the great 24-Hour race twice more, 1976-77, plus many other world-class events.

Martini Racing also sponsored Formula 1 Tecno, Brabham and Lotus cars between 1972 and 1980, returned as a minor sponsor of Ferrari in 2006, and then as a title sponsor of the Formula 1 Williams team, 2014-18.

The brand's world-famous stripes also graced Porsche's World Rally Championship challenge in 1978, graced works Lancia sports and rally programmes from 1982-92 and have also featured in international touring car competition and even, most spectacularly, in offshore power boat racing.

But perhaps the most distinctive of all roofed-in Le Mans contenders to bear this illustrious Martini Racing livery has been the fourth-placed 'R7' from 1973 - as offered here.







As background, in the early 1970s, a new European Grand Touring Championship was giving the competition 911s a fresh lease of life. Race grids were almost completely filled by this model. By the Autumn of 1972, Porsche launched its new 911 'Carrera' with engine capacity raised from 2.4 to 2.7-litres, and a batch of 500 lightweight-bodied 911s was built to achieve governing-body sporting acceptance (homologation) for it. Three variants were offered – the RS (RennSport), RST (touring) and the ultimate racing RSR of which 'R7' here is one of only four such Martini Racing works team cars - from the eight built - known to have survived.

Evidently when Porsche first considered what became their 911 RSR model in preparation for the 1972-73 racing seasons it was believed that model homologation could be achieved by manufacturing only 25 special lightweight-bodied 911 Coupés. However, the FIA governing body then decreed that the minimum acceptable batch size to achieve the lowest possible model weight would be 500 units. The German company's decision to blast ahead without prior dealer commitment to buy such cars bears testimony to their racing bloodline. And overall some 1,580 units would be produced with 0.88mm thick body skins instead of the accepted standard 1mm, saving some 9Kg, 19.8lbs, in bare body shell terms. Further weight was saved by the RSR's unique use of 3mm thick Belgian-made Glavabel glass in its windows. In engine terms, 1973 was the last year of the naturally-aspirated pre-turbocharged 911 RSR series.

Today, 'R7' is considered to be the best-preserved of that rarefied group of only eight works cars built - of which two were written-off in period, and only four then surviving extensive subsequent modification - and now resplendent in its classical Martini Racing livery.

Production Porsche RS cars originally featured two separate batteries mounted individually well forward in the nose. Subsequently, to achieve a subtle change in weight distribution while also providing better protection from crash damage, a single bigger battery was mounted further back, set into the forward trunk floor in what became known as 'The Smuggler's Box'. The works RSRs' rear crossmember was double-skinned, then welded to the rear engine-bay firewall. On its right-hand side, two small brackets were added to carry the oil catch tank.

RSRs also featured a floor-mounted recess for double hydraulic-brake system master cylinders allowing front to rear brake-bias adjustment. The shell's centre tunnel was reinforced, while in the forward end of each rear-wheel arch, welded-on torsion tube reinforcement plates are visible. The rear seat-bucket panel was welded to the cross-member skin.

80TH GOODWOOD MEMBERS MEETING, APRIL 15-16, 2023

ANDY PRILL ON DRIVING 'R7'

I have been lucky and privileged to drive a lot of 1973 Porsche RSRs, so when I was invited to drive 'R7' on track at the 80th Goodwood Members Meeting I was excited, but not expecting the car to be much different to the other RSRs I have had the pleasure of experiencing. Not one of those other RSRs I have previously driven was unrestored and this, alone, made the car immediately feel different.

Once strapped in, and holding the steering wheel, you instantly sense the car's originality and are transported back in time. Then the magnitude of its individual history - which oozes from every pore of 'R7' - becomes apparent. All RSRs are precious but this one is simply a different level, making you as its driver very conscious of the importance of this car and the responsibility and trust bestowed upon you. Despite lacking preparation, and not having been on a race track since the 1970s, old tyres, brakes etc, while the car handles very well the engine is simply a sensation!

I have never experienced an RSR power unit so eager and willing to pull and this makes driving this car a different driving experience which quickly becomes addictive. Porsche's period claim of revving the RSR engines to 8,500rpm proves to be true and once this engine gets going the revs build so quickly you have to be very careful. Overall, you are left in no doubt about this car's performance and qualities, qualities that resulted in a GT that became one beating the best prototypes of the period. You are handling a Porsche driven by some of the best and it really is a simply amazing experience.

The sound of the engine on overrun into Woodcote corner and watching the reaction of the crowd that you could almost feel - that's a story in itself and it takes you right back to Le Mans 1973.....

Someone (I cannot remember who) once told me that to value a car like this you have to value the car, then separately value the history. I have a good idea of the value of a 1973 RSR but have no idea where to begin in respect to this car's history, a big part of which is due to it being the only structurally restored example of a 1973 works team Martini Porsche RSR.





Under the right-side rear wheel arch the inner body skin was ball-peen hammered to accept recessed oil pipes, providing space to clear wider rear wheels and tyres. Another distinctive feature of 'R7' is the hammered relief in the right-rear seat bowl to facilitate faster changing of the starter motor, should that prove necessary. Like all long-time works racing teams, Porsche's painstaking car preparation reflected years of often painfully hard-won experience... For the connoisseur, it is surviving fine details such as this which make 'R7' such a valuable - and unique - surviving document today...

Where customer Porsche RSR rear spring plates featured rubber bushes, the Martini Racing works cars had them replaced by needle-roller bearings. The front wheel-bearing axles were moved further up the damper bodies to lower ride height without affecting wheel travel, and wider-rim centre-lock wheels instead of bolt-on type would also be adopted.

During the celebrated 'Unsafe at Any Speed' Ralph Nader excitement of 1967, Porsche had altered the weight distribution of its contemporary production 911 Coupés by adding cast iron or lead within the front bumper. As 'the Nader case' rattled on into 1969, Porsche lengthened their 911s' wheelbase by 2 1/4-inches, reducing the rear end overhang. In a test at the Ricard-Castellet circuit in France, driver/engineers complained of bad handling in long high-speed corners.

A geometric 'stiction' point was identified within the rear suspension which was corrected by adding a 2 1/4-inch extension bracket to the torsion tube to fit short-wheelbase trailing arms in an LWB 911 body shell. This facilitated fitting short trailing arms. The modification was made to some production cars for homologation purposes but was apparently unique to works RSRs. Of course it is one of the myriad confirmatory characteristics of 'R7' today.

The car also features a factory anti-roll bar mount modification, highlighted by Norbert Singer. It has ventilated Porsche 917-type competition brakes - has an alloy front cross-member versus production steel - adjustable front and rear anti-roll bars - and the bigger RSR oil radiator. These works cars were copper piped for their chosen onboard extinguisher system, while the roll-over cage is founded in unique works-specification forgings.

For the Le Mans 24-Hour race a pits-recognition identification light was mounted behind the top-right corner of the windscreen glass, so the bodywork has no patched hole where that light might have been, which is a confirmatory feature of many other 24-Hour and 12-Hour race veterans. But instead 'R7' does bear the distinctive drilling in its right-side A-pillar through which the power lead for that ID lamp was run - a feature evidenced by contemporary photography at the Sarthe circuit. Also



Opposite:
Stunningly struck chassis and engine numbers in 1973 steel and silumin.

7
Gijs van Lennep brings in 'R7' for one of Martini Porsche's well practised pit-stops. © LAT Motorsport Images

there, as preserved again upon 'R7' today, this works car ran with the contemporary standard-setting Cibie lode headlamps disguised within a production Porsche-contract Bosch fitting! Hella lenses were used. In addition the Le Mans RSR used Citroen Pallas lights mounted within three holes in its nose panel, then changed to a single later. Also for Le Mans a potential fitting for a left-hand fuel filler was provided although none. None of the works cars finally had a wing filler. The distinctive feature was that the hole in the inner wing through which the fuel filler neck would have passed was blanked-off by a distinctive spot-welded plate. This was NOT peculiar to Le Mans cars.

This in no way detracts from the almost unprecedented originality of 'R7's load-bearing bodyshell itself. The driver's footrest or 'dead pedal' is welded into place in these RSR works cars. The shell carries a standard chassis data plate at the front lip within the nose, but its individual chassis number is then stamped into the forward floor panel of the front trunk area. This stamping is entirely distinctive and it has been forensically proven to be completely cleanly struck and original. The large and complex pressed panel carrying it attaches via more than 320 spot welds, rendering falsification practically impossible without leaving evidence of panel and/or weld disturbance. The original body plate in 'R7's left-side door jamb reads '908-7-2' which was the initial white paint formula for RS and RSR cars.

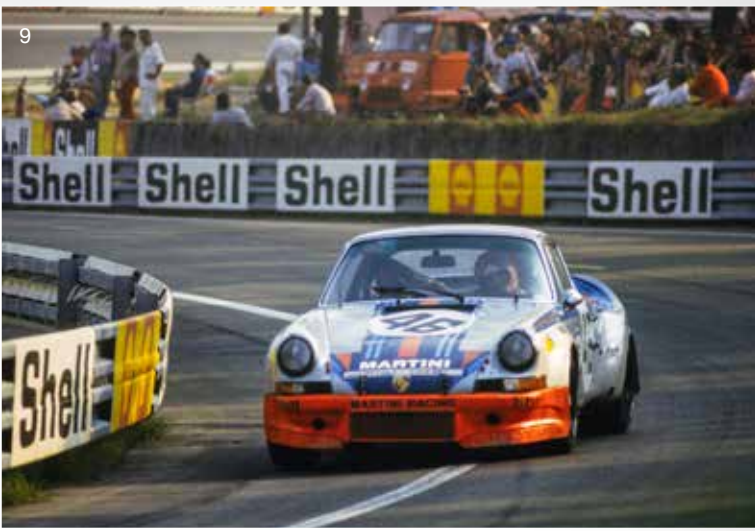
While production RS engines had magnesium crankcases, in ADAC Championship racing the latest 3.0-litre BMW CSLs were initially beating them - so Porsche redesigned their engine crankcases to enable a capacity stretch nearer to a full 3-litres. Silumin alloy was then used, heavier but stronger than magnesium, to accommodate the extra loads generated within the enlarged and more powerful engine.

Initially 'R7' and its works-entered sisters had been intended by Porsche to compete as GT category contenders. However, after having done so in the early-season Vallelunga 6-Hours, finishing 1-2 in that class, at the early-season Monza race in Italy, Martini Racing team manager Singer was confronted by an Italian private RSR owner whose engine had failed in practice. He had spotted several 'cheats' on the works cars that the customer versions did not feature, and helpfully drew the stewards' attention to them... The scrutineers' suggested solution was simply to re-classify the works cars from the GT to the Prototype class. To pay the revised entry fee then required, Singer apparently had to have a whip-round amongst his mechanics to raise sufficient cash!

8



9



10



8

Nose air-dam and ducktail 'Mary Tudor' spoiler - 'R7's distinctive profile. © GPL

9

Racing line - distinctive livery lines - 'R7' built to race! © LAT Motorsport Images

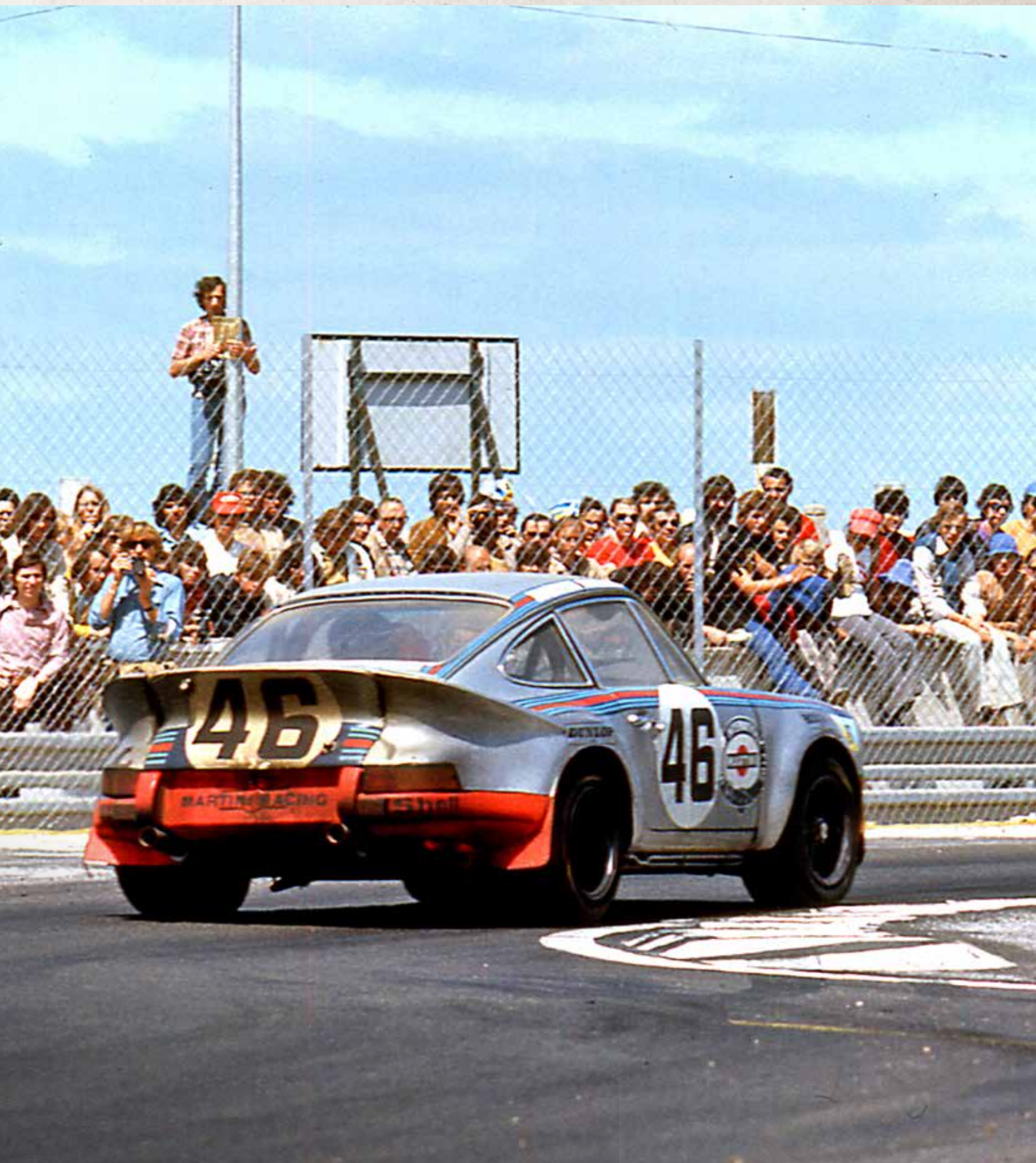
10 (Main)

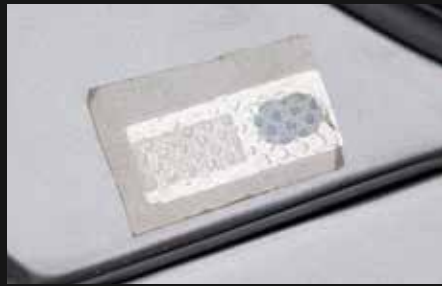
The 'Mary Tudor' ruff spoiler loading up 'R7's Prototype-class extra-wide rear racing tyres. © GPL

Upon his return to the factory back home he was convinced he was going to be fired. Called in to boss Dr Helmut Bott's office, Singer tensed as the senior man reached down to a desk drawer and produced some paperwork.

Singer was convinced this meant imminent dismissal, only for Bott to brandish numerous letters of complaint from customers who had purchased RSRs that they had been racing against the factory in that GT class. Instead of firing Norbert Singer, Dr Bott actually exclaimed "Wunderbar! Now we race as prototypes". The problem had been solved. Singer survived. Thereafter the works RSRs competed in the Prototype class, distinctively running wide-rim centre-lock wheels (amongst other modifications) in contrast to the homologated GT category five-stud bolt-on type.

One of the most novel giveaways to 'R7's originality is preserved within the car's right-rear cabin area. The RSRs initially had a chronometric rev counter with additional 'tell-tale' needle - but Porsche's engineers got wise to drivers blowing engines and then manually re-setting the tell-tale before returning to the pits, swearing they hadn't over-revved prior to a failure.





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

Fascinatingly, there in the right-rear of its cabin, 'R7' features a tachometer-drive splitter mechanism. While the rev counter drive from the nose of the engine's right-hand inlet camshaft passed through the engine-bay firewall into this splitter, two drive cables then emerged from it, one powering the dash-mounted rev counter within the driver's eyeline (and reach), while the other drove a 'secret' second rev counter hidden behind the right-hand seat as a race engineer's double-check, beyond any interference from a belted-in driver...with something to hide... Later in the season a VDO centrifugal switch replaced the second rev counter, actuating a gear-shift light on the dashboard.

So - as demonstrated above - here is a Le Mans-starring, ex-works racing Porsche with distinctive European, American and Mexican racing pedigree, of now unchallenged definitive provenance, which preserves and presents so much evidence of its origins and past that they combine to provide a unique 'finger print'. It is the world's standard-setting ex-works Porsche RSR.

As Norbert Singer's inspection report summed up: "In conclusion, it remains my opinion that (this) is the authentic Porsche 'R7'. As I confirmed in my original report, the key elements of the car which are essential to the question of authenticity for a racing car of this type are originals."

The indelible evidence within the very fabric of this car today is readable to the most knowledgeable and discerning of racing Porsche connoisseurs, and accordingly we commend this simply remarkable survivor to the market. Here, purebred Porsche history - in that totally distinctive and illustrious Martini Racing livery - is now just a single, decisive, bid away.

£3,750,000 - 5,750,000

€4,400,000 - 6,700,000

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this lot to prevent any last-minute delays.



252

The only RHD Jade Green example produced

1973 PORSCHE 911 CARRERA 2.7 RS TOURING COUPÉ

Registration no. to be advised

Chassis no. 9113600471

Engine no. 6630491/911/83

- Rare original UK-supplied right-hand drive model
- One of the first 500 cars (with the thinner-gauge panels)
- One of only 11 worldwide delivered in Jade Green (and the only RHD)
- Present ownership for 23 years
- Serviced and maintained by independent specialists
- Immaculate condition
- Extensive history file



"Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding." - *Motor Sport* magazine, February 1973.

Porsche revived the Carrera name for its top-of-the-range 911 in 1972, the model making its public debut at that year's Paris Motor Show on 5th October. Designated Carrera RS (Renn Sport), the newcomer was intended as a limited edition 'homologation special' to enable the factory to enter Group 4 competition in the Special GT class, with a minimum build requirement of 500. However, the demand for this fabulous car proved so great that the production run was later extended by another 500 units, qualifying the RS to compete also in Group 3, which it would dominate. The Carrera RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra and Mirage-Ford in the process, an outstanding achievement for a production-based car.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled, six-cylinder engine's 210bhp boosted top speed to around 150mph (240km/h).



Not merely styling gimmicks, the Carrera's trademark 'duck tail' spoiler and front air dam made a vital contribution to high-speed stability and represent Porsche's first serious experimentation with aerodynamic devices on a production car. Above all it was the reduction of weight that transformed performance. Lighter body materials and ruthless pruning of non-essentials brought the weight of the Carrera RS down to below 900kg, enabling it to devastate the competition on the racetracks of Europe and the USA.

Private customers wishing to purchase a Carrera RS could choose between two specifications: the Lightweight (M471) was intended for competition, whereas those who valued comfort could specify the Touring package (M472) which cost an extra DM 2,500 (≈430) and offered the luxury of the 911S's trimmed and upholstered interior. Excluding prototypes, Porsche built 1,580 examples of the 2.7-litre Carrera RS, the production chassis numbering sequence running from '9113600011' to '9113601590', the first 10 chassis having been prototypes.

Manufactured on 18th January 1973 and registered in the UK on 16th February that year, chassis '9113600471' is a right-hand drive matching-numbers Carrera RS to M472 Touring specification. In addition to being one of the first 500 cars, which had lighter body panels constructed from thinner gauge steel, this Carrera RS is one of only 11 cars worldwide to be painted in Jade Green, and the only right-hand drive example. In addition, '0471' was supplied new with a limited-slip differential, a highly desirable option on a car like this.

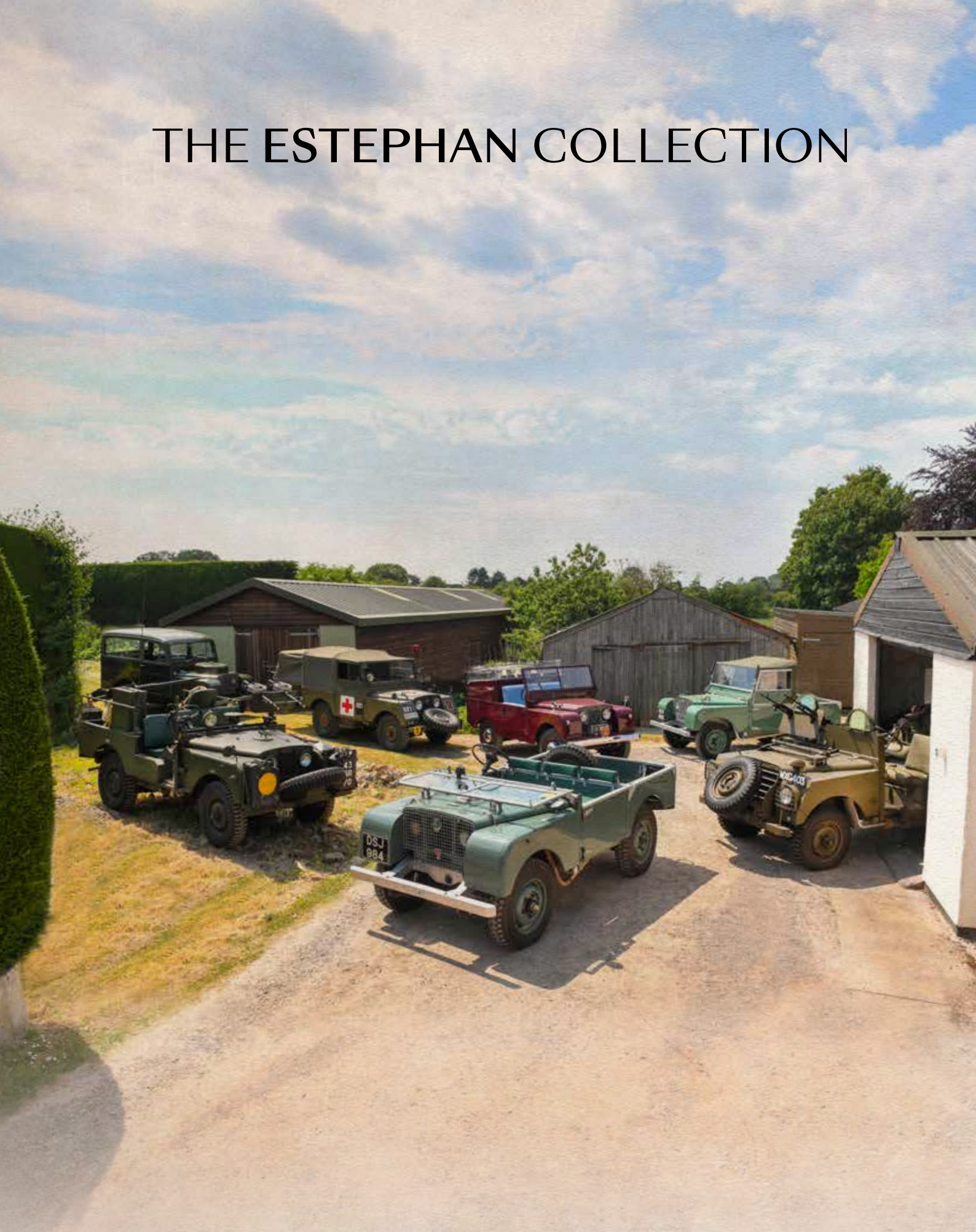
0471 is a very well-known car, featuring in Peter Morgan's Original Porsche 911 reference book (page 47 onwards). The Carrera has been owned by various well-known 911 connoisseurs and has been in the current owner's collection for 23 years. The car has covered a documented circa 69,000 miles and is in superb original condition, right down to the orange colour of the enamel bonnet badge, a rare original feature. Chassis '0471' is all too rare in combining a scintillating, taut driving experience with the original aura, smells and patina of a top-flight classic.

The car has been subject to sympathetic maintenance over the years by leading specialists. It comes with original keys, jack, first aid kit, tool roll and the all-important Driver's Manual Supplement. It is also supplied with a Certificate of Authenticity from Porsche.

The 2.7 Carrera RS is widely accepted as being not only one of the most significant cars launched by Porsche but, more broadly, one of the greatest sports cars of all time. The driving experience offered is all-consuming, combining a sonorous, rev-happy motor with the most sensitive and direct steering imaginable. The 2.7 RS deserves its legendary status and provides a welcome antidote to many of today's bloated, overweight, and overcomplicated offerings. We believe that it would be difficult to find an example as original and in such good condition as '0471'.

£650,000 - 750,000
£760,000 - 880,000

THE ESTEPHAN COLLECTION



253

1952 LAND ROVER/MINERVA SERIES I 4X4 AMBULANCE

Registration no. 307 YUW

Chassis no. 36630641

Engine no. 36131351

- Belgian-built Land Rover
- Rare ambulance variant
- Supplied new to the Belgian Army
- Restored in 2012
- Offered from a private collection of Series I Land Rovers



Lacking the resources to produce a new car of its own after WW2, Minerva engaged in a series of collaborations with British manufacturers, assembling the Standard Vanguard saloon under license and then concluding a deal with Rover for the assembly of Land Rovers for the Belgian Army. Commencing in 1952, the 80" wheelbase Land Rovers were supplied as 'CKD' (Completely Knocked Down) kits of running gear, which Minerva then bodied in steel at its Antwerp factory to meet the Belgian Army's requirements.

British-built Land Rovers had aluminium bodies and there were numerous stylistic differences between the British and Belgian versions, most obviously the front wings. The running gear, though, was all Series I Land Rover. The vast majority of vehicles produced were 80" models which went to the Belgian military. Production switched to the 86" model when that was introduced in 1954, but in mid-1956 the contract between the two companies was terminated. Minerva went on to develop their own 4x4.

The vehicle offered here was converted in the 1950s (possibly from new) to a field ambulance to carry two casualties on stretchers. One can only imagine how uncomfortable those casualties must have been! The concept of converting a standard vehicle to carry stretchers by means of a metal frame to support their weight and extending the tilt to cover them, was first used on Jeeps in the Second World War, and later used on Austin Champs, Series I Land Rovers and Minervas. The idea was that the additional equipment needed to carry the stretchers could be easily removed so the vehicle could be used for other purposes.

Examples of Minerva ambulances are extremely rare, with only a handful known to have survived with their equipment preserved. Restored in Belgium by a Land Rover enthusiast in 2012, the vehicle was exhibited at the Dunsfold Land Rover open day and purchased by good friends of the vendor. The vendor acquired the vehicle a few years later. It is described by our vendor as in generally excellent condition and offered with a UK V5C registration document.

£15,000 - 20,000

€17,000 - 23,000

1949 LAND ROVER SERIES I 4X4 STATION WAGON

Coachwork by Tickford

Registration no. CSL 994

Chassis no. L06200143

Engine no. 06108737

- *The first left-hand drive Series I station wagon produced*
- *One of only some 20 survivors*
- *Supplied new to Poland*
- *Restored by a marque specialist during the 2000s*
- *Offered from a private collection of Series I Land Rovers*



"A Tickford was built for the landed gentry, for hunting and shooting and fishing, to be driven along a few dirty tracks and then brought home to be cleaned by the chauffeur. It's a coachbuilt upmarket, off-road limo for the post-war big spender." – *Classic LRO* magazine.

Introduced in 1948 on the 80" chassis, the very first Land Rover Station Wagon was built by Newport Pagnell-based coachbuilders Tickford Ltd; it featured an aluminium-panelled, timber-framed body, and was intended to extend the Landie's appeal beyond the agricultural sector. The result was this relatively luxurious, timber-framed vehicle with features such as wind-up windows, a heater, one-piece windscreen, self-cancelling indicators, and a split tailgate similar to that used on the first Range Rover some 20 years later.

However, they were not a commercial success, as the Station Wagon was treated as a car by the taxation authorities, adding a hefty chunk of Purchase Tax to its already considerable cost. Including PT, the Station Wagon cost £961 (you could have bought three terraced houses for the same money) against a regular (tax-free) Land Rover at £550. Only 651 vehicles were made, the vast majority going for export, many of which were used in overseas aid projects. It is estimated that only around 20 survive, including one at the National Motor Museum in Beaulieu and one at the Heritage Motor Museum at Gaydon, and today this early 'luxury' Land Rover is one of the most sought-after variants.

This vehicle was the first of a batch supplied to UNICEF in Poland and was the first left-hand drive example produced. Discovered in Poland during the late 1990s, it was brought back to the UK and painstakingly restored by John Taylor, one of the leading authorities on early Land Rovers, retaining the original 1,600cc engine and running gear. The current owner has enjoyed this vehicle for a number of years and has taken it on several trips around the UK and Europe. The vendor has taken the vehicle to several Land Rover shows and it has won multiple awards including at the Land Rover Series One Club National Rally.

Tickford Station Wagons always attract a lot of interest from Land Rover enthusiasts, and the vendor was once followed by a car for several miles until he reached his destination in East Sussex. The car driver was so intrigued by the vehicle he went completely off his route to find out what it was and speak to the driver!

Finished in two-tone green with matching interior, this ultra-rare Series I Land Rover variant is described by our vendor as in generally excellent condition and offered with a UK V5C Registration Certificate.

£60,000 - 80,000

€70,000 - 93,000

255

1955 LAND ROVER SERIES I 4X4 SAS PROTOTYPE

Registration no. 176 YUP

Chassis no. 170601215

Engine no. 57114831

- Built for use by the British Army's Special Air Service
- One of only two SAS Series I Land Rovers believed to survive
- Believed used in Oman
- Restored between 2013 and 2015
- Offered from a private collection of Series I Land Rovers



The SAS (Special Air Service) regiment was formed in the North African desert during the Second World War by Captain (later Major) David Stirling, initially as a special operations unit able to go behind enemy lines, carry out their mission, and get out quickly. At first they used parachute drops, and when these proved disastrous, turned to motorised transport of the kind used by their colleagues in the LRDG (Long Range Desert Group). At first these consisted of a variety of trucks, but the SAS soon developed their own bespoke vehicles based on the American Army's Willys Jeep.

After the war the SAS needed to replace the Jeeps and opted for a setup similar to that used on the Jeeps but based on the Land Rover. The vehicle offered here (Army registration '43 BR 70') is one of six prototypes (numbers '170601210'-'170601215') and the only one built on an 86" chassis. The other five were all erected on the 88" chassis. They first saw active service in Oman.

'43 BR 70' is one of only two SAS Series I Land Rovers that survive (the other is an 88" model which is in the famous Dunsfold Land Rover Collection). It is very heavily armed with a .50 calibre machine gun on the rear, two Vickers machine guns on the bulkhead, a Bren gun for the driver, and a bazooka in the rear. The later 88" models had a .30 calibre machine gun on the rear, as the .50 calibre was so powerful that its recoil bent the tailgate!

Little is known of this vehicle's service life (as SAS missions are shrouded in secrecy), but it is believed it saw action in Oman amongst other places. Restored between 2013 and 2015, this SAS Land Rover is described by our vendor as in excellent condition in every respect and offered with UK V5C Registration Certificate. '43 BR 70' is a genuinely unique vehicle - the rarest of the rare! - and is sure to attract favourable attention at any gathering of military vehicle enthusiasts.

£70,000 - 100,000
€81,000 - 120,000

1948 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. OEV 908

Chassis no. 862269

Engine no. 862269

- Rare early 'lights behind grille' model
- Original chassis, engine and registration
- Professionally restored 2017-2019
- Little used since completion
- Offered from a private collection of Series I Land Rovers



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success following its introduction in 1948 took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, inlet-over-exhaust engine - kept production costs down and cut development time.

There was permanent four-wheel drive with a lockable freewheel for the front axle, a Rover four-speed gearbox, and a two-speed transfer box offering high and low ranges. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today.

Offered here is a very early Land Rover: the 2,269th production vehicle, manufactured towards the end of 1948 and first registered in January 1949. This Land Rover has the 1,600cc engine and the original type of ring-pull gearbox. It also retains its original chassis and its original Essex registration number.

'OEV 908' has the three-seater hood, which is far less common than the full tilt provided with the majority of Series I Land Rovers. Professionally restored by Land Rover specialists Bush Engineering, the vehicle has hardly been used since the two-year restoration was completed in 2019 and is described by our vendor as in excellent condition throughout. Finished in light green with matching interior, 'OEV 908' is offered with a V5C registration document.

£60,000 - 80,000

€70,000 - 93,000

257

1952 LAND ROVER/MINERVA SERIES I 4X4 BLINDÉ PARACHUTE RECONNAISSANCE VEHICLE

Registration no. YXG 403

Chassis no. 36633928

Engine no. 36192084

- *Belgian-built Land Rover*
- *Rare parachute reconnaissance variant*
- *Supplied new to the Belgian Army*
- *Restored in 2010*
- *Offered from a private collection of Series I Land Rovers*



Lacking the resources to produce a new car of its own after WW2, Minerva engaged in a series of collaborations with British manufacturers, assembling the Standard Vanguard saloon under license and then concluding a deal with Rover for the assembly of Land Rovers for the Belgian Army. Commencing in 1952, the 80"-wheelbase Land Rovers were supplied as 'CKD' (Completely Knocked Down) kits of running gear, which Minerva then bodied in steel at its Antwerp factory to meet the Belgian Army's requirements.

British-built Land Rovers had aluminium bodies and there were numerous stylistic differences between the British and Belgian versions, most obviously the front wings. The running gear, though, was all Series I Land Rover. The vast majority of vehicles produced were 80" models which went to the Belgian military. Production switched to the 86" model when that was introduced in 1954, but in mid-1956 the contract between the two companies was terminated. Minerva went on to develop their own 4x4.

This vehicle was converted for the Belgian military in around 1955 into an armoured vehicle designed for use by special forces and the parachute regiment. They were known as Blindés, blindé being French for armoured. Very few Minervas were converted to Blindés: some sources say 36, others around 60. Of those, many were destroyed or abandoned in the Belgian Congo in the 1960s and only a handful remain today. The Blindés were equipped with considerable firepower, bullet proof windscreens, bullet proof radiator grille and armour plating.

This vehicle is fully equipped with the original radio, wrap around aerial, a bazooka (with dummy ammunition!) and replica machine guns. It also comes with rucksacks and goggles. The vehicle has been displayed at various Land Rover shows and has won numerous awards. It also took part in a military convoy arranged to commemorate the 75th anniversary of the D Day landings.

It was restored in 2010 by a former member of the Belgian Parachute Regiment, who had experience of using them during his service days. The vendor purchased the vehicle in 2015 and brought it back to the UK. The vehicle is described by our vendor as in generally excellent condition and offered with a UK V5C registration document.

£20,000 - 25,000

€23,000 - 29,000

258

**1953 LAND ROVER SERIES I 4X4
ROYAL REVIEW VEHICLE**

Registration no. 216 XVC

Chassis no. 47160049

Engine no. 47103609

- *Used in Australia by HRH Queen Elizabeth II and Prince Philip*
- *One of only two survivors out of six built*
- *Restored between 2015 and 2018*
- *Offered from a private collection of Series I Land Rovers*



Image part of Lot





Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism, going on to become an outstanding worldwide success in a myriad of roles.

The Royal Family has long been a patron of Land Rover, and this special example is one of a handful built for ceremonial review duties. When the new Queen Elizabeth II and Prince Philip embarked on their tour of the Commonwealth in 1954, following her accession in 1952, one of the countries they visited was Australia. The Royal couple undertook numerous engagements across Australia and used a large variety of vehicles including Rolls-Royces, Humber Imperials and Land Rovers.

Land Rover made six special vehicles for the Royal couple to use in Australia, and this is one of them. The vehicles had a specially designed rear tub with seating and leaning bars for when the Royal couple were standing to wave to the crowds, as well as a bespoke rear door with a step to make it much easier and more dignified for them to enter and exit.

The vehicles also has sills to conceal the exhaust and fuel tank (five years before they became standard on Series II Land Rovers), a chrome bumper, wheel trims (from the Rover P4) and a valance. Inside, there is a comfortable bench seat, door cards, and even a clock! There are only two of these Royal Land Rovers from that tour known to survive: this one, and one in the Heritage Motor Museum at Gaydon.

This Land Rover was displayed at the Cartier Style et Luxe display at the Goodwood Festival of Speed in 2023 and won the award for best vehicle in its class. The vehicle has also won awards at the Land Rover Series 1 National Rally and at other Land Rover shows.

Finished in Claret with blue interior, this very rare Royal Land Rover was restored in Australia by Land Rover enthusiast Keith Cree between 2015 and 2018. The vehicle was then purchased by the vendor and shipped back to the UK where it was subject to a professional respray by classic car specialist Bodyline Classics in Selsey. It is described by our vendor as in excellent condition in every respect. Offered with a UK V5C Registration Certificate.

£80,000 - 120,000
€93,000 - 140,000

259

1948 LAND ROVER SERIES I 80" 4X4 UTILITY

Registration no. DSJ 984

Chassis no. 860002

Engine no. 860002

- *The second production Land Rover built*
- *Restored in the 2000s by a marque specialist*
- *Original engine*
- *'Best Land Rover' at Dunsfold Open Weekend*
- *Offered from a private collection of Series I Land Rovers*





Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. Progressively developed since its launch in 1948 and modified to serve countless specialist requirements, the ubiquitous Land Rover continued well into the 21st Century, production of the final Defender model only ceasing in 2016.

This is the second ever production Land Rover. Together with chassis '860001', it was completed on 19th July 1948. The main production run did not start until after the summer shut down, and only three production vehicles were completed in July. In fact, it is older than several of the 1948 pre-production vehicles, the last of which were completed around October 1948.

The vehicle was supplied by Steels of Cheltenham, a leading Rover dealer of the period, to an estate where, reportedly, it remained until the 1970s. The first 150 Land Rovers had seat backs which were different from those of the later models, and this vehicle retains those and many of the features only found on very early examples, such as the hand-made bulkhead, hydrostatic brakes, long nosed differentials, two spoke steering wheel, early full grille and 20/20 ammeter. '860002' retains its original 1,600cc engine and running gear, and comes complete with the optional rear power take-off and pulley to drive stationary machinery. The vehicle was restored in the 2000s by one of the leading experts on early Land Rovers, John Taylor.

The current owner has enjoyed this vehicle over 15 years, and it has been the centrepiece of a collection of Series I Land Rovers. Described by our vendor as in excellent condition throughout, it has won numerous awards, including 'Best Land Rover' at the prestigious Dunsfold Open Weekend. Finished in light green with matching interior, this expertly restored early 'Landie' is offered with a V5C registration document.

£100,000 - 150,000
€120,000 - 170,000

FURTHER PROPERTIES

260

**1962 ASTON MARTIN DB4 SERIES IV
SPORTS SALOON**

Registration no. 155 XPK

Chassis no. DB4/953/R

Engine no. 370/928

- *Engine uprated to 4.2-litre specification*
- *Restored by marque specialists in 1998-2000*
- *Numerous desirable upgrades*
- *Approximately 20,000 miles since restoration*
- *Excellent condition*
- *Comprehensive history file*





At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine from the W O Bentley era. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as "unmistakably Italian and yet... equally unmistakably Aston Martin". The 3.7-litre, six-cylinder power unit was the work of Tadek Marek and had first been seen at Le Mans the previous year in the DBR2.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was 3.5" longer (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

This Series IV DB4 comes with a thick leather-bound file of documentation dating back to 1977 (including that year's tax disc); correspondence from Roland Duce and details of its very comprehensive restoration by marque specialists in 1998-2000. Improvements incorporated include upgrading the engine to 4.2-litre, bump steer modification, negative camber top ball-joints, Rose-jointed steering rack, metal rack mountings, Koni front shock absorbers, uprated anti-roll bar, driving lamps, Kenlowe fan, power lock differential, Aeroquip brake hoses, overdrive, large oil cooler, halogen headlamps, negative earth electrics, a stainless steel sports exhaust, back to bare metal respray and many more (full list available). Since completion of its comprehensive restoration in 2000 this DB4 has covered approximately 20,000 miles and is described by our vendor as in excellent condition throughout, drives wonderfully, sounds magnificent and turns heads every time it's on the road. Offered with a V5C document.

£325,000 - 385,000
£380,000 - 450,000

261

**1987 ASTON MARTIN V8 VANTAGE
X-PACK SPORTS SALOON**

Registration no. D285 FYL

Chassis no. SCFCV81V5HTR12562

Engine no. V/580/2562/X

- *One of only 131 X-Packs made*
- *Three owners from new*
- *Present ownership since 2005*
- *Full service history*
- *Circa 51,200 miles from new*





Testing an Aston Martin V8 Vantage in 1977, *Autocar* magazine recorded a 0-60mph time of 5.4 seconds, and estimated its top speed as 170mph, figures comparable with those achievable by a Ferrari Daytona or Lamborghini Miura. For those with a yen for even greater performance there was the factory's optional 'X-Pack' engine (like this example's) which, depending on the state of tune, had up to 432bhp available. By way of comparison, Ferrari's contemporary 12-cylinder Testarossa could only manage a relatively paltry 390 horsepower. The 'X-Pack' engine was first made available in 1986, the engine number suffix changing from 'V' to 'X'.

As the Vantage's mechanical specification progressed so did the coachwork, with wheel arches flaring to accommodate wider rims, increasing the overall width by 2", and 16"-diameter wheels being introduced. Unlike the V8 saloon, which reverted to fuel injection in 1986, the V8 Vantage kept its 481DF Weber carburettors to the end of production in December 1989, by which time 361 of these magnificent cars had been built, 131 of them to X-Pack specification.

One of only seven X-Packs delivered in Salisbury Blue, this pristine three-owner example comes with its original service voucher book and Certificate of Ownership recording its sale on 4th July 1987 to a Mr Arne Hemmingson of London SW7. Mr Hemmingson kept the Vantage until April 2002 when ownership passed to a Simon Master of London SW1. The current (third) owner purchased the Aston in October 2005.

As one would expect of a cherished three-owner example, this Vantage comes with an almost full service and maintenance history consisting of numerous MoTs and bills issued by recognised marque specialists including Ian Mason, Nicholas Mee and Aston Workshop (inspection recommended). Carried out on 15th November 2022 at 50,935 miles by Aston Service Dorset, the most recent service included de-glazing the brakes and refilling the air conditioning system.

During the current ownership the Vantage has performed faultlessly on many long-distance journeys through the UK and France, never requiring any outside assistance. It has also been exhibited at numerous classic car shows, never failing to attract favourable attention. With three owners from new, almost full service history and a little over 51,000 miles recorded, there can be few, if any, better examples of Aston Martin's 1980s flagship currently available.

£250,000 - 300,000
€290,000 - 350,000

1950 JAGUAR XK120 ROADSTER

Registration no. JGA 724

Chassis no. 660517

Engine no. N8175

- *Original registration*
- *Restored in the UK in 2009*
- *Present enthusiast ownership since 2012*
- *Maintained by the vendor's in-house team*



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. 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 1,175 were right-hand drive open roadsters like that offered here.

This example was first owned by David Davies of Broad Oak Motors in Botley, Hampshire and was originally registered 'JGA 724' on 25th January 1951. Restored in 2009 in the UK, it went to Italy in February 2010 and was registered there. Some photographs of the body-off restoration are contained within the accompanying file.

The XK was purchased at Bonhams' sale at the Goodwood Revival meeting in September 2012 (Lot 124), joining a stable of cars belonging to our vendor, an active enthusiast who regularly attends shows and rallies. Since acquisition it has been well cared for, looked after by an in-house team responsible for day to day maintenance.

Offered with old-style logbook, '660517' is finished in Old English White with maroon leather interior, and comes complete with weather equipment consisting of a hood, tonneau cover and side screens. A Kenlowe electric fan, stainless steel exhaust system and a modern starter motor are the only notified deviations from factory specification.

£50,000 - 60,000

€58,000 - 70,000

263

The final example of this model produced

2002 ROLLS-ROYCE SILVER SERAPH LAST OF THE LINE EDITION

Registration no. LA52 YYM

Chassis no. SCALA62E82CH08854

- Circa 200 miles from new
- Top-of-the-range model
- BMW V12 engine
- Numerous special features



Whenever a new Rolls-Royce appears, it is the manner in which tradition is weighed against innovation that most intrigues the public, and there was certainly no lack of new components in the Silver Seraph of 1998; exterior door handles and the occasional switch excepted, nothing was carried over from its predecessor. The most significant break with tradition was, of course, the adoption of BMW engines, the Seraph's power unit being the 5.3-litre, 60-degree V12 of the range-topping 750i, its engine management system appropriately reconfigured for the heavier Rolls-Royce. The ZF five-speed automatic gearbox is likewise sourced from the 750i, and once again its electronics, which control shift points, are re-programmed to suit the different application.

Recent years have seen major automobile manufacturers increasingly turning to outside consultants for assistance in shortening the development time of new models, and this policy was adopted for the Seraph programme. Apart from the BMW engine and ZF gearbox, the Seraph featured suspension conceived by Lotus, Bosch electronics, and design and engineering input from Mayflower, Hawtal Whiting, MSX, and Randle Engineering Solutions.

Quoted in Car magazine, project director Tony Gott said, 'For the first time, this is a Rolls-Royce that genuinely offers the owner the choice of driving or being driven, because it is a car one would really enjoy driving. The variable suspension, the adaptive transmission and the electronic throttle have enabled us to build two characters into the car.'

The last of its type made before production of all Rolls-Royce motor cars ceased at the historic Crewe factory, this Silver Seraph comes with its factory specification sheet listing the following non-standard features:

- *Under-bonnet show car package - to level A standard
- *Bottle cooler to rear armrest
- *Cocktail compartment to lower front seat back x2 - hide
- *Straight grain cherry cross-banding in lieu of oak cross-banding
- *Standard R-R stainless steel transfer to radio flap
- *Locking plate with key for SoE
- *Special tread plates to say car is the last Silver Seraph - wording as follows: *The final Rolls-Royce Silver Seraph chassis 8854 Rolls-Royce Motor Cars, Crewe, England 1946-2002
- *Front numberplate to be supplied loose - no holes drilled in bumper
- *Black boxwood inlay in lieu of standard boxwood inlay
- *Stainless text overlay on the radio flap underneath the R-R - wording as follows: The final Rolls-Royce Silver Seraph chassis 8854
- *Hide coloured (Cotswold) rear view mirror
- *Hide coloured (to match redwood) top roll de-mister ducts
- *Solid silver (hallmarked) Spirit of Ecstasy mascot to radiator shell
- *Main paint to be Silver Ghost

Purchased by our vendor from us in 2018, this unique Silver Seraph has now covered a mere 200 miles from new. Recently serviced at Jack Barclays (invoice on file) this unique low mileage last of the line 'as new' example is one for the finest Rolls-Royce collection. Please also note that the electronic key fob may need to be reprogrammed.

£90,000 - 140,000
€100,000 - 160,000

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

1957 ASTON MARTIN DB2/4 MARK II SPORTS SALOON

Registration no. not UK registered
Chassis no. AM 300/1298

- One of the fastest production cars of its time
- Owned and extensively upgraded by Pierre Lamy
- Converted from right- to left-hand drive
- Fast Road or Rally Car



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-era, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The DB2/4's top speed was now 118mph, with 60mph reached in around 11 seconds, making it one of the fastest sports cars of its day. Many were raced in period by their owners.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised Mark II model, launched at the London Motor Show in October 1955, being manufactured by the famous Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 Mark II was readily identifiable by its subtly altered lines, the most significant change being a ¾" increase in roof height that afforded greater headroom.

Other than a handful of DB MkIIIs from early production, the DB2/4 MkII is the last Aston Martin from the Feltham era that is eligible for all the best touring and rally events with a cut-off date of 1957, including the Mille Miglia.

This DB2/4 MkII was the personal car of the well-known French Aston Martin marque specialist and expert Pierre Lamy, who built it for his own use and to his own specification, incorporating a number of practical improvements and performance enhancements. The penultimate DB2/4 MkII produced, chassis number '1298' was originally constructed in right-hand drive configuration and left the factory finished in Burgundy with beige interior trim. The accompanying copy guarantee form records the first owner as one John H Pawle of Hertfordshire and the original registration as '191 DPG'. Garage Lamy is listed as owner from 1996.



Those who knew Pierre Lamy say that he had an extraordinary personality that left no one indifferent - a real character apparently. He was meticulous, hardworking and left nothing to chance with his cars. We understand that he was also celebrated for his preparations for the Tour Auto, which he assisted with for many years, alongside organiser Patrick Peter.

Lamy's DB2/4 was his own vision of the ultimate Aston Martin. Pierre wanted a car that would be as comfortable cruising down the Champs-Élysées as it would be lapping quickly at Montlhéry. He spent 10 years working on this car himself, incorporating his own ideas and upgrades into the build. He preserved the luxury interior with its leather and wood trim, and added numerous gauges and a beautifully finished bespoke roll cage. On the mechanical side of things, Pierre paid meticulous attention to the car's competition potential, with triple Weber 45DCOE52 carburettors replacing the original twin SUs. Aviation-specification armoured hoses were installed for all under-bonnet fluids.

The suspension was completely overhauled for international competition using new components throughout, which were reinforced wherever he considered necessary. The braking system was also completely upgraded to front discs with competition front callipers and custom-made fittings. The rear window was replaced with a Perspex item to the full original dimensions, giving greatly improved rear visibility. It is assumed that the car was converted from right- to left-hand drive by Lamy.

This DB2/4 MkII currently has French documents. It was imported into the UK prior to Brexit and has formed part of an exclusive collection of Aston Martins and other classics in the North of England. The culmination of Pierre Lamy's years of expert experience with the marque, this much-improved Aston Martin DB/4 MkII represents a wonderful opportunity to acquire a well prepared car for fast road use or indeed historic rallying.

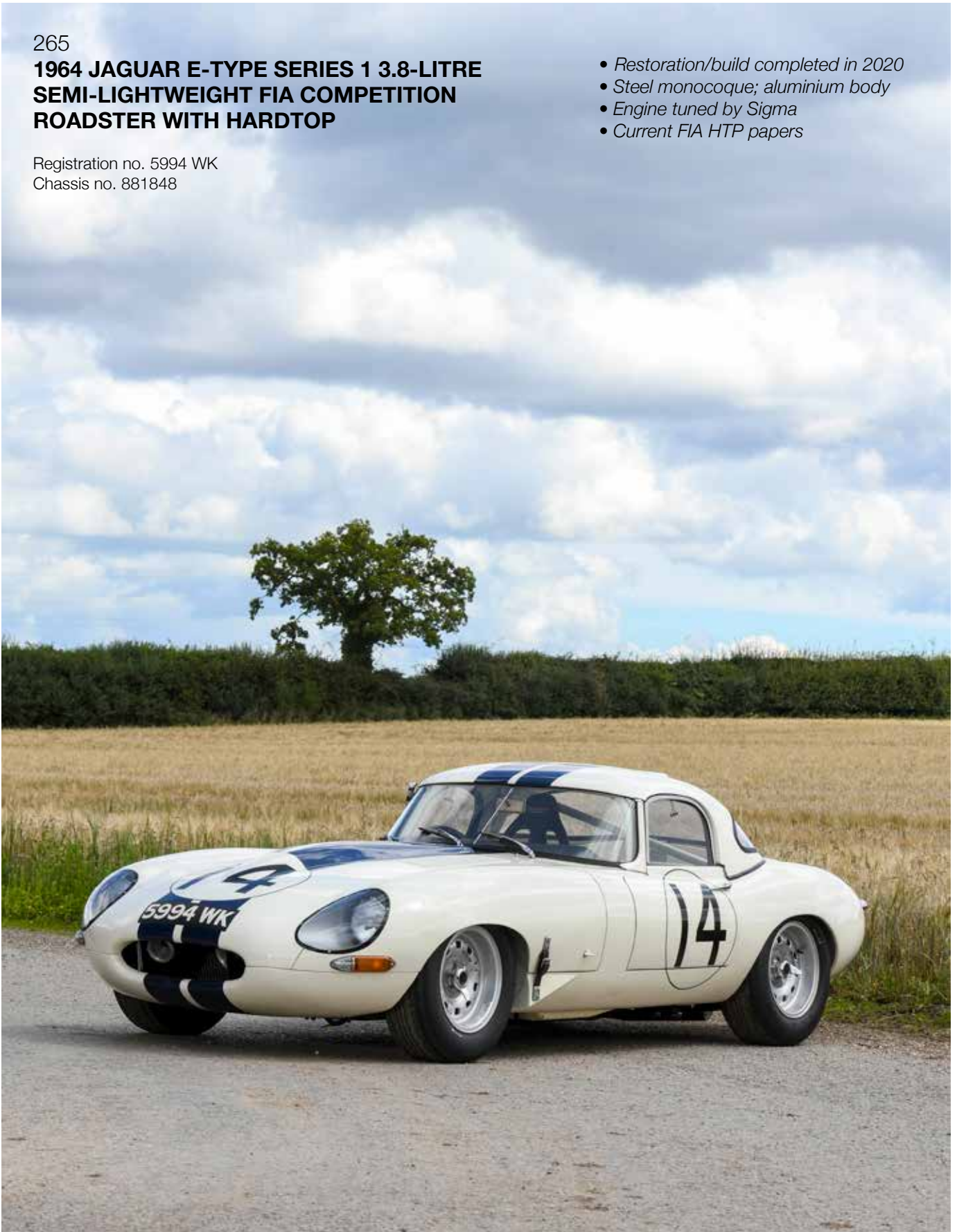
£110,000 - 130,000
€130,000 - 150,000

265

**1964 JAGUAR E-TYPE SERIES 1 3.8-LITRE
SEMI-LIGHTWEIGHT FIA COMPETITION
ROADSTER WITH HARDTOP**

Registration no. 5994 WK
Chassis no. 881848

- *Restoration/build completed in 2020*
- *Steel monocoque; aluminium body*
- *Engine tuned by Sigma*
- *Current FIA HTP papers*





This Semi-Lightweight incorporates a new steel monocoque, supplied by Martin Robey, while the engine has a cast-iron block and straight-port cylinder head, a specification that allows the car to run in most pre-'66 GT events. The aluminium body was hand built by an experienced technician, featuring an aluminium bonnet, doors, louvred hard top, rear wings, tail and louvred boot lid. Other noteworthy features include a limited-slip differential; twin fuel pumps; long-range fuel cell; adjustable shock absorbers; and an electronic rev counter, the latter supplied by Denis Welch Motorsport. The car is finished in the most attractive colour scheme of Old English White with blue stripes, similar to that of Briggs Cunningham's famous racing lightweight.

Acquired back in 2005 by the previous keeper, this car has had a slow build process as the owner was also restoring four other E-types. Final preparation and finishing touches were entrusted to Wren Sport, who recommended that the engine should be tuned by recognised specialists Sigma to improve power output. Sigma made a number of improvements following sessions on their rolling road dynamometer.

Other key features include: Lightweight specification radiator and header tank, provided by NAR, an oil cooler, front brake callipers from Jaguar Mark IX, upgraded front and rear suspension, mangoletsi inlet manifold with triple Weber 45 DCOE 9 carburetors, exhaust manifold and new exhaust system, a tillett driver race seat along with a trimmed lightweight passenger seat.

A 'Custom Cages' roll cage, seat belts, fire extinguisher system and engine and battery cut offs. Further to this, a lightweight race battery has been fitted along with a lightweight alternator and high torque starter motor, coupled with electronic ignition with high performance HT leads. The body is fitted with lightweight specification bonnet side latches, with leather safety straps, and aluminium air ducts and scoops to front and rear brakes. It is also fitted with Perspex headlight covers and a set of Dunlop style aluminium E-Type lightweight wheels and spinners. The interior benefits from a set of front carpets and the transmission tunnel has been trimmed for aesthetics.

During the current vendors ownership the car has been made much more competitive. As a prominent and front running E-type racer the vendor decided to uprate the gearbox to a 4-speed race specification synchromesh gearbox. He and his team of mechanics have completely gone through the car. Having completed two days of intensive testing, and after uprating the exhaust system, and further rolling road testing, the car proved itself with a 1 minute 27.6 around Goodwood. FIA approved and road legal, with current HTP papers, this example is now ready for racing. With the original Briggs Cunningham car registered '5114WK', '5994WK' offered today is a fitting tribute at a fraction of the money. Let's go racing!

£150,000 - 175,000

€170,000 - 200,000

1966 AUSTIN MINI COOPER S SPORTS SALOON

Coachwork by Harold Radford

Registration no. not UK registered, taxes paid.

Chassis no. C-A2S7/821205

Engine no. 9F-SA-Y/40375

- Imported from California, USA in 2022 (UK taxes paid)
- Cosmetically and mechanically refreshed 2011-2014
- Professionally rebuilt and uprated 1,293cc engine
- Other performance enhancing upgrades
- Offered from a private collection



It was Harold Radford who, in the mid-1960s, pioneered the then seemingly ludicrous but brilliant idea of a 'luxury' Mini with a series of bespoke cars that were finished, trimmed and equipped to Rolls-Royce standards of excellence at his workshops at Hammersmith, West London. Typically, Radford would remodel the interior, improving switchgear, adding extra instruments, replacing the seats, trimming everything in leather and fitting lambswool carpets. There would also be additional soundproofing; a Webasto sunroof; new front grille with recessed spotlights; and a respray in the colour of the customer's choosing, plus many other modifications and improvements.

This wonderful Right-hand-drive Mini Cooper S was manufactured on 8th February 1966 and despatched to the USA as a Personal Export on 25th February 1966, spending nearly all of its life in the sunny state of California. Built to Radford's Mini de Ville Grande Luxe specification, the car was imported from the USA in 2022 by our vendor, who had searched long and hard to find an excellent example worthy of inclusion in his private collection.

While in the USA the interior had been completely retrimmed in tan leather (in 2011) and the engine rebuilt and uprated to 1,293cc a couple of years later, the work being carried out by Seven Enterprises LTD in Auburn, California. It is understood that the engine incorporates hardened valve seats; an Elgin 103 camshaft; and a Pertronix electronic ignition system. Other notable features include alternator electrics; a Weber 45 DCOE carburettor; an electric fuel pump with cut-out switch; a heavy-duty radiator; and a stainless steel system with twin upswept tailpipes.

The running gear too has been upgraded, featuring Spax adjustable front dampers; Quinton Hazell U-joints; and adjustable lower control and radius arms, while the standard front disc brakes are complemented by Alfin drums at the rear. The wheels are 10" Minilite with Radford centre caps, shod with Yokohama tyres. The Mini's exterior was refreshed in 2013, receiving a complete respray in Tartan Red with a gloss black roof. A new Webasto cloth sunroof was fitted at the same time. A Blaupunkt radio cassette player has been installed, which is connected to Kenwood speakers mounted on the rear shelf. There is also a three-spoke wood-rim steering wheel and Cooper gear knob. The interior trim benefits from a leather trimmed centre pocket and electric windows, coupled with its wooden dashboard and door trims and a special headlining.

The car benefits from the correct MK 1 rear taillight seldom seen, and B column parking lights. The spare wheel is present, as is the wheel cover. We are advised there are also two boxes of sundry spares.

Accompanying paperwork includes a BMIHT Certificate and numerous invoices for parts purchased and work carried out. This is an exceptional example, supplied with comprehensive documentation including an original Radford build sheet. Interested parties should note that this car is offered with NOVA paperwork, with UK taxes paid. If the car remains in the UK, the car will require registering with the DVLA. The registration NAN983D will need to be applied for by the new owner.

£55,000 - 65,000**€64,000 - 75,000**

267

1998 BENTLEY CONTINENTAL T WIDE BODY COUPÉ

Registration no. R872 VSM

Chassis no. SCBZU26C0WCX67074

- *Two owners from new*
- *Present ownership since 2005*
- *Left-hand drive*
- *Circa 43,900 kilometres (approximately 27,300 miles) from new*



Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" (101.6mm) being taken out of the chassis aft of the doors.

With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers. The engine start button was another neat 'retro' touch. The luxuriously appointed Continental T was certainly no slouch, racing to 60mph (96.5km/h) in a tyre-shredding 5.8 seconds on its way to a (governor limited) top speed of 156mph (251km/h). Equally eye-watering was the price: £220,312 at time of launch.

This gorgeous Bentley Continental T has been owned by the current (second) owner since 2005 having previously belonged to Alfred Krauthahn of Bentley Hamburg. Finished in black with matching leather interior, the latter featuring a machine-turned aluminium dashboard, the car has covered 43,900 kilometres (approximately 27,300 miles) from new and is described by our vendor as in excellent condition throughout. MoT'd to June 2024, this magnificent modern Bentley motor car is offered with a V5C document and all books and tools.

£85,000 - 120,000
€99,000 - 140,000

268

**1956 BENTLEY S1 CONTINENTAL
FASTBACK SPORTS SALOON**

Registration no. SNM 3

Chassis no. BC12BG

Engine no. BC12B

- *One of only 97 right-hand drive S1 Continentals to H J Mulliner's body design 7400*
- *Professionally restored in the mid/late 1990s*
- *Present ownership since circa 2005*
- *Extensively recommissioned by recognised marque specialists*
- *Freshly MoT'd and ready to enjoy*





Chassis number 'BC12BG' is one of only 97 right-hand drive, all-aluminium bodied S1 Continental Fastbacks built between 1955 and 1959 to H J Mulliner's Design No. 7400. The chassis was delivered to H J Mulliner in Chiswick, West London in April 1956 and took a year to complete, being delivered to its first proud owner David Robinson Esq of The Mill House, Grantchester on 11th April 1957. He kept the car for just over three years before trading it in through Harold Radford of South Kensington for a new Bentley S2 Continental.

The Bentley had various keepers before being purchased in 1995 by a Japanese collector, who commissioned an extensive restoration before exporting the car to Japan. Undertaken between 1996 and 1999, the rebuild included a repaint in black with gold coachlines (replacing the original green); a re-upholstered interior in beige leather as original; overhaul and re-polishing of the flame mahogany interior woodwork; re-plating of all chromework; and the addition of air-conditioning.

The car was repatriated to the UK in 2005 and upon acquisition by the current owner was re-issued with its original registration, 'SNM 3'. Re-commissioning was required as the car had been stored while in Japan.

Seat belts were added for the front seats, while the mechanical works were carried out by marque specialists such as P&A Wood, West Hoathly Garage, Royce Service & Engineering, and Graham Whitehouse, bringing the car up to excellent condition to ensure reliability for European and national rallies. In total, £85,000 has been spent during the vendor's ownership.

Works carried out included a front suspension overhaul and replacement of the kingpins; replacing all pipework for the front one-shot lubrication system; replacement of all brake pipes, drum backing plates, and overhaul of front/rear and brake master servos; overhaul, set up and bench test of the automatic transmission; rebuild of both rear shock absorbers and re-tempering of springs. The car has recently been fitted with four new whitewall radial tyres and a new battery, and will be freshly MoT'd before the sale. P&A Wood have just carried out the annual service, so the car has fresh engine oil, filter, ignition points, etc.

Invoices for all works are in the history file together with a set of copy chassis cards and records (obtained from the Rolls-Royce Enthusiasts Club). The original jack, an original handbook, a set of small tools, and a cotton interior storage cover are included in the sale.

£285,000 - 320,000
£330,000 - 370,000

269

One of only 351 made; 2022 London Concours 'Best in Show'

1967 TOYOTA 2000GT COUPÉ

Registration no. FND 459F

Chassis no. MF10-10129

- *Landmark Japanese sports car*
- *Exported new to Mozambique*
- *Resident for 30 years in Portugal*
- *Brought to the UK in 2012*
- *'Best in show' 2022 London Concours*





© Paul Harmer / Octane magazine



"Rare, stylish and exquisitely engineered, the Toyota 2000GT revolutionised the Japanese motor industry..." - *Octane* magazine.

Somewhat ironically, it was rival firm Nissan's cancellation of Albrecht Goertz's Yamaha-built design study that led to Toyota acquiring the rights to the pretty two-seater coupé that would become the 2000GT. Yamaha were retained to build what was envisaged as a low-volume model, work on the project commencing early in 1964. The 2000GT was one of the stars of the Tokyo Motor Show in 1965, though production proper did not commence until May 1967.

Beneath the 2000GT's aerodynamic coupé coachwork was a Lotus Elan-inspired backbone chassis equipped with double-wishbone independent suspension at all four corners and disc brakes all-round, the latter a first for a Japanese car. A five-speed all-synchromesh transmission, rack-and-pinion steering, oil cooler, heated rear screen and magnesium-alloy knock-off wheels were all state-of-the-art features.

Based on the Toyota Crown's cast-iron block, the Yamaha-built twin-cam six displaced 1,998cc and produced a highly respectable 150bhp at 6,600rpm. Up to 200bhp was available in race tune, and indeed, a team of 2000GTs prepared and entered by Carroll Shelby enjoyed considerable success in SCCA events in 1968. With a top speed of around 130mph in road trim, the 2000GT was one of the fastest 2-litre production cars of its day.

Although it succeeded in generating a considerable amount of favourable publicity for Toyota, the 2000GT was handicapped from the start by its cost, which exceeded that of the Jaguar E-Type and Porsche 911. Only 351 were made between 1967 and 1970: 349 coupés plus the two special roadsters that starred in the James Bond movie *You Only Live Twice*. Today this landmark Japanese sports car is both rare and highly sought after.



© Paul Harmer / Octane magazine

This Toyota 2000 GT was built on 15th November 1967 at the Yamaha Motor Company's Iwata plant and imported into Mozambique by Toyota Mozambique, the official importer for the country. The car was first registered on 18th January 1968. At the time, Mozambique was a Portuguese colony but followed the pattern of its neighbours in driving on the left side of the road, which is why both cars were supplied in right-hand drive. It is believed that the Toyota's first owner was a Mr Sa, the owner of Toyota Mozambique. Finished in the desirable Pegasus White with black interior, this was one of two 2000 GTs imported by Toyota Mozambique, the other being finished in Solar Red. (period photo on file)

In 1975 the car was exported to Portugal and allocated the registration number 'ZE-17-53'. The second owner was a Mr C. Meladas. For more than 30 years the 2000GT remained in his stable, maintained but used infrequently.

The car appeared at the renowned Autoclassico show in Porto, Portugal in 2008. It was displayed on the Amigos dos Japoneses Antigos stand and delighting visitors. In 2009 the Toyota was purchased by its third owner, Mr Joaquim Bessa, who sold it to a UK dealer in 2011.

As the car had been stored in a warm and dry climate for so many years, there is no major work required to repair the elegant bodywork, or its six-cylinder engine. However, an in-depth overhaul was undertaken. Works included an engine rebuild, suspension overhaul, and a repaint. The car was in such good order, that it was possible to remove many of the parts, including nuts and bolts- sandblast them, dip and re-coat to re-use. The interior was also in excellent condition. With the period auto-tune radio and rosewood-veneer dashboard today still as they presented in 1967, retaining originality. The result of the above works was a stunning and beautifully fresh 2000 GT, that so importantly retains much originality. The car had belonged to our vendor since 22nd October 2012.

The car has been displayed on the Toyota stand at the Goodwood Revival in 2012 and the Goodwood Festival of Speed in 2013. Recently, and in recognition of its exceptional condition, the 2000GT became a double winner in the prestigious 2022 London Concours. Securing both the 'Japanese Jewels' category as well as the overall 'Best in Show' award. It has featured in Motor magazine and is currently on the front cover of Octane (September 2023 edition).

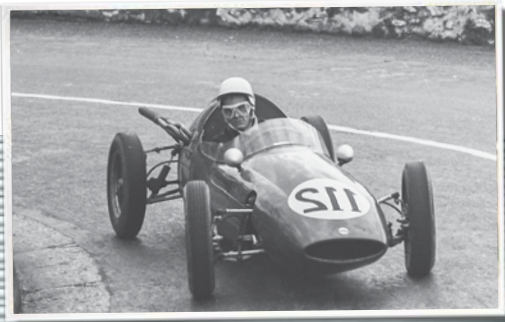
£700,000 - 900,000
€820,000 - 1,100,000



© Paul Harmer / Octane magazine

1960 COOPER T52-LANCIA FORMULA JUNIOR MONOPOSTO

Chassis no. FJ/16/60



Enrico Agostini heading to 8th place,
Circuito di Garda, April 1961
© Actualfoto



- Unique specification
- Delivered new to Elaborazione Facetti in Italy
- Raced in period by Enrico Agostini (Cesenatico, Monaco and Monza)
- Recently restored to original specification
- FIA HTP valid until December 2031
- Eligible for Goodwood, Lurani Trophy, Monaco Historics, etc



A unique car, this Cooper T52 was delivered from the factory as a rolling chassis to Elaborazione Facetti, the Facetti family workshop in Bresso near Milan, for wealthy young driver Enrico Agostini. Agostini was an experienced racer, having won the Italian Hill Climb Championship (1100cc class) in his Lancia Appia Zagato in 1959.

It is understood that '16/60' was the last T52 constructed by the Cooper factory; 29 cars were built but only the 16 exported examples carried chassis numbers. The car was delivered engine-less but otherwise complete with a Cooper (Citroën ERSAs) gearbox (confirmed via email from Giuliano Facetti), into which legendary engineer/racer Carlo Facetti installed an FJ-specification Lancia Appia V4 engine.

Elaborazioni Facetti prepared many Appia competition engines, and for 1960 Carlo had built his own successful Facetti-Lancia FJ with a FIAT 600 gearbox and powerful Appia engine, a specification he used on other Lancia-engined cars including the Agostini Cooper (see photographs and Orsini extract, p.143, p156).

Agostini is known to have raced the car at Cesenatico in April 1961 at the XI Circuit del Garda (finished 8th); the Monaco FJ race in May 1961 (entered by Milan-based and F1 entrant Scuderia Sant'Ambroeus as the 'Cooper-Lancia-Facetti'); and at Monza in June 1961. For the 1961 Monaco heats (placed 8th) and final (DNF), it appears the Agostini Cooper ran with the engine from Facetti's own car.

Little is known of this car's history after 1961 but it resurfaced in the 1980s in the hands of Rodney Tolhurst running a fairly standard Appia engine and Renault gearbox. After going to the USA for a number of years, where it ran with a BMC engine and Hewland gearbox, it returned in the UK and was raced with the non-compliant BMC/Hewland combination until no longer eligible for FJ races in that form.

The car is now back in its original specification for the first time since the early 1960s, following a five-year restoration which included sourcing the correct 1950s Lancia Appia eight-port engine (used by commercial Appia vehicles) and Cooper-ERSA gearbox. The restoration was carried out with the direct assistance and verification of Carlo Facetti. The chassis and running gear (other than engine) were restored by FJ specialists MRM Racing at Salford, Surrey and the engine rebuilt to full-race specifications by Setford & Company, one of the UK's most respected and experienced restorers and preparers of pre- and post-war historic racing cars.

The car has been a Goodwood Revival invitee on two occasions and is a likely entry to Goodwood, Lurani Trophy, Monaco Historics and other events. The new class for rear-engined Lancia and FIAT-powered cars now make it a potential overall winner of the UK Formula Junior Championship. It has a current FIA Historical Technical Passport (valid until December 2031) and, other than general testing, is fresh from restoration.

£65,000 - 75,000
€75,000 - 87,000

271

1992 FERRARI 348TS TARGA

Registration no. J494MHR

Chassis no. ZFFKA36C000093934

- Two owners from new
- Circa 9,000 miles from new
- Recent service and check



"How do you replace a classic? It's tough, but it needs to be done eventually. Ferrari's transformation of the 328 into the 348 is much more interesting from a technical and engineering viewpoint (because serious dynamic issues have been addressed by a good team of development engineers) but it's bound to be the shape that people talk about first." – *Fast Lane*.

First seen in prototype form in 1987, the Ferrari 348 entered production in 1989, replacing the immensely successful 328 GTB/GTS. Mid-engined like its predecessor, the 348 differed by mounting its four-valves-per-cylinder, quad-cam V8 engine - now enlarged to 3.4 litres - longitudinally, enabling it to be positioned lower in the chassis. Another new departure was the transversely mounted five-speed gearbox - a spin-off from Ferrari's contemporary Formula 1 technology - that enabled weight to be concentrated within the wheelbase. This combination of a lower centre of gravity and better weight distribution addressed one of the perceived shortcomings of the 328: a lack of composure when cornering hard. Initially typed 'tb' and 'ts' - trasversale berlina and trasversale spyder - the 348 reverted to Ferrari's traditional GTB/GTS nomenclature part way through production.

Wider, taller, and longer in the wheelbase, the 348 nevertheless contrived to be 2" shorter than the outgoing 328. With its aerodynamic skirts, spoilers, minimal overhangs and distinctive gill slats feeding air to side-mounted radiators (the front grille is a dummy), the stocky 348 looked very much like a scaled-down Testarossa and, with around 300bhp on tap and a top speed of 170mph, gave little away in terms of outright performance to its larger, 12-cylinder sibling.

As well as the extra horsepower, the 3.4-litre engine brought with it a useful increase in torque from 224 to 238lb/ft, which arrived at lower revs.

According to *Fast Lane*: "The extra urge lower down really is noticeable, and the smoothness of delivery is matched by very few engines from anywhere in the world: since this is conjoined with exquisite driveline smoothness, you can brutally stand on the throttle at low revs, and it'll just light up and take off without any hesitation." Clearly, owners of the Ferrari 348 have much to enjoy.

This Ferrari 348ts had belonged to a Guernsey-resident lady owner from new when Bonhams sold it to the current owner at the Goodwood Revival auction in 2021. The car has seen minimal use since purchase, but has been carefully looked after. The last MoT was in April 2023 at 8,796 miles.

Circa £5,000 of work was recently undertaken with Diablo Engineering comprising an overall inspection, new clutch, battery, horn and exhaust bracket, along with a light coat of wax oil to maintain the cars rust protection, leaving it in excellent condition underneath. Coming to market with low mileage, a mere two owners from new and showing very well, this 348 is worthy of the closest inspection.

£65,000 - 75,000
€75,000 - 87,000

272 * N

1969 ASTON MARTIN DB6 MARK 2 4.2-LITRE SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6MK2/4116/R

Engine no. 400/4326

- *More modern four-speed automatic transmission*
- *Matching chassis and engine numbers*
- *Engine overhauled by Four Ashes Garage circa 2010-2012*
- *Comprehensively improved and upgraded*
- *Present ownership since 2012*
- *Requires recommissioning*



This DB6 Mark 2, chassis number 'DB6MK2/4116/R', was despatched new to Sundridge Park Motors Ltd of Bromley on 30th September 1969 and registered as 'MEW 345H', leaving the factory equipped with Borg Warner automatic transmission and seat belts to the front. In the 1970s the Aston belonged to one James Jackson of Huntingdon, who exported it to the Isle of Man where it was re-registered as '4 YMN'. By 1991 the car had returned to the mainland and was owned at that time by one Dennis de Jersey-Lowery of London's Belgrave Square. The following year the Aston was sold to one Nicholas Farr of New Alyth, Perthshire, and in July 2002 was registered to Mrs Farr. While in the Farrs' care the car was maintained by Classic Restorations (Scotland) Ltd. Rainbow Restorations had repainted the car dark blue in the late 1990s, the original colour having been Caribbean Pearl.

In 2004 Aston Workshop sold the DB6 to the immediately preceding owner at an indicated mileage of 69,715, and that same year treated it to a service; negative earth conversion; Kenlowe electric fan; Scorpion alarm; upgraded starter motor; and hazard warning lights. During the preceding ownership the car also benefited from the installation of a new, more modern four-speed automatic gearbox (by recognised specialist G Whitehouse); new front and rear screens; full stainless steel exhaust system; and changing the registration from 'FFY 245H' to the original 'MEW 345H'. All the aforementioned works were carried out in 2005.



During 2006 four new MWS wire wheels were fitted and the engine enlarged to 4.2 litres and converted to run on unleaded fuel by Post Vintage. In 2007 the original blue leather interior was refurbished by Leather Care Renovations, and new underlay and Wilton carpets fitted by the then owner. The following year Post Vintage refurbished/replaced the instruments, while Eric Battelle fitted a limited-slip differential of slightly lower (3.7:1) final drive ratio.

Circa 2010-2012, Four Ashes Garage overhauled the engine, with the intention of improving both bottom-end torque and maximum power (to 290.1lb/ft and 289.9bhp respectively). In addition, they upgraded the alternator, water pump, electronic ignition and engine mounts; refurbished the rear Selectaride dampers; and fitted inertia reel seat belts front and rear. The exhaust manifold and system were heat coated by Zircotec; the rear braking system completely replaced; and the automatic transmission fitted with a reconditioned torque converter as part of G Whitehouse's service.

The current vendor purchased the DB6 at a UK auction in February 2012 and exported it, since when it has formed part of his extensive private collection on static display. Accompanying documentation consists of copies of the auction invoice and description and the car's last V5C. Recommissioning may be required before the car returns to the road.

£120,000 - 160,000

€140,000 - 190,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

273 * N

1971 ASTON MARTIN DBS V8 SPORTS SALOON

Registration no. not UK registered

Chassis no. DBSV8/10279/R

Engine no. V/540/263

- Automatic transmission
- Formerly in Australia
- Dry stored since acquisition
- Requires re-commissioning



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, Autocar magazine observing that "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time". Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

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

Chassis number '10279' was built as an automatic transmission model and delivered new to A&B Cars (Dist) Ltd. The original colour scheme was Aquamarine with Natural interior trim, and the car left the factory equipped with a Voxson stereo/radio and Fiamm horns.

The first registration appears to have been 'HTJ 111K' (see 1976 MoT certificate on file). The AMOC Register records the car as in Australia by 1989, where it appears to have been owned by a Mr Alan Gardiner of Tasmania (see file). It is not known when the Aston returned to Europe, but there is a copy of a Netherlands registration document on file dating from 2009. It is not known when the current vendor acquired the car, which has been kept on static display as part of their extensive private collection. Recommissioning will be required before the DBS returns to the road. An original instruction manual is included in the sale.

€60,000 - 90,000

€70,000 - 100,000

No Reserve

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

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

274

1966 MERCEDES-BENZ 230 SL 'PAGODA' CONVERTIBLE

Registration no. BRE 681D

Chassis no. 20010503

Engine no. 161101

- *Delivered new in the UK*
- *Rare four-speed manual gearbox*
- *Known ownership history*
- *2.8-litre 280 SL engine*
- *Recent recommissioning by Jim Stokes Workshops*



A relatively rare manual transmission model, this beautiful 'Pagoda' was supplied new in the UK by Bradshaw & Webb and first registered on 17th February 1966. It was exported to Ireland in 2016, re-imported into the UK in 2022, and re-registered with its original registration 'BRE 681D'. The registration document confirms the Mercedes has had three UK keepers in total including its current owner, plus a single Irish keeper from 2015 until early 2022. It is believed the car was owned by the Leake family until around 1994. The next owner was Mark Cropper of Kendal, son of the Lord Lieutenant of West Cumbria. The current odometer reading is 33,514 miles (actually 133,514) and the car has covered only 25,000 miles since 1995, as evidenced by the MoT history.

Major bodywork repairs were undertaken by John Seddon Iveydene Classics in 1992, including to the inner and outer wings and fuel tank (see photographic record in history file). At the same time the original engine was replaced with a fully rebuilt 2.8-litre 280 SL unit supplied by Crewe Engines Limited. This was done during the ownership of Peter Leake when the car carried the private registration plate '5618 PL'.

In 2005 the cylinder head was converted to unleaded specification by Commiskey Engineering, and in 2013 the car was stripped to bare metal and repainted in red metallic (code 571) by T & D Heaney. At the same time the interior was refurbished and a new soft-top fitted, which still looks like new. In 2014 the gearbox was rebuilt by W S Hoy and refitted together with a new clutch assembly and release bearing. The brake servo, shock absorbers and track rods received attention also.

There is a wealth of history on file, with works most recently undertaken by Jim Stokes Workshops Limited in 2022 at a cost of £14,000. These included a substantial mechanical recommissioning; corrosion eliminated from the inner sill and underside; and new bushes, gaiters and bushes for the rear axle and rear suspension. All corrosion was cut out, new nearside inner sills made (with drain holes), and the chassis fully wax oiled. New tyres and an electronic distributor were fitted, while the headlamp bulbs have been upgraded to soft LEDs, so one can now see the road at night without blinding oncoming drivers. Described by the vendor as in excellent condition throughout, this desirable classic Pagoda is offered with V5C document, and the aforementioned history file of bills, MoTs, etc.

£70,000 - 90,000
€81,000 - 100,000

275

007 60th Anniversary Bond Edition

2022 LAND ROVER DEFENDER 110 V8 4X4 UTILITY

Registration no. KN22 KEJ

Chassis no. SALEA7AE8N2097880

- A one-of-one "60th Anniversary" addition to the original limited edition of 300 007 Bond Edition Defenders.
- Inspired by the Defenders featured in the James Bond film *No Time To Die*
- Unique specification
- Offered for sale by the first owners



Land Rover's association with the James Bond franchise has been a lengthy and successful one, and this very special limited-edition model has been inspired by the Defenders featured in the motion picture *No Time To Die*, starring Daniel Craig as the eponymous secret agent. Finished in Santorini Black, this Defender V8 110 Bond Edition features numerous bespoke details and is powered by a 5.0-litre V8 petrol engine producing 518bhp and driving via an eight-speed automatic transmission. Other notable features include air suspension and the Electronic Active Rear Differential, while this particular example comes with the Extended Black Pack, 22" gloss black wheels, and signature V8 Xenon Blue front brake callipers. The iconic '007' logo is featured on the rear badge, puddle lamp, illuminated tread plate, and PIVI screen animation.

First registered on 1st March 2022, this Defender was purchased by the current vendor at the 60th Anniversary charity auction September that year. The vendor was the organiser and promoter of the highly successful '*Bond In Motion*' exhibition which ran at the Brussels Expo between December 2022 and June 2023.

While the initial production run of 300 007 Defenders had 'SV Bespoke One of 300' printed on the dashboard end-cap, this particular car, a one-off made specifically for the 60th Anniversary charity auction, has an etched '60 Years of Bond' logo on the end-cap.

The vendors had the promotional decals added and the vehicle was used as promotional vehicle for the exhibition including a tour of Land Rover dealers in Brussels. When not being used for selected promotional or press events it was kept at the exhibition at Brussels Expo. The vehicle comes with the original auction catalogue and bidder's paddle, and its own 1/24th scale Bburago model. At time of cataloguing the recorded mileage total stood at 1,610 miles, and the Vendors expect that an additional 100-or-so miles will have been added by the time of the Goodwood sale.

£130,000 - 160,000

€150,000 - 190,000

276

1967 FORD MUSTANG GT390 FASTBACK COUPÉ

Registration no. VBY 491E

Chassis no. 7R02S205862

- *Highly desirable and rare specification*
- *Purchased by the current owner in Arizona in December 2010*
- *Painstakingly restored to original specification*
- *Dry stored since completion*
- *Restoration receipts totalling £123,000 +VAT*



Finished in its original Candy Apple Red colour scheme, this Mustang Fastback was built at Fords San Jose assembly plant in California delivered new to Don Sanderson Ford Inc of Glendale, Arizona. The car was released to the dealer on the 10th May 1967. In 1976 the Mustang was sold to a Mr Dave Smith, who was attending Junior High School at the time. When his parents realised his new 'grocery getter' was equipped with a 390ci (6.4 litre) high-performance Big Block motor, the car was soon confiscated having been involved in multiple incidents of tyre smoking lunacy! The Mustang was parked in the barn where it remained until purchased by its current owner in December 2010 and exported to the UK.

Since its arrival in the UK the car has undergone a detailed 'last nut and bolt' concours restoration, focusing on absolute originality in order to return the car to its former glory.

The vehicle is highly original and retains much of its original sheet metal work and all of its original drive train including the engine block, GT exhaust manifolds, four-speed Top Loader transmission, rear axle, etc, etc. All cast-in date codes confirm this. The engine was not stamped with the VIN, as was standard in early 1967 production. (Serialisation for production began on 25th April 1967.)

This is an exceptionally rare car with an impressive factory specification as documented by the Deluxe Marti Report. The car came with the following options: GT Equipment Group; extra cooling package; four-speed manual transmission; floor and roof consoles; F70-14 Wide Oval tyres; white sidewall nylon tyres; AM radio; tinted glass; Deluxe seat belts; styled steel wheels.

'VBY 491E' has been meticulously restored with over 1,600 man-hours invested to make this 390 Fastback unarguably one of the best, if not the best, in the country. Great care was taken during this restoration to ensure all Ford assembly procedures were followed, and the car now presents far better than when it rolled off the production line in 1967! This car is nothing short of exceptional and was never intended as an economically viable project; it is only offered for sale due the space and time limitations of the owner's collection.

Accompanying documentation includes circa 400 images of the restoration; related receipts totalling £123,000+VAT; and the all important Marti Report. The car has completed only snagging miles and has been stored in a dry/climate controlled unit since it was last driven in 2019.

£80,000 - 100,000
€93,000 - 120,000

277

1966 PORSCHE 912 COUPÉ

Registration no. LYL 6D

Chassis no. 353062

Engine no. 746863

- *Single family ownership from new*
- *In dry storage for 39 years*
- *Professionally restored 2016-2019*
- *Circa 9,000 miles from new*



The lady vendor's first memory of this Porsche 912 was in 1974 when she first met and went out with her husband-to-be. His father had purchased another new Porsche 912 in 1968 and gave his original car, 'LYL 6D', to his son. The couple used the Porsche for the next two years, and our vendor remembers driving it around South Wales. When her father-in-law passed away in 1969, her husband inherited the other Porsche, which was in slightly better condition, so 'LYL 6D' was placed in garage storage. There it remained, uncovered and quietly corroding, until our vendor purchased it from her husband in late 2015.

In October 2015 the Porsche was winched out of the garage and transported down to Hampshire. It was the first time that it had moved for 39 years (see photographs on file of the car in the garage and on the trailer). In 2016 a complete 'last nut and bolt' restoration was commenced, which included rebuilding the engine.

The odometer reading is now around 9,000 miles, which our vendor believes to be genuine based on her time with the car back in the 1970s and the fact that it had been garaged since 1976.

The brief for the restoration project was to return the car to the same condition it would have been in as it rolled off the production line, and this was achieved by using as much of the original car as possible, and by sourcing genuine Porsche replacement parts wherever necessary. The restoration was carried out by Jim Stokes Workshops Classics in Hampshire, the respray done by David Newton's paint shop in Stockbridge, and the interior lovingly restored by Petersfield Car Valeting. After some four years undergoing restoration, the Porsche was returned to its owners in January 2020. A file of history dating back to 1974 is offered with the car.

£70,000 - 90,000
€81,000 - 100,000

278

1961 MG MIDGET MK1 ROADSTER BY BRABHAM

Registration no. 751 VPF
Chassis no. GAN1/593
Engine no. FWE400-319716

- The only Brabham-tuned Midget known to survive
- Coventry Climax FWE engine
- Present ownership since circa 2008
- Extensively restored between 2008 and 2016
- Participated in the Sir Jack Brabham memorial event at the 2016 Goodwood Revival



One of the earliest known Mk1 Midgets surviving, this car was modified in period by Jack Brabham in Chessington, Surrey, where the Australian Formula 1 World Champion had set up a tuning business. Brabham's press car, '751 VPF' was tested in period by magazines and is the only known Brabham-tuned Midget still in existence. Brabham's modifications were extensive and included the installation of a 1,220cc Coventry Climax FWE engine, close-ratio gearbox, front disc brakes, mechanical rev counter, and a front anti-roll bar.

Modern Motor magazine found that Brabham's upgrades transformed the Midget, increasing the engine power by 80%, raising the top speed by 25mph, and halving the time taken to go from 40-60mph in top gear: "As fitted to the Midget, it (the Climax engine) produces 83bhp at 6,400 revs yet is even more flexible than the standard MG engine. It also compares very favourably in terms of fuel economy, starts easily from cold, warms up quickly and shows no sign of temperament in city traffic." *Modern Motor* reckoned that, with the hardtop in place, the car would be doing 112mph at 7,777 revs should conditions permit. It was found that, despite the huge power increase, roadholding was in no way impaired. *Modern Motor* concluded: "Externally the Midget-Climax is indistinguishable from a standard model. This feature, in conjunction with its ability to out-accelerate all mass-produced sports cars under 3 litres, will give it a special appeal for many people."

Its owner discovered the Brabham Midget as an abandoned restoration project circa 2008 and restored it over the next eight years. The car had lost its original Climax engine and been fitted with a 948cc BMC A-Series unit. An ex-Lotus Elite Climax engine was sourced and that is in the car today (see magazine article on file). The Midget has now been rebuilt in every respect by its owner, a renowned car restorer, race engineer, and Lotus employee during the Colin Chapman era. Following completion, '751 VPF' took part in the Sir Jack Brabham memorial event at the Goodwood Revival in 2016.

Sadly, owing to the owner's dementia, the amount of paperwork available is limited to the aforementioned magazine articles and a V5C registration document. The car also comes with its original jack, spare wheel, tonneau cover, side screens and bags. We understand that, although it has been rebuilt and is running, the engine has not been used or tested.
£20,000 - 30,000
€23,000 - 35,000

279

1960 MASERATI 3500 GT COUPÉ

Coachwork by *Carrozzeria Touring*

Registration no. ESU 600

Chassis no. 101-954

Engine no. 101-954

- *Original UK supplied right-hand drive model*
- *Only four owners from new with interesting history*
- *Extensively restored to outstanding condition*
- *Engine and gearbox rebuilt by McGrath*
- *Coachwork restoration and paintwork by Fisher Restoration*
- *Comprehensive history file with photographic record of restoration*
- *Beautifully preserved original interior*
- *Matching numbers and full Classiche documentation*





Built in July 1960 and one of only 22 of this model delivered to the UK, chassis number '954' has the four-speed gearbox and front disc brakes and, unusually, was equipped from new with additional instrumentation and Dunlop tyres, presumably at the request of the first owner (see Maserati Build Sheet on file).

'954' has had only four owners from new, the second of whom purchased the Maserati in 1964 and kept the car for an astonishing 52 years. Now extensively restored following a complete engine overhaul, gearbox rebuild, brake overhaul, carburettor rebuild, hub and bearing replacement - all by McGrath Maserati - and with new wheels, tyres, exhaust and more, this car is mechanically in top condition. It is worthwhile noting that the new exhaust was fabricated in mild steel rather than stainless in order to get the correct period sound!

Entrusted to Fisher Restoration, the body rebuild included replacing the often troublesome steel sills, floor extensions and the boot floor, and letting new aluminium into the outer shell where necessary (so important when restoring cars built on the Superleggera principle). Finished with a concours standard repaint in Maserati Argento Luna (a subtle, almost silver pale blue) complemented by all new chrome, the car looks absolutely magnificent.

The original interior leather has been retained and restored, with the seats re-stuffed and the Pirelli webbing replaced. A new headlining and new sill carpets, carefully matched to the remaining original material, leaves the interior with a delightful air of originality - altogether a lovely place to be. Photographs and invoices relating to the rebuild are available and the comprehensive history file also contains photographs from the 1960s; correspondence from the second owner; a V5C Registration Certificate; and Maserati Classiche documents: build sheet, despatch note, delivery note, Certificate of Origin. The car also comes with its original owner's handbook; spare wheel; knock-off wheel hammer; jack; and an electric tyre inflator for the spare wheel.

A rare right-hand drive example – and even rarer in such outstanding condition – this car wants for nothing and is admired by all who see it. Ready to use and enjoy, it would make a wonderful addition to any enthusiast's collection.

£150,000 - 200,000
£170,000 - 230,000

280

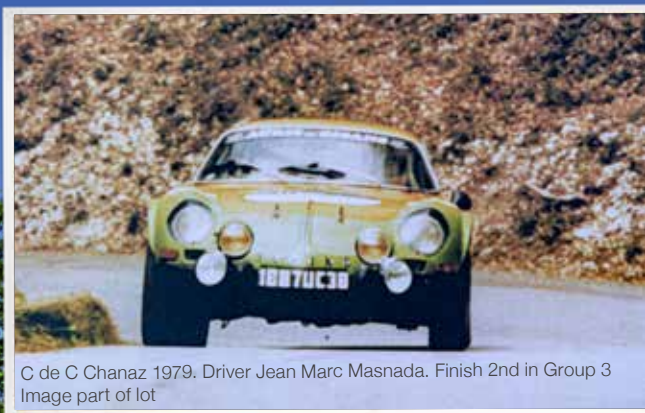
1971 ALPINE A110 1600VB (1600S) COUPÉ

Registration no. AWU 191K

Chassis no. 17638

Engine no. 11119

- *Delivered new in France*
- *UK registered since 1989*
- *Prepared to compete in regularity events*
- *Extensively campaigned*



C de C Chanaz 1979. Driver Jean Marc Masnada. Finish 2nd in Group 3
Image part of lot





Ypres Historic in June 1996. Driver Anthony Whitney
Image part of lot

One of the most sought after of all A110 variants, this 1600VB was delivered to a Mr Marchetti on 30th July 1971. Excluding the supplying dealer there were seven owners of the car in France (list on file). This A110 is known to have competed in rallies from 1975 to 1979 (see photographs and event results on file). Drivers/owners on these events were Guy Ginon (1976-1978) and Jean Marc Masnada (1978-1985).

The Alpine was first registered in the UK on 14th August 1989 to Christopher Knowles-Fitton, who drove the car on a number of UK road rallies including the Targa Rusticana. In February 1994 the car was sold to Anthony Whitney and 'Roadspeed Performance and Servicing' commenced restoration of the body. They also installed a Bob Brain roll cage including door bars. Work continued with Dave Astbury of 'The Cottage Workshop' to complete the car for Historic Stage Rallies. All receipts are available. The Alpine competed in rounds of the HRCR Stage Rally championship and the Ypres Historic in June 1996.

The current owner purchased the car in November 1998 to compete in regularity events. A long-range fuel tank made by Gartrac was fitted; the transmission changed to provide taller gearing (a rebuilt 353-20 gearbox was supplied by Dave Astbury); and the engine rebuilt with a milder camshaft, again by Dave Astbury. Receipts are available. The car competed on various regularity events in the UK and Europe including the HRCR Classic Trophy through France and Spain over a number of years. Latterly the car has also taken part in sprints: Crystal Palace on two occasions, Wiscombe hill climb (on YouTube), various tours and most recently the Firlie Stage demonstration event in 2022.

The car has been issued in the past with an MSA competition car logbook and an historic rally vehicle identity form as well as a FIVA identity card, (although none of these are current). Details of the car's comprehensive specification are far too lengthy to reproduce here but are available for inspection (highly recommend). A handbook, spare wheel, jack, wheel brace, spares kit and spark plug tool come with the car. This 1600S is the ideal candidate for any number of prestigious events

£95,000 - 125,000
€110,000 - 150,000

281 * N

1978 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/SOR/12046

Engine no. V/540/2046S

- Delivered new in the UK
- Weber carburettors and automatic transmission
- Present ownership since 2010
- Requires recommissioning



Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its re-styled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCFN carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic transmission form the Weber-equipped car proved almost as quick as the preceding manual version.

An automatic transmission model, this Aston Martin V8 left the factory finished in Storm Red with fawn interior trim and equipped with a Pioneer stereo system. The car was retailed by Reg Vardy Ltd but nothing else is known of its early history apart from an entry in the AMOC Register (2000) which records the registration as 'UFA 150' in 1997. The current vendor purchased the Aston from marque specialist Desmond J Smail in May 2010 and exported the car. A copy of the sales invoice is on file together with copies of the Car Record Card and last V5C Registration Certificate. Kept on static display as part of the vendor's extensive private collection in the Middle East, the car will require recommissioning before further use.

£60,000 - 90,000

€70,000 - 100,000

No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1960 ALFA ROMEO 2000 TOURING SPIDER

Coachwork by *Carrozzeria Touring*

Registration no. 338 UYF
Chassis no. 10204 02736
Engine no. AR 002004

- *Italian four-seat open-top cruising in style*
- *Left-hand drive*
- *UK resident since 2014*
- *Alfa Romeo Certificato di Origine*



Carrozzeria Touring's associations with Alfa Romeo reached back to the late 1920s and this liaison was perpetuated into the post-war era. Replacement for the 1900 line, the 102-Series 2000 cars first appeared in 1958 and were unusual in so far as production of the stylish Touring-bodied Spider version outstripped that of the Berlina, with 3,443 examples of the soft-top produced compared with only 2,804 of the saloon.

Touring's semi-monocoque construction method was employed, though now the panels were machine-pressed rather than hand-beaten, greatly speeding up production. This departure marked a turning point for Touring, enabling them to manufacture bodies in greatly increased volume, though this was still far from mass production.

Beneath the skin the 2000 remained much as the last of the 1900s, with independent front suspension, live rear axle, five-speed gearbox, and drum brakes all round. Nowadays referred to as the 'old' 2-litre, the twin-cam 2000 engine combined elements of the superseded 1900 and new Giulietta, retaining the former's cast-iron block and separate cam covers but featuring the latter's bucket-and-shim method of valve adjustment.

Spider and Sprint versions came with 115bhp on tap, good enough for a top speed in excess of 177km/h (110mph). Despite a relaxed high-speed cruising ability and excellent smoothness, the 2000 in its day tended to be overshadowed by the smaller and cheaper Giulietta, and only now is the model beginning to receive the attention it deserves.

Built in October 1960, this left-hand drive Alfa Romeo 2000 Spider was delivered to Greece in 1962 (as confirmed by the factory) and imported into the UK by Brian Classic in 2014. While in Greece the Alfa had participated in the Philpa International Rally (in 1999). The car is described by the private vendor as in generally excellent condition, while Borrani wire wheels, Weber 40 DCOE carburettors and uprated disc brakes are the only notified deviations from factory specification. Finished in blue with red leather interior, this beautiful Alfa Romeo soft-top comes complete with jack; spare wheel; owner's handbook; Alfa Romeo Certificato di Origine; FIVA passport (issued in Greece in 2012); some old MoTs; and a V5C Registration Certificate.

£80,000 - 120,000
€93,000 - 140,000

1973 PORSCHE 911T 2.4-LITRE TARGA

Registration no. WWE 316L

Chassis no. 9113511127

Engine no. 6521996

- *Delivered new to Sweden*
- *Matching chassis, engine and transmission numbers*
- *UK registered in August 2021*
- *Extensively restored with no expense spared 2022-2023*
- *Comprehensive restoration records on file*



Introduced as a new base model in 1967, the 911T (Touring) came initially with the 2.0-litre six-cylinder engine, gaining the 2.2-litre unit, along with the rest of the range, in 1969. There was, of course, a 'convertible' Targa version, named in honour of Porsche's numerous victories in the Sicilian classic. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

Coincidentally with the Targa's arrival in 1966 came the first of countless upgrades to the perennial 911 in the form of the 911S, which featured stylish Fuchs five-spoked alloy wheels and a heavily revised and more powerful engine. Improved handling courtesy of a lengthened wheelbase arrived in 1969 and then in 1970 the 911's air-cooled, flat six engine underwent the first of many enlargements - to 2.2 litres. By this time the models on offer had stabilised at three: the entry-level 911T, middle ranking 911E and top-of-the-range 911S, all of which were available as either a closed coupé or Targa convertible. With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto.

In 1972 all 911 variants received the 2,341cc (nominally 2.4-litre) unit, which in 'T' specification produced a maximum of 130bhp. By this time all 911 variants destined for the USA - Porsche's biggest export market - were fitted with Bosch mechanical fuel injection.

A Swedish car with two former owners, this matching-numbers 911T was treated to an extensive restoration in 2022-2023 with no expense spared, using original Porsche parts. The brakes (specified as S when ordered new) have been rebuilt; the shock absorbers and anti-roll bar replaced; new clutch and flywheel fitted; carburettors rebuilt, etc. The engine has been disassembled, cleaned and rebuilt with a new clutch release bearing and new gaskets throughout. The interior has been completely refurbished with original Porsche parts including the carpets and all vinyl. A history of the rebuild is available in the form of photographs and invoices, the latter totalling approximately £55,000. Additional documentation consists of a Porsche UK Certificate of Conformity listing its specification; old Swedish registration documents and title; and a current UK V5C Registration Certificate.

£70,000 - 90,000
€82,000 - 110,000

284

1952 AEC REGENT III RLH LONDON BUS

Coachwork by Weymann

Registration no. MXX 253

Chassis no. 9613E6976

- Rare 'Regent Low Height' model
- First used by London Transport on route 230
- Placed in storage in 1970
- Museum-displayed in the USA for many years
- Professionally restored between 2016 and 2023 at a cost of circa £120,000



AEC's Weymann-bodied RLH (Regent Low Height) buses were used by London Transport to serve on busy routes that passed beneath railway bridges too low to accommodate the standard RT and RM (Routemaster) double-deckers. Mechanically the RLH was based on the much more numerous RT but differed in the layout of its passenger accommodation, there being a sunken gangway on the upper deck's offside and four-across seating. The gangway protruded into the lower deck space, and passengers had to remember to duck when entering or leaving their seats. This arrangement made the RLH 0.39 metres (15.35") lower than an RT. There was accommodation for 53 passengers: 26 on the lower deck and 27 on the upper. The RLH was built on AEC's Regent III chassis and was powered by a 9.6-litre diesel engine driving via a four-speed pre-selector gearbox.

Built in 1950, the first batch of 30 RLHs was ordered by the Midland General Omnibus Co of Alfreton, Derbyshire, which retained 10. The remainder were purchased by London Transport, which deployed them on country routes, finished in green livery. London Transport ordered a further batch of 56, which included RLH53, the first to be finished in red.

In November 1952 these first red RLHs were allocated to route 230, which passed beneath a low bridge in Headstone Lane, close to Harrow & Wealdstone railway station. In 1959 RLH53 was transferred to Dalston, operating on route 178. With changes in legislation permitting the use of longer single-deck buses, the RLHs were gradually withdrawn from service and in 1970 RLH53 was placed in storage.

In January 1972, RLH53 was sold, together with RLH69 and RLH71, and exported to California, USA where it was displayed for many years in the Hill Country Wagons to Wings Collection. Having changed hands twice more, RLH53 returned to the UK in 2012 and was acquired by the London Bus Museum at Brooklands where it was displayed in dilapidated 'as found' condition. In 2016 the Museum sold RLH53 to our vendor, who had it restored by Martin James at Ward Jones Commercial Vehicles (formerly Metropolis Bus and Coach) in High Wycombe, Bucks to the wonderful condition in which it is presented today (see file). The rebuild cost circa £120,000 and in 2023 the completed RLH53 returned to the London Bus Museum on loan. Powerfully evocative of its era, there can be few better means of transporting a large party of friends to the Goodwood Revival and other historic motoring events than this beautiful London bus. Just remember to mind your head!

£70,000 - 90,000
€82,000 - 110,000

First owned by the late Piers Courage

1966 FORD SHELBY MUSTANG GT350 COMPETITION COUPÉ

Registration no. KCX 135D

Chassis no. SFM 6S438

- Documented in the SCCA Shelby Register
- Known ownership history
- Present ownership since circa 1985
- Requires recommissioning



Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. The running gear was uprated appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.

This Shelby GT350 comes with a photocopy of its original logbook listing the late Piers Raymond Courage as first owner from 15th December 1966. Piers Courage had been competing successfully in Formula 3 and Formula 2 races in 1966, earning promotion to F1 with BRM for '67. Courage would enjoy a somewhat chequered career in F1, and tragically met his death in an accident at Zandvoort in 1970. The logbook lists two further owners: J W Rochford Ltd (from 22nd December 1967) and Kenneth Oldham (date obscured).

The accompanying copy of this car's Shelby Register entry states that it was finished in white and shipped to Ford Advanced Vehicles in Slough on 30th December 1965. They were invoiced \$3,200 plus \$200 for Shelby wheels, \$37 for rear seats, and \$400 freight charges. This entry also states that Courage 'raced it with De Tomaso Racing during the 60s', which may be an error as Courage did not join the De Tomaso Formula 1 outfit until 1970, by which time the car had a new owner. It is most likely that the GT350 was the road car of Mr Courage.

Further owners recorded therein are Palmer Hewardine of Huddersfield, who is said to have raced the Shelby extensively in sprints and hill climbs. When Palmer Hewardine acquired the car it was in its original colours of blue with white stripes. At some point he removed the original engine and gearbox (which it is understood he fitted in a Cobra replica later on) and fitted a GT40 spec race engine and front brakes that were salvaged from the remains of the Jackie Oliver/Martin Thomas '67 Mustang touring car. He raced the car in The Northern GT championship with sponsorship from Lep Freight Forwarding. Later the car was repainted in silver with black stripes and given a '70s style makeover of flares and spoilers. It was then campaigned in hillclimbs and sprints with the addition of a modified auto transmission. It was acquired by an Eric Walker and stripped for restoration before purchase by the current vendor circa 1985.

During restoration over the next few years the flares were removed; an R-Model apron fitted; a top-loader manual gearbox installed; a roll cage added; and the car repainted white with blue stripes. The vendor ran with the GT40 engine for some time until a clutch explosion at Goodwood, when it was replaced with a 358cu in race engine. It was then raced in the UK until 1998, and has remained untouched in dry storage since its last race at Oulton Park 1998. It comes with miscellaneous spares including the original bonnet, glass side windows, wet weather tyres etc. Having not been used in recent years, this incredibly rare Shelby Mustang will require recommissioning before returning to the road or track.

£80,000 - 120,000

€94,000 - 140,000

1946 TATRA T87 SALOON LIMOUSINE

Registration no. OAS 184

Chassis no. 69216

Engine no. 222701

- Landmark of passenger car aerodynamics
- Imported from Czechoslovakia into Germany and then to the UK in 1990
- Restored in the late 1990s
- Numerous upgrades



The name of Tatra is forever linked with that of Hans Ledwinka, one of the most original engineers ever to turn his attention to automobile design. Tatra's chief engineer, Ledwinka began experimenting with the application of low-drag aerodynamics to passenger car design in the early 1930s in collaboration with his colleague Erich Úbelacker and Zeppelin aerodynamicist, Paul Jaray.

In 1934 the first of Tatra's 'aerodynes' appeared; this was the T77, the world's first series-produced car designed with aerodynamic efficiency as the foremost consideration. Tatra's advertising hailed it as 'the car of the future', and when compared with its contemporaries the T77 must have looked like it had come from another planet. Just as advanced beneath its streamlined skin, the T77 featured Ledwinka's trademark, independently-suspended backbone chassis and was powered by a 3.0-litre air-cooled V8 engine mounted at the rear, while the extensive use of magnesium alloy for the engine, gearbox, suspension and body kept the weight down to 1,700kg (3,700lb). Although its 60bhp engine was relatively modest in output for a large, six-seater luxury car, the T77's staggeringly low drag coefficient of around 0.21 meant that it was still capable of reaching 145km/h (90mph). A conventional car would have required twice as much power. In 1934 the T77 was superseded by the T77A, which benefited from a 3.4-litre engine and higher (150km/h) top speed.

Although the T77 was fast, economical and comfortable, the handling had sometimes come in for criticism. Introduced in 1936, Ledwinka's response was the T87, which was both shorter and lighter than the T77. Powered by a 3.0-litre V8, the T87 was good for a top speed of 160km/h (100mph). The model resumed production after WW2 and was produced up to 1950, by which time a little over 3,000 had been sold.

This T87 comes with German documents dating from 1983 when it was imported into Munich from Czechoslovakia by a Herr Hansa. In 1990 the car was sold to the UK and owned by one Russell McLeave. The current owner acquired the Tatra in 1995 and completed its restoration. The car was finally registered and MoT'd on 10th April 2003. Our vendor advises us that the wheels are not standard and that upgrades include disc brakes, alternator electrics, and the carburettor from a 3-litre Ford (all original parts and numerous spares are available, buyer collects). Offered with a V5C document, this wonderful Tatra is described as in good condition throughout, starting and running well.

£65,000 - 85,000
€76,000 - 100,000

287

1958 ASTON MARTIN DB MARK III SPORTS SALOON

Coachwork by Tickford

Registration no. WJW 166
Chassis no. AM300/3/1595
Engine no. DBA/1253

- One of only 551 DB Mark IIIs made
- Four owners from new
- Purchased by Captain Ivan Forshaw (Aston Service Dorset) in the late 1970s
- Offered for sale by the Forshaw family
- Highly original





Two years after the introduction of the DB2/4 Mark II came the DB Mark III, 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally the most obvious change was the adoption of a DB3S-style grille, 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 DBA 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 Mark III was faster than any of its predecessors with a top speed of 120mph.

The DB Mark III is also notable as the first Aston Martin to feature in a 'James Bond' novel, being driven by '007' in *Goldfinger*. It was also the last Aston Martin produced with the W O Bentley-era six-cylinder engine.

Its accompanying copy guarantee form reveals that chassis number '1595' was delivered new to one Leslie Gilbert Pitt Esq of Bridgnorth. The original colour scheme was Peony with beige leather trim, and the car was delivered with the optional overdrive, a twin exhaust system, and a glovebox lid. Two subsequent owners are listed, the second being Mr Ronald Maslin of Findon, Sussex (change undated).

Mr Maslin carried out a partial restoration before selling the Aston to the parts supplier, Captain Ivan Forshaw of Aston Service Dorset, in the late 1970s. The car has remained in the Forshaw family's custodianship ever since. Used sympathetically, it remains in highly original condition. Well maintained, as one would expect, the engine is said to run very smoothly while the body is described as straight, with no areas of corrosion, and the original paintwork as good. The interior's original leather is likewise said to be in good condition and the transmission and electrics to work as they should. Accompanying documentation consists of an old-style logbook, a V5C Registration Certificate, and the aforementioned copy guarantee form.

£80,000 - 100,000
€93,000 - 120,000

288

1931 BENTLEY 8-LITRE VANDEN PLAS-STYLE TOURER

Coachwork by Elmdown Engineering

Registration no. GX 2423

Chassis no. YM5045

Engine no. YM5054

- Fully matching numbers: chassis, engine, gearbox, axles, steering column, differential
- Fully restored in 1972 by Elmdown Engineering
- Extensive recent refurbishment by VBE Restorations
- VBE detailed inspection report available





Although the prevailing image of Bentley cars during the Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W O Bentley made a determined bid for the carriage trade, particularly with his larger 4½-Litre, 6½-Litre and 8-Litre models, and it is largely because of this that Napier's bid for the company in 1931 was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition for its own models.

As it is, only 100 examples of the 8-Litre model had been produced before bankruptcy overtook the original Bentley company; had they been in a stronger financial position it might well have been a different story. With a chassis price of £1,850, the 8-Litre Bentley was in direct competition with the Rolls-Royce Phantom II while offering better performance, and the contemporary motoring press was lavish with its praise for the 8-Litre model. The latter had debuted at the 1930 London Motor Show and was the largest-engined car made in the UK at that time and arguably the fastest. Bentley's advertising claimed '100mph without noise' and tests bore out that claim, the 8-Litre being fully capable of the 'ton' even when burdened with weighty formal coachwork. As W O Bentley himself said: "I have wanted to produce a dead silent 100mph car, and now I think we have done it."

The 8-Litre represents an evolutionary step in the development of the Vintage-era Bentley, combining proven features of the 6½-Litre model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Litre engine, W O Bentley followed his long-preferred method of improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Litre's engine followed conventional Bentley practice, its gearbox - designated 'F-type' - was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the 'double drop' design that enabled overall height to be reduced and the centre of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of two wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with Bentley & Draper shock absorbers made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds. The 8-Litre's steering and braking systems also featured numerous detail improvements.



"Motoring in its very highest form," eulogised *The Autocar* in December 1930, having recorded a top speed of 101.12mph in W O Bentley's own saloon-bodied 8-Litre over the half-mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Litre was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.

Today, 78 examples of W O Bentley's magnificent swansong 8-Litre model are known to survive worldwide out of the 100 produced, with many having had their original saloon bodies replaced by replica tourers. This is the case with chassis 'YM5045', which started life with a Freestone & Webb saloon body. Delivered new to Major C H Stevens and owned by him until 1949, the Bentley was then purchased by Leyland Motors who used it as a test mule for an experimental diesel engine before selling it on in 1964. The car then passed through several more UK owners before being fully restored in 1972 by marque specialists Elmdown Engineering in Wiltshire, where it received its current Vanden Plas replica tourer body. Finally, in 1981, 'YM5054' was purchased by a Bentley enthusiast in Sydney, Australia, arriving on the appropriately named SS Prestigious in January 1982.

Under its most recent ownership the 8-Litre has been to noted experts VBE Restorations whose bills for recent works total close to £50,000. These works included the following:

- Remove body, clean chassis and bolt check
- Touch up chassis paint where necessary
- Cover whole body with new wadding and calico and then new black Everflex Reupholster complete interior with Ingleston black hide
- Fit new Wilton carpets bound in leather
- Cover dashboard in black Everflex
- Fit body and wings back to chassis
- Renovate headlamps and re-chrome rims
- Fit modern spin-on oil filter
- Fit new electric fans
- Fully service car and carry out anything that needed doing

VBE Restorations also carried out a full inspection and report in April 2015 prior to sale by the last owner. VBE's report stated: "The inspection of the numbered parts confirmed that all major mechanical components are as supplied by Bentley Motors and correct to the car. Although some of the minor ancillary parts have been changed, this detracts very little from the overall originality of the Bentley made components."

The report concluded: "Overall YM5045 is a superb car which drives extremely well and requires no major work. The body, although not original, is well made and far more usable than it's original heavy coachwork."

With the exception of the Autovac and the Bosch magneto, the car has all of its significant original mechanical components and all major castings are correctly numbered. The car is a fantastic example of an 8-Litre Bentley and has the performance to go with it." VBE's detailed report is far too lengthy to reproduce here but may be found in the history file (perusal recommended).

Few Vintage cars can offer the performance, driveability and sheer exhilaration of an 8-Litre Bentley. While it lacks the Speed Six's racing heritage and Le Mans 24-Hour association, the 8-Litre is today one of the world's great collector cars, witnessed by its amazing survival rate.
£600,000 - 800,000
€700,000 - 940,000



1932 FORD SPORT 'BISELL SPECIAL'

Registration no. SXS 517

Chassis no. AC73566MD

- Built by Bob Bissell in the 1960s
- Present ownership since the early 1990s
- Post-war Oldsmobile Rocket 88 5.7-litre V8 engine
- Body, chassis and running gear restored and uprated by Lynx Motors



Based on a 1932 Ford Model A chassis, this interesting 'Bissell Special' was constructed in the 1960s by one Bob Bissell. It is powered by a modified post-war 5.7-litre Oldsmobile Rocket V8 engine and features a homebuilt steel body and racing-type suspension with hydraulic dampers. The car won its class in hotrod shows and concours in the USA, and remained with the original owner until it was sold to the UK in 1989, ending up with an antique dealer, reputedly to settle a debt. Our vendor purchased the car some two years later.

Apart from the engine, the car has undergone a complete rebuild at Lynx Motors: chassis strengthened by boxing in, zinc painted and internally wax injected; Panhard rod fitted; coil spring dampers and disc brakes fitted; and much other work. Lynx also restored the body, fitting a new fuel tank, rear bulkhead and boot floor, while the boot lid was reworked internally to achieve a much neater appearance. They also swapped the large bonnet bulge for one of more modest dimensions, greatly improving the look of the car.

Following an engine failure, the top-end was rebuilt three years ago by Cranborne Garage of Potters Bar, Hertfordshire. On inspection, several rockers were found to be broken and some pushrods bent. Accordingly, both cylinder heads were removed and thoroughly overhauled before being refitted. In addition, the aluminium radiator was found to be a special design for this particular vehicle; it was corroded and blocked beyond cleaning, so a very-close-in-size Mazda MX-5 radiator core was mated to the top and bottom Oldsmobile tanks.

Bills for all the aforementioned works are available and the car also comes with a current MoT and a V5C Registration Certificate, the latter listing it as a 'Ford Sport'. The convertible hood's frame and its cover are in the boot. Described by the private vendor as in very good/excellent condition, this unique American hotrod is a guaranteed head-turner at any gathering of classic motor cars.

£30,000 - 40,000

€35,000 - 47,000

290

1966 AUSTIN MINI COOPER 1,380CC SALOON

Registration no. OGC 66D
Chassis no. C-AS27-838420
Engine no. 9FD/SA/H13659

- Extensively upgraded
- Engine built by Bill Richards Racing
- Present enthusiast ownership since 2006
- Maintained by the vendor's in-house team



Originally a 998cc model, this Austin Mini Cooper boasts a mouth-watering specification featuring a host of the most desirable performance enhancing modifications available. Built by recognised specialists Bill Richards Racing around an 'A+', 73.5mm-bore block, the 1,380cc engine incorporates Omega pistons, Metro Turbo crankshaft and con-rods, ultra light steel flywheel, 12G940 cylinder head casting, large valves, race-type ports, bronze valve guides, high-lift roller rockers, Piper Blueprint 320 camshaft, and ultra-light cam followers. Fuel is fed from twin tanks by an electric fuel pump to the 45DCOE Weber carburettor, which is mounted on a Manifold manifold, this same company being responsible for the long centre branch exhaust manifold and 2"-bore system.

The transmission features a Jack Knight, close-ratio, straight-cut gear cluster with Quaife limited-slip differential, 3.9:1 final drive ratio and 1.08:1 drop gears. The brakes have been upgraded with Cooper 'S' discs and drums, Mintex pads, servo assistance and Aeroquip hoses throughout, while the suspension likewise has been upgraded with negative camber bottom arms and adjustable tie rods at the front; adjustable camber plates at the rear; HiLo kit; Spax adjustable shock absorbers and up-rated suspension bushes all round. The Special Tuning 4.5"x10" alloy wheels are shod with Yokohama A008 tyres. A roll cage is fitted within the original interior, which has been upgraded with extra 'S' instrumentation.

Rolling road tested on 14.5.99 by Peter Baldwin, peak power was produced at 6,250rpm when 136bhp at the wheels was recorded. 'OGC 66D' has covered the standing quarter-mile at Avon Park Raceway in a time of 15.1 seconds, coincidentally the same time Autocar recorded while testing a 5.3-litre V12 E-Type back in 1973!

The Mini was purchased at Bonhams' sale at the Goodwood Festival of Speed in July 2006 (Lot 563), joining a stable of cars belonging to our vendor, an active enthusiast who regularly attends shows and rallies. Since acquisition it has been well cared for, looked after by an in-house team responsible for day to day maintenance.

This ultra high-performance Mini Cooper is offered with a substantial history file of invoices and expired MoTs dating back to 1998, engine build notes, and a V5C document.

£16,000 - 20,000
€19,000 - 23,000

291

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. SYE 6F
Chassis no. DB6/3111/R
Engine no. 400/3170

- 4.2 litre upgrade
- Extensively restored by marque specialists in 2015-2016
- Manual transmission
- Previously resident in Canada
- Substantial history file





Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series. The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera tubular body supporting structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied by the bodyshop until stocks ran out!

Increased rear-seat space was the prime DB6 objective so the wheelbase was now $3\frac{3}{4}$ " longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox and for the first time there was optional power-assisted steering. Today the accomplished DB6, despite being the most evolved and practical of the original DB family, is also, somewhat paradoxically, the most affordable.

This DB6 comes with a substantial history file containing details of its comprehensive restoration by marque specialists in 2015-2016. This DB6 had previously been owned by a gentleman living in Ontario, Canada from around 2001. The aforementioned file contains all receipts for parts purchased during the restoration, largely from marque specialists RS Williams, as well as a (partial) build sheet and earlier documentation relating to its time in Canada. Finished in silver with blue leather interior, this beautiful DB6 is described by our vendor as effectively a new car from 2016, is in excellent condition throughout, drives very smoothly, benefitting from a 4.2 litre upgrade, handles beautifully and comes with a UK V5C document.

£200,000 - 250,000

£230,000 - 290,000

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. SSM 855

Chassis no. 807283

Engine no. G4388-8

- One of only 479 right-hand drive XK140 dropheads
- Present ownership since 1964
- Never restored but carefully maintained
- Electronic ignition



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 three inches 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 XK120 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 adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. 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, and Laycock de Normanville overdrive became an option for the first time. Special Equipment 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.

One of only 479 XK140 dropheads manufactured with right-hand drive, '807283' was acquired by the current vendor, its sixth owner, on 24th February 1964. The car carries a Dumfriesshire registration and appears to have resided in Scotland its entire life. Our vendor has provided a detailed list of major works carried out during his ownership, dating back to April 1964 when safety belts were fitted by Cameron Toll Garage, Edinburgh. Between 1966 and 1968 the engine was removed and a top and bottom overhaul completed. The cylinder head was set up by Rossleigh of Edinburgh who were the Jaguar main agents.

More recent renovation has included restoration of the body and a repaint (2000/2003); replacing the wiring loom (2004/2005); re-covering the hood (2004/2005); replacing the carpets (2005); replacing the fuel pump and fitting electronic ignition (2016); and renewing the clutch and overhauling the transmission, brakes and carburettors (2022). Related bills are on file. The vendor reports that the XK is in sound condition mechanically, its engine running well, and describes the interior as 'good but worn' and the paintwork as 'good, but some minor damage'. Accompanying documentation includes an old-style logbook, a current V5C document and the aforementioned bills.

£80,000 - 100,000
€110,000 - 140,000

293

1964 ROLLS-ROYCE SILVER CLOUD III DROPHHEAD COUPÉ

Registration no. FPJ 85B

Chassis no. LSFU657

Engine no. SU328F

- *Delivered new to the USA*
- *Returned to the UK in July 1994*
- *Dry stored for the last 29 years*
- *Converted to drophead coupé configuration*
- *Desirable Left-hand drive specification in immaculate condition*



This outstanding car comes with Rolls-Royce build records, which show that chassis 'LSFU657' was built as a left-hand drive saloon to USA specifications. It was supplied directly to Rolls Royce Inc, New York and sold to a private owner in Florida. The car remained in the USA until July 1994 when it was brought back to the UK and subsequently purchased by the current owner.

The Silver Cloud has been dry stored for the last 29 years, covering only an additional 140 miles in that time. During the current ownership car has been converted from a four-door saloon to a two-door drophead coupé. Keeping with the original body style, the conversion work has been carried out by a highly skilled craftsman and includes the fabrication of the roof mechanism, new wings and sills (list of works available). As part of the conversion the car has undergone a bare-metal respray, changing the colour to the striking deep blue seen today. The paintwork is in immaculate condition, as is the new black convertible top.

New luxurious cream leather trim with stunning blue piping and an elegant new hood makes this car one of the most outstanding examples of a Silver Cloud III drophead. Our vendor advises us that no detail has been overlooked during the work on this car, from the re-chroming of the brightwork to the newly veneered woodwork installed, every little detail being carefully considered and restored to the highest standard.

The dark blue carpets compliment the look of the car beautifully. The burr walnut trims have been restored and are in beautiful condition, including those of the occasional picnic tables in the rear. Now boasting four electric windows and a power hood, this beautiful drophead coupé also comes complete with a matching cream leather hood bag, jack and tool kit.

Mechanically this car is said to be in great condition; recent works include a new steering box, radiator hoses, thermostat replacement, air conditioning service (including new compressor), new fuel pump, exhaust system, water pump, brake cylinders all round, two new master cylinders, replacement of brake flexi hoses, brake fluid change, oil/filter change, new battery, and replacement of both front anti-roll bar bushes. A list of new parts fitted is available. According to our vendor, this car drives like new and is shake and rattle free, while the hood glides up and down at the touch of a button. As a desirable left-hand-drive example this Cloud III would be the perfect cruising partner on the cote d'azur. Offered with a handbook and V5C document.

£100,000 - 150,000
€100,000 - 140,000

1951-52 ALTA FORMULA 2 RACING SINGLE-SEATER

Chassis no. F2/2
Engine no. SB 1107

This remarkable 'time machine' Formula 2 racing car is offered here for the first time after no fewer than 49 years in its current ownership. Furthermore, this long ownership period has seen the car raced once only – back in 1975 – after which it was set aside pending more thorough preparation – which its still enthusiastic owner never got round to carrying out.

Therefore, after only two properly active frontline seasons' use back in 1951-52, this fascinating example of the small but in so many ways renowned Alta marque's specialised output is in fact remarkably well preserved today.

- *Arguably the most original Alta in existence*
- *Impeccable provenance, patina and originality*
- *49 years continuous ownership*
- *From a respected collector and former racing driver's stable*

Motor engineer Geoffrey Taylor was a practical-minded, truly hands-on racing enthusiast who founded his Alta Car & Engineering Company at Tolworth, Surrey, as early as 1929. He actually sawed, filed and fettled his very first Alta sports car engine virtually from solid stock on his home kitchen table, producing a simple yet effective 4-cylinder twin-overhead camshaft power unit displacing 1074cc.

Through the 1930s he built a small hand-to-mouth business producing sports cars powered by these engines, which he progressively enlarged from their original capacity intended for 1100cc racing, through 1500cc and on up to a 2-litre version. Alta sports cars quickly built a firm following amongst sporting-minded owner/drivers, and the Tolworth company became famous for punching way above its true weight.





From 1934, Geoffrey Taylor began building specialised single-seat racing Alta cars, initially with offset driving position and bodywork before, in 1937, a proper centre-seated Voiturette-class design emerged, featuring all-independent suspension by sliding pillars. Walton-on-Thames garage owner George Abecassis really put Alta on the map with this car through 1938-39.

Immediately postwar, Geoffrey Taylor completed another Voiturette Alta design, featuring all-independent torsion-bar suspension, and this machine was raced by the independent Cowell & Watson team. It was a partnership between ex-RAF Spitfire pilot Robert Cowell and a relatively moneyed enthusiast named Gordon Watson. Cowell & Watson Ltd, based in Camberley, Surrey, prepared ERA and Alta cars for the resumption of racing in the UK and Europe. They had some car rebodying carried out by panel-beater Bill Shaw's infant Leacroft Forged Sheet Metal Work Ltd. This company was a British pioneer in using Italian-style 'Superleggera' construction, replacing traditional ash-wood body framing with lightweight steel tubing, supporting sheet-aluminium panelwork. In 1947, Cowell & Watson bought Shaw's company and retitled it Leacroft of Egham, based there in Queen's Road.. Leacroft then bodied several competition Altas, a Healey, Jowett sports cars and the famous works-team HWMs.

Meanwhile, in 1945, Geoffrey Taylor had also announced ambitious plans to build a supercharged 1½-litre Grand Prix car, later raced with some success by the hard-charging 'Gorgeous George' Abecassis. Two other clients, Geoffrey Crossley and Joe Kelly bought similar cars from Taylor.

But since sale and service of the three GP cars hardly generated sufficient income to keep Alta Engineering afloat, in search of wider custom Geoffrey Taylor then turned to the new unsupercharged 2-litre Formula 2 category.

Initially he found greater interest in his engines than for his complete cars. The contemporary Abecassis-run HWM team used Alta power units to achieve really significant racing success throughout Europe 1949-53 with such drivers as Stirling Moss, Lance Macklin and Peter Collins amongst others. Their HWM cars proved Alta capability, and against this background Taylor was able to launch his own prototype Formula 2 car in 1951, first chassis 'F2/1' having been built to order for Australian private owner/driver Tony Gaze, while the second car – 'F2/2' now offered here – was completed for Gordon Watson. A third car – 'F2/3' – was completed for Tony Stokes, another associate of Robert Cowell - 'F2/4' to Oliver Simpson and in 1953 'F2/5' to the great British privateer Peter Whitehead.



On February 27, 1953, Gordon Watson advertised 'F2/2' for sale via his Leacroft of Egham company - not least because his mother was said to have "turned off the money tap". In April, 1955, former RAF Squadron Leader Peter Wilson - who had previously driven Bristol and Frazer Nash cars in the RAC TT and at Le Mans ran it in the Formule Libre race at Ibsley before it passed to London gun and antique dealer Anthony Foley.

He sold it in 1964 to local newspaper man Ray Potter together with a Humber Super Snipe tow car. Mr Potter ran the car in VSCC historic events 1965-66, before selling it to Michael A. V. Adams who used it briefly in similar club events before advertising it for sale in the February 1969 issue of *Motor Sport* magazine.

It was acquired by prominent ERA owner/driver Dudley Gahagan of Aldershot, apparently for a client; Horace Capauldi, local owner of the Top Hat Café. Within a year, Capauldi instructed Gahagan to re-sell it, the car later being offered for sale by auction in 1974.

The car's current owner was the successful bidder, intending to "have some fun" in it at contemporary VSCC/Historic racing level. At that time he had already enjoyed a successful 13-year racing career in cars ranging from a Gemini Formula Junior and Lotus 7 and 23 sports cars to Ford GT40 and multiple Chevron models. However, after competing in the Alta at Ingliston, Scotland, in 1975 the car was parked and its owner "just didn't get around to driving it again".

Today 'F2/2' survives in remarkably original unrestored condition, and it is offered here in historically unspoiled and for many tastes delightfully patinated order. It has 16-inch front wheels instead of the original 18-inch but overall it has been considered to be the most original of surviving Alta cars.

A complete technical inspection and rebuild will plainly be necessary before it is run again in earnest. But what a wonderfully evocative (and affordable) introduction it could well provide to front-engined Historic single-seater racing for any enthusiast of the marque, or indeed of that classical era of early 1950s Grand Prix, Formula 2 and Formule Libre racing.

We recommend 'F2/2' here as meriting the closest consideration.
£60,000 - 120,000
€70,000 - 140,000

The in-period racing career of 'F2/2' may be listed as follows:

1951

May 5 - BRDC International Trophy, Silverstone, Heat 2 - Finished but not classified, Final - race abandoned (torrential rain) - driver Gordon Watson
June 3 - ADAC EifelRennen, Nürburgring Nordschleife, West Germany – Watson - Delayed by first-lap incident, finished last, nose damage
Car repaired in France
July 8 - Grand Prix de Rouen-les-Essarts, France - classified 8th after gearbox failure (Watson)
July 15 - Grande Trophée Entre Sambre et Meuse, Mettet, Charleroi, Belgium – 11th after attention to gearbox (Watson)
August 11 - 'Daily Mail' Formule Libre 50 Guineas Trophy, Boreham aerodrome - 7th (Watson)
September 9 - GrenzlandringRennen, Wegberg, Munchen-Gladbach, West Germany - 11th (driven by Bill Whitehouse)
September 29 - Madgwick Cup, Goodwood. Engine fitted with twin SU carburettors - 8th (Whitehouse)
September 29 - Third September Handicap, Goodwood - 10th (Whitehouse)
October 6 - Bristol MC 2-litre race, Castle Combe, Wiltshire – 2nd (Whitehouse)
October 13 - Winfield aerodrome, Berwick, Scotland – 7th (Whitehouse)
October 27 - Snetterton inaugural sprints, Thetford, Norfolk - result unconfirmed (Rex Woodgate)

1952

April 14 - Lavant Cup Formula 2, Easter Monday Goodwood - 7th (Watson)
April 14 - Chichester Cup Formule Libre, Easter Monday Goodwood - Rtd (Watson)
April 14 - Richmond Trophy, Easter Monday Goodwood - 11th (Watson)
April 19 - Ibsley Formula 2 Race, Ringwood, Hampshire - 5th (Woodgate)
May 10 - 'Daily Express' BRDC International Trophy, Silverstone – 10th in Heat 2 - 14th in Final (Watson)
May 31 - Half-Litre CC Formula 2 race, Snetterton - Lap 2 crash (Whitehouse)
July 7 - 'Daily Express' Formule Libre, Silverstone - 13th (Watson)
September 27 - Madgwick Cup, Goodwood - practised but non-started (Watson)
October 22-November 1 - Car exhibited at the Earl's Court Motor Show, London.



The ex-Jon Dooley, 1981 British Saloon Car Championship class-winning
1976 ALFA ROMEO ALFASUD COMPETITION SALOON

Registration no. MHM 225P

Chassis no. 542296093

Engine no. A068772

- Considerable in-period race history
- Well documented
- Purchased directly from Jon Dooley in 2012
- Restoration completed in 2018
- HRDC Alfa Challenge and Goodwood Members' Meeting competitor
- FIA/HTP valid until 31 December 2028



This historic Alfasud was raced by talented privateer Jon Dooley in the British Saloon Car Championship during 1980 and 1981, its best year being 1981 when Jon and the Alfa won the 1300cc class championship on their way to 3rd overall. Formerly his own road car, Jon's Alfasud racer was prepared in their spare time by him and his team of part-time helpers, all of whom had regular jobs. Founded in 1974, the team raced under the 'Squadra Alfa' banner. Early successes earned them the factory's blessing and a change of name to 'Alfa Romeo Dealer Team' (ARDT), although support was limited to the supply of parts. A valuable sponsorship deal was struck with the Italian food importer Napolina, and the ARDT cars were finished in the company's distinctive livery: black with red and green stripes.

Running under the FIA's Group 1 regulations, the Alfasud with its single carburettor and restrictive exhaust was at a distinct disadvantage. That all changed in 1980 when the British Saloon Car Championship allowed competitors a free choice of carburettors and exhaust. Trouble was, Jon had written off his race car in 1979; he was forced to fall back on his Alfasud 1.3 Ti road car, 'MHM 225P', which was race-prepared to exploit the new regulations. Developing an extra 35-40bhp as a result, the Alfasud now had a realistic chance of winning its class. Regular class wins were being achieved by the second half of the season and the team built on this for 1981.

The final round that year was held at Silverstone on 4th October. Jon's chief rival for the 1300cc championship was two-time BSCC champion Richard Longman driving one of three factory-backed Datapost Austin Metros. Longman narrowly out-qualified Jon in practice but was forced to give best to him in the race, Jon crossing the line four seconds ahead of the Metro driver with a new lap record of 1:49.7 to take the 1300cc championship crown.

Eventually retired from racing in 1986, the championship-winning Alfasud remained in Jon Dooley's possession; it deteriorated as the years passed and by 2012, although still in one piece, was severely rusted. It was then that our vendor, an avid Alfa Romeo enthusiast and an experienced engine developer for Weslake and Cosworth among others, recognised the car's historical significance and bought it from Jon Dooley.

The rusted bodyshell was retained and repaired, a donor car providing replacement sheet metal, while the original race engine was rebuilt. This full restoration was completed in 2018 and our vendor was invited to compete in the Gerry Marshall Trophy race at the 2020 Goodwood Members' Meeting, only for the event to be cancelled because of Covid. In recent years the Alfasud has raced competitively in the HRDC Alfa Challenge and at the Goodwood Members' Meeting in 2021 and 2023 where the car was very competitive in Heat 1 for cars up to 2.5 litres. Rebuilt prior to the 2023 season, the engine currently installed is a 1.5-litre unit.

This historic Alfasud comes with a most substantial history file containing Autosport reports from the 1981 season; period photographs; Napolina sponsorship documents; race history; Jon Dooley's account of its history; and FIA/HTP valid until 31st December 2028. Included in the sale is the original 1981 1.3-litre race engine (rebuilt) and the suspension and brakes from 1981. Sundry engine parts, wheels and suspension components are available by separate negotiation with the vendor.

£40,000 - 50,000
€46,000 - 58,000

296

1969 JAGUAR E-TYPE SERIES 2 4.2-LITRE ROADSTER

Registration no. TFS 288H

Chassis no. 1R7694

- *Delivered new in the UK*
- *Matching engine and chassis numbers*
- *Factory fitted power steering from new*
- *Restored in 2015*



This stunning 4.2 E-Type was built on 17th April 1969 and supplied new by Rossleigh of Edinburgh, who subsequently dispatched the car to its first owner on 20th June 1969. This is a matching numbers car and was ordered from the factory with the very rare and desirable power steering.

This 1969 E-Type roadster is a very attractive car that was treated to an extensive restoration in 2015 at a cost of more than £50,000 and remains in excellent condition, having seen little use since the restoration. It is finished in the classic and attractive combination of Primrose Yellow with a black leather interior and matching canvas top, and sits on wider competition-style wire wheels shod with period-correct narrow whitewall radial tires. According to the vendor, very good quality paint has been laid on a nice straight body, and most of the chrome trim has been restored or replaced. Panel fit is said to be very good. The black interior is described as in very good condition, having recently been re-trimmed with new leather, correct carpet, and a new canvas top.

This E-Type is described as driving well, with performance to live up to the cosmetics, a strong engine, smooth shifting gearbox and excellent handling. With attractive cosmetics, a wonderful cockpit and well-sorted mechanicals, this Series 2 E-Type would make the ideal choice for an enthusiast seeking a well presented and nicely restored example that they could exercise on their favourite back roads, enjoying the throaty exhaust note and sublime handling.

Offered with the car, the history file contains the original handbooks; a Jaguar Heritage Certificate; MoT certificates dating back to 1979; and a full photographic record of the restoration.

£70,000 - 90,000
€81,000 - 100,000

297

2002 PORSCHE 911 TYPE 996 GT3 RS COMPETITION COUPÉ

Chassis no. WP0ZZ99Z2S692066

Engine no. 63223007

- *Genuine factory-built GT3 RS*
- *Delivered new to Orbit Racing in the USA*
- *Considerable in-period race history (fully documented)*
- *Restored by Orbit Racing in 2017*
- *Eligible for Endurance Racing Legends, Masters Endurance Legends, Rennsport Reunion, Le Mans Classic*



On track during the 2002 Le Mans 24 Hours test day
Photo courtesy of the vendor

Intended primarily for racing, though still road legal, the Porsche 911 GT3 - first introduced in 1999 - can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT3 category of production sports car racing, and has been produced in a variety of versions since its introduction in 1999 on the Type 996 iteration of the perennial 911, the 996 being the first to have a water-cooled engine.

Following the launch of the original Type 996 GT3, Porsche introduced an out-and-out racing version: the GT3 R, which made its track debut at Le Mans in 1999, winning its class. The GT3 R would go on to dominate its class in the American Le Mans Series for the next couple of years and proved equally successful in the FIA GT Championship. In 2000 a GT3 R entered by the factory supported Phoenix Racing won the 24-hour race at the Nürburgring.

The concept's next development, the GT3 RS, arrived in 2001. Standing for RennSport (literally 'race sport') the 'RS' designation referenced that iconic first-of-the-line model of 40 years previously. In GT3 RS specification, the 3.6-litre flat-six 'Metzger' engine was up-rated, producing around 400bhp, although the claimed output remained unchanged at 318bhp for homologation purposes.



On its way to 2nd in class during the 2003 Daytona 24 Hours
Credit: Martin Spetz courtesy of the vendor



The RS was lighter than the 'ordinary' GT3; weight saving measures included a polycarbonate rear window, and carbon-fibre bonnet and rear wing, while the stock cast-iron brake discs were replaced with ceramic composite rotors for greater fade resistance under competition conditions. RS suspension was adjustable, and the car ran some 3mm lower than the stock GT3.

The GT3 RS not only continued to dominate its class but also proved capable of scoring outright victories against more powerful prototypes; standout results being overall wins in the Daytona 24-hour and Spa-Francorchamps 24-hour races in 2003. The successor RSR arrived for 2004. The GT3 R/RS/RSR race cars were the first internationally homologated GT3 race cars (only the LMP prototypes ranked above them). They were highly successful top-flight race cars that raced in what would become the GT2 category at Le Mans.

The Porsche Certificate of Origin on file confirms that chassis number 'WP0ZZZ99Z2S692066' is a genuine 2002 GT3 RS delivered new to the USA-based Orbit Racing and built to ACO specification. This car made its competition debut at the 2002 Sebring 12 hours and Daytona Finale 3 Hours, and was also a reserve entry for the Le Mans 24 Hours that same year. In 2003 it took part in the prestigious 24 Hours of Daytona, finishing 2nd in the GT class before ending its frontline career at the Barber 250 miles.

Immediately after the Barber race the RS was sold to Fort Lauderdale-based dentist the late Robert (Bob) Mack. Mike Calucci ran the Porsche for Bob in several local SCCA and PCA meetings before he moved to North Carolina. During this period Phil Pierce converted the suspension to 2005 RSR specification. Sadly, Bob Mack passed away and in 2013 the car was sold via MGM Motorsport. The new Florida-based collector/owner commissioned the original owners Orbit Racing to restore the RS, which included having the engine rebuilt by Porsche Motorsport North America. In 2017 the RS was purchased and imported into the UK to join a collection of historic competition cars.

We are advised this Type 996 GT3 RS remains in excellent condition having not been raced since restoration. It benefits from a recent new battery and has been run up, running excellently and displaying good oil pressure. It is presented in the dramatic yellow, black and white vinyl-wrapped livery of sponsors Yes Network dating from its appearance at the 2003 24 Hours of Daytona. The car comes with a substantial file detailing its entire history of race results together with numerous period photographs of it in action at Le Mans, Daytona and Sebring. Its full competition history is on file. Eligible for Endurance Racing Legends, Masters Endurance Legends, Rennsport Reunion and Le Mans Classic, it represents a rare opportunity to own one of these very special Porsche GT racers.

£170,000 - 220,000
€200,000 - 260,000

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

1953 STUDEBAKER CHAMPION STARLIGHT COUPÉ

Registration no. 644 XVJ

Chassis no. G1262101

Engine no. CE568969

- Iconic example of 1950s American automotive styling
- Specially prepared Chrysler Hemi V8 engine
- Four-speed manual gearbox
- Present ownership since 2019



"Probably the outstanding American automotive design of the '50s, certainly one of the all-time greats." - Richard M Langworth, *Complete Book Of Collectible Cars*.

In receivership in 1933, Studebaker had been revitalised by 1939 and in May 1946 became the first major American manufacturer to announce an all-new design with the introduction of its 1947 range. Created by two of the greatest automobile stylists of all time - Raymond Loewy and Virgil Exner - the sensational new Studebakers featured a straight-through front wing line, lowered bonnets and, in the case of the Starlight coupé, an astonishing wrap-around rear window. For 1950 the company introduced another landmark of automotive styling in the form of the 'Bullet Nose' Studebakers that had clearly been influenced by the coming of the 'Jet Age'.

Bodies were all new for 1953 and this style would see Studebaker through to the introduction of its 1956 range. Without question the outstanding designs in the line-up were the Starliner hardtop and Starlight coupé, both the work of Robert E Bourke, chief of the Loewy studio. The '53 Champions were powered by a 169.6ci (2.8-litre) inline six-cylinder engine which, although less powerful than the V8 found in the Commander series, was lighter, resulting in a better balanced car. Three Champion series were offered in 1953: Custom, Deluxe and Regal in ascending order of equipment and expense, the Starlight coupé being available on the latter two only.

In the current ownership since 2019 and registered in the UK in January 2020, this 1953 Studebaker Champion Starlight coupé features a 1956 Chrysler Imperial 354ci (5.8-litre) Hemi engine built by the legendary Hemi engine guru, Gene Adams. Gene, having 50-plus years of championship-winning and record-setting experience under his belt, applied this knowledge in combination with modern technology to build this very special Hemi engine. The latter features Egge pistons; 2.062" intake and 1.8" exhaust valves; Engle camshaft; Cox pulley drives; Vertex magneto; twin AFB carburetors; Hayes flywheel; polished cylinder heads and block coated with DuPont Star Metallic and clear coat; billet valve covers; billet ignition wire covers; and a Sanderson Hemi Hugger exhaust system. A Lakewood bell-housing mates the engine to a Borg Warner four-speed manual gearbox.

Other notable features include rack-and-pinion steering; disc brakes; 9" Ford rear end; Carrera coil-over shock absorbers; new reproduction fuel tank; custom fabricated billet grille bars; and a Fat Man front clip. The replacement dashboard, including speedometer, was sourced from a 1956 Studebaker Hawk. There is an engine build file and related correspondence with the car, which also comes with a V5C Registration Certificate.

£40,000 - 45,000

€47,000 - 53,000

1998 AC SUPERBLOWER ROADSTER WITH HARDTOP

Registration no. ACC944A

Chassis no. SA9AK3020VA017003

Engine no. SB 7003

- *One of 24 made and one of 19 right-hand drive cars*
- *Wonderful condition and only circa 8,000 miles from new*
- *Huge, documented history file including a magazine feature*
- *Interesting ownership history*
- *Recently come from a major collection*



In March 1996, crippled by the cost of developing the new Ace, AC Cars Ltd went into receivership and in December of that year the company was sold to South African businessman Alan Lubinsky's Pride Automotive, which continued production in Weybridge, Surrey under the AC Car Group Ltd name. Both the Cobra Mark IV and the Ace were made, and soon a 'CRS' version of the Mark IV was announced with a carbon-fibre bodyshell. There was also a 212 S/C version with Lotus twin-turbo V8 power, as well as the AC Superblower with a supercharged 5.0-litre Ford V8 engine.

Bolting on a supercharger to the Ford V8 resulted in a remarkable boost in performance, maximum power increasing to 355bhp and torque to 385lb/ft. Thus equipped, the 1,350kg Superblower raced to 60mph in 4.1 seconds on its way to a top speed of 165mph, outpacing the standard Mark IV by 32mph and rivalling the legendary '427' for outright speed. Only 24 Superblowers were manufactured, including this right-hand drive model, which is presented in remarkable condition.

Registered in March 1998, this car boasts impeccable paintwork in Metallic Silver with twin burgundy stripes, while the burgundy interior is trimmed in hand-stitched Connolly leather. The carpeting is wool, and a central aluminium panel houses the retro Smiths instruments. Extras include stainless steel air vents, an alarm and a stereo system, the latter fitted in 2000 by AC specialists Autokraft, who also supplied the hardtop (the car also comes with its original soft-top and frame).

Having covered only circa 8,000 miles during its 25-year life, this excellent example comes with all handbooks, original tools and keys. The AC Cobra is a truly remarkable car, combining style, legacy and performance; and of all the Cobras built over the vehicle's 60-year history, this rare supercharged 5.0-litre model surely stands as one of the greatest.

Offered with ownership provenance, and in fabulous condition, this factory-built Superblower has been beautifully maintained throughout its life and looks forward to providing its new owner with '427'-rivalling performance. A unique opportunity for the AC enthusiast to own an important part of the company's history.

£110,000 - 140,000
€130,000 - 160,000

1961 AUSTIN-HEALEY 3000 BN7 ROADSTER WITH HARDTOP

Registration no. NFF 341
Chassis no. HBT7L/15256

- Rare BN7 variant
- Formerly part of the Tina and Denis Welch collection
- Comprehensive professional restoration in 2016/2017
- FIA papers valid until December 2027
- Ready to race
- Eligible for numerous Historic race series



Although as a competition car the 'Big Healey' is best remembered for its exploits in international rallying, the works also entered these robust and tuneable cars in circuit races, principally long-distance events such as the Sebring 12 Hours, Targa Florio and the Le Mans 24 Hours race. They were also immensely popular with privateers the world over and continue to be so today.

Development was facilitated by the transfer of Austin-Healey production to MG's Abingdon factory in 1957, and the decision to base the works' rally programme at the Competitions Department there under Marcus Chambers. Benefiting from the attention of MG's experienced engineers, the 3000 was progressively developed over the course of the next six years, before a change in the FIA's Appendix J regulations at the end of 1965 outlawed many of the special parts that had been homologated for competition use.

Although the Big Healey retained a separate chassis and body in traditional sports car fashion, for rallying these two components were welded together to form a structure of greatly increased strength and rigidity. Wherever possible, body panels - wings, doors and bonnet included - were fabricated in aluminium rather than steel to save weight, while from 1960 the boot lid was moulded in glassfibre. Other essential competition modifications included four-wheel disc brakes, close-ratio gears and a limited-slip differential.

Early works 3000s used engines that retained the production version's cast-iron cylinder head, twin SU carburetors and full-length exhaust system, developing around 160bhp. The adoption of a short side-exit exhaust system was one of the earliest modifications, followed by triple SUs, fabricated tubular exhaust manifolds, aluminium cylinder heads and triple Weber carburetors. In its final form the engine produced 210bhp. An example of the rarer BN7 two-seater variant, this 1961 Austin-Healey 3000 race car has an FIA Historic Technical Passport (Appendix K) valid until December 2027. The car was comprehensively restored in 2016-2017 (including new paintwork) by Classic Performance Engineering at Bicester Heritage and has seen only light use since then.

Once owned by Tina Welch, wife of Austin-Healey expert Denis Welch, this car was formerly part of their private collection and is presented in top condition and ready to race. 'NFF 341' is eligible for the best Historic race series including Masters, Gentlemen Drivers, Motor Racing Legends Pre-'63 GT, GT & Sports Car Cup, and Equipe Classic Racing Pre-'63 & Libre. Accompanying documentation includes restoration bills and photographs; V5 documents relating to previous owners; some older bills; a current V5C; and the aforementioned FIA papers.

£90,000 - 120,000
€110,000 - 140,000

301

1969 CHEVROLET CAMARO X77 Z-28 COUPÉ

Registration no. PFJ 399G
Chassis no. 124379N594947
Engine no. 594947

- An older restoration presenting beautifully
- Offered from long-term storage and never driven on UK roads
- M21 four-speed manual transmission
- Very well specified X77, maintaining many original features.



Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival – the Camaro. Introduced for 1967, the Camaro closely followed the Mustang's successful formula, being almost identical in size though more curvaceously styled.

Like the Mustang, the Camaro was blessed with a generous options list that enabled customers to personalise their cars, a situation that has resulted in no two being exactly alike. Chevrolet left the Camaro pretty much unchanged for 1968 before engaging in a major re-styling exercise for '69 that saw it re-emerge both longer and lower. As before, the car was available as a coupé or convertible.

Carroll Shelby was already racing modified Ford Mustangs with enormous success and so it was inevitable that Chevrolet would have to follow suit with the Camaro. The SCCA's Trans-Am was the most prestigious sedan-racing series in North America and Chevrolet worked with Roger Penske's (unofficially) factory-backed team, winning the Trans-Am championship in 1968 and '69 with Mark Donohue.

The Z-28 Camaro offered here has an impressive factory specification. This car was supplied new to Jackson Chevrolet Co in Summerville, Georgia on 10th February 1969. It is offered for sale from long-term storage and has never been driven on UK roads. The registration process was completed August 2023. An older restoration that still presents beautifully, the car retains many of its original features and equipment, including the original VIN plate on the bulkhead.

Specification highlights include the following: Rebuilt correct DZ-suffix 302/290bhp matching-numbers V8 engine, a correct 4053 DZ Holley four-barrel carburettor and correct distributor and alternator. Correct M21 four-speed manual transmission and an original BU 12-bolt positraction rear axle, along with desirable power disc brakes. Bodily, the Camaro retains its desirable Cowl induction hood along with front and rear spoilers. The car has been refinished in original rally green with white stripes, mated to its wonderful original cream interior including seats, door panels, carpet and dashboard and original finish trunk compartment. It also retains its centre console with gauges and its factory tachometer. Shod on its original 15x7 Rally wheels with its correct Goodyear E70-15 Polyglas tyres this example is worthy of closer inspection
£45,000 - 55,000
€53,000 - 64,000

1933 ROLLS-ROYCE PHANTOM II CABRIOLET

Registration no. JH 5185

Chassis no. 144MY

- Originally bodied as a limousine by Mascot Motor Body Works
- Current body believed made by Peter Plunkett
- Present ownership since 2012



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

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

Chassis number '144MY' was completed in June 1933 with limousine coachwork by the little-known coachbuilder Mascot Motor Body Works for first owner J B Joel Esq of Aldwickbury, Harpenden (probably the independent school of that name). Documents on file show that by August 1982 the Rolls-Royce belonged to Messrs J R Norris Funeral Services of Kettering, serving, as many of these Rolls-Royces did as a hearse at this time. The Phantom was in that configuration when purchased by The Real Car Company in 1990 as a project with a dismantled engine.

The following year they sold the Rolls-Royce to Peter Plunkett. It came back to The Real Car Co in 2012 carrying its current four-door cabriolet body, presumably bodied by Peter Plunkett, as that was his profession. In February 2012 the Phantom was purchased by our vendor, who went on to finish the restoration. The accompanying file contains copy chassis cards, assorted correspondence, sundry bills, and a current V5C document.

£90,000 - 120,000
€110,000 - 140,000

303

1975 LANCIA FULVIA BARCHETTA

Registration no. KRB 484N
Chassis no. 818 630 072900
Engine no. 818 303 085748

- Raced in period at the Targa Florio and other prestigious events
- Targa Florio Centenary participant in 2006
- Bought for a UK private collection circa 2008
- Recently recommissioned



When our vendor was researching this Lancia Fulvia Barchetta's history, a gentleman named Giacomo Di Maria from Palermo came forward and explained it had run as a hardtop in the Targa Florio. When our vendor asked how he knew, it turned out that he was the original driver who had built the car with Francesco Petrola and raced it and won the Italian Group 4 Championship in 1976! After numerous communications with Giacomo and Maurizio Petrola (the son of the original team/garage owner) the rest of the history came to light.

Giacomo sent several photographs showing the car in 1976/1977 and the different coloured paint schemes, from the original green/blue of 1976 to the white of 1977. The various paint colours can still be seen through various stone chips and panels that were never painted, confirming the history further.

Car '93' was converted from a standard 1975 Lancia Fulvia for Giacomo Di Maria and Phillippe Bruno by Francesco Petrola, who won his class at the Targa Florio in 1976 in a Fulvia. The build was undertaken during the end of 1975 and into 1976 for the car to be ready for the Targa Florio, the first race of the season. The Fulvia raced throughout the 1976 season and won the Italian Championship, going on to race in 1977. It was then converted into a red Barchetta by Francesco Petrola in 1978/1979, and continued to race in Italy (as photographed). The red paint can still be seen on the roll cage.

The following race results are known:

1976 Targa Florio 18th overall and 2nd in class
1976 Pergusa 13th overall and 2nd in class
1976 Monza 6hrs 14th overall and 1st in class
The car also raced at Imola, Casale, Misano and in the Giro d'Italia in 1976 (results still being researched)
1977 Targa Florio 24th overall and 1st in class (the rest of this year's history is being researched)

In 2006 the Fulvia was restored by Francesco Petrola and participated in the Targa Florio Centenary, driven by Francesco and Count Federico (picture in folder) in circa 2008 it was brought to the UK where it remained in a private collection until purchased by our vendor. Over the last few months the car has been undergoing mechanical recommissioning to get it ready to return to the road for the 2023 summer, the vendor spending circa £4,000-plus on the works (full details and related bills available).

This historic Lancia Fulvia Barchetta comes with a folder full of paperwork. It has full original Italian FIA paperwork to Appendix H which date from 2001 which will require updating to HTP; lots of correspondence with the original owner and builder and his son; and bills for mechanical overhaul including full service, water pump, timing chain full brake refurb in 2023

£28,000 - 35,000
€33,000 - 41,000

1938 MG MIDGET TA ROADSTER

Registration no. GPC 671

Chassis no. TA 1753

Engine no. MPJG 2010

- Understood to replicate the MG TA owned by Douglas Bader
- Extensively restored by Classic Restorations Ltd
- Minimal mileage since completion



'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.

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.

As such, the Midget was exactly the sort of car that would appeal to fighter pilot Douglas Bader, who purchased a TA Midget registered 'GPC 671' new in January 1938. One of the RAF's most famous pilots 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.

This Midget is accompanied by a continuation logbook, stamped throughout the early war years, shows a registration 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 his MG soon afterwards. In the 1960s, 'GPC 671' was involved in a major accident and it is understood that major parts of the chassis were scrapped. The logbook appears to have been sold at auction in 2006, and may have been purchased to put with the car offered here at the time.

The car offered here was purchased by the current owner from Warren Kennedy of Classic Restorations Ltd, who it is understood did the rebuild of the car. The car has been registered 'GPC 671' and the chassis and engine are stamped with the numbers written in the logbook on file, but it is best considered to be a replica of the iconic 'Bader' MG. It is presented in generally excellent condition, having covered minimal miles since the restorations completion. Accompanying documentation consists of the aforementioned old-style logbook.

Due to the significant gap in this cars history, Bonhams cannot confirm any direct ties to the Bader MG, but commend to the market a meticulously restored example of this popular type.

£25,000 - 30,000
€53,000 - 58,000

Aircraft

Lots 305 - 306

Further images of each lot can be found at:
[bonhams.com/27998](https://www.bonhams.com/27998)



305 P ♦♦♦

1920 AVRO 504 L

Registration no. G-EASD

- A three-seat Avro 504 L, built in March 1920 as a commercial aircraft
- Flew continuously as such until 1927 using wheels, snow skis or water floats
- Known operational history
- Offered with extensive and impeccable provenance



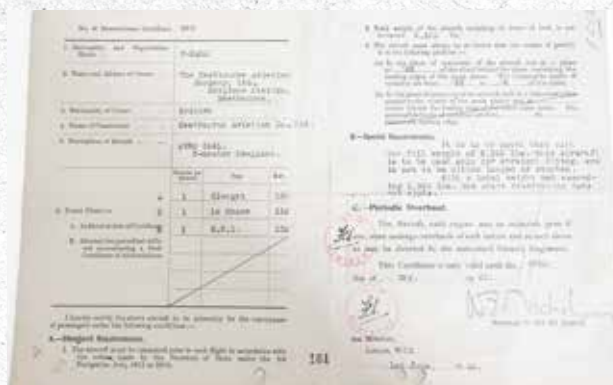
G-EASD on water floats at Shoreham, note the passenger boarding steps and four blade propeller (pic 2), summer 1920



G-EASD on water floats at Shoreham, note the passenger boarding steps and four blade propeller (pic 2), summer 1920



The original Certificates of Registration, March 1920 and original Certificate of Airworthiness, 1920



The original Certificates of Registration, March 1920 and original Certificate of Airworthiness, 1920

Basic Avro 504 history

The original designs for the type were made in 1912 (nine years after the Wright Brothers' first flight). The fuselage was drawn by A V Roe & Company's Roy Chadwick, later its Chief Designer, who would go on to design the Lancaster. The first flights, in 1913, were a great success. Orders were received from both the Royal Flying Corps (RFC) and Royal Naval Air Service (RNAS), ensuring the future of the Avro company. When design started in 1912 it was ahead of its time. The 504's tractor layout with staggered bi-plane wings, full 3 axis control utilising control column and rudder bar plus main wheel with tail-skid undercarriage was soon adopted by most aircraft designers as the best. Furthermore, interchangeable components and standard parts were used throughout, making the 504 cheaper to make.

The Avro 504 was among the first British aircraft to arrive in France at outbreak of WW1 in 1914. In November 1914 the RNAS flew three aircraft to the Zeppelin factory at Friedrichshafen, making the first ariel bombing raid in history. In 1916, the 504 was selected as the first standard military training aircraft in the world, serving at the RFC Gosport School of Flying. Its status grew with time becoming the first 'standard trainer' in the world. In 1917, Avro upgraded the 504 to K model specification with more powerful rotary engines: Le Rhône 110, Clerget 130 or Bentley BR1. This required a minimal amount of fuselage strengthening, otherwise the airframe remained as per the design of 1912. In April 1918 the Royal Air Force was created.

Following the war's end in November 1918, Avro modified the military K model to become the civil L model, with three seats and a choice of undercarriage (which could be changed in less than one hour). In July 1919, an agreement in Paris allowed International Commercial Aviation to commence. Two fundamental rules were built into the agreement: private aircraft would require only a Certificate of Registration with the registration letters applied to the airframe, while commercial aircraft would require a Certificate of Registration, with letters applied to the airframe, and a Certificate of Airworthiness. G-EASD was issued a C of A in 1920.

In March 1920, Avro 504 L, G-EASD is constructed and begins commercial flying. It would go on to be one of the creators and sustainers of the nascent airline industry. It was a robust simple aircraft that carried over 1 million passengers plus freight and mail during 20 years of civilian service. From 1913 until the late 1930s some 10,500 Avro 504s of various marks were constructed both in the UK and overseas. Today only around 10 genuine examples remain, the majority in major aircraft museums. Avro 504 L, G-EASD is the only three-seater left.



Inflight photograph over the Swedish lakes and forests using now snow skis



Now registered S-AHAA on floats on dry land!



On a frozen lake, Sweden 1925



On a frozen lake, Sweden 1925

Current Inventory

Complete airframe restored to flying condition using wheels or snow skis, without fabric covering

- 1 1917 Le Rhône 110 rotary engine, restored to display condition by Rolls-Royce
- 2 A collection of original parts from G-EASD not suitable for flight.
- 3 Complete set of original aircraft instruments circa 1918 (airspeed indicator, height gauge, compass, engine RPM, Le Rhone air pressure gauge with release valve, air pressure pump, watch, Tampier control, Avro map case
- 4 1917 pilot's leather flying helmet (found under the cockpit seat)
- 5 Original engine logbook 1920 to 1927
- 6 Original engine logbook 1920 to 1929
- 7 Original UU Certificate of Registration 1920
- 8 Original UK Certificate of Airworthiness 1920
- 9 Original Swedish registration documents 1921 to 1928
- 10 25 original black & white photographs of the aircraft 1920 to 1927, including the crash landing (see below)
- 11 Several letters and documents regarding obtaining spares during 1920s
- 12 Original 1918 Avro rigging book
- 13 Original Royal Flying Corps technical notes 1916
- 14 Original 1918 factory Le Rhone 110 engine maintenance manual
- 15 Original 1918 Clerget 130 factory engine manual
- 16 Over 400 copies of Avro 504 factory drawings, some signed off by Chadwick

- 17 An Ex-Rolls Royce oak planchets for the drawings
- 18 Several books on the history of the Avro 504
- 19 Two books on the history of 'The Eastbourne Aviation Company'
- 20 A large oil-on-canvas portrait of G-EASD as S-AAP flying in Sweden in 1922

History of Avro 504 L G-EASD

In March 1920 this aircraft was built under licence by Eastbourne Aviation Company and registered on 26th of that month as G-EASD. The EAC had been started as an aircraft constructor by Major Fowler in December 1911 building Bleriot aircraft at Eastbourne under licence. During WW1 they built a large number of various military machines, the majority for the RNAS, of which 200 were Avro 504s. Post-war the company built six of the new commercial variant, the three-seat Avro 504 L for their 'airline' - Eastbourne Aviation Services. By coincidence it becomes the first personalised registration, EASD = Eastbourne Aviation Seaplane Division.

The Avro was issued with its UK Certificate of Registration on 26th March 1920 and its Certificate of Airworthiness on 1st June 1920. It is believed that the aircraft flew on a regular basis between March and June 1920 prior to the formal issuance of the C of A. G-EASD carried out a test flight on 16th June 1920 followed by three flights carrying five passengers, all before lunch, starting its official commercial career.



During the ownership of Geo Spaak the AVRO was last used commercially in December 1927, it remained well stored in a boat shed and eventually sold on



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When A V Roe modified the two-seat military K model into the three-seat commercial L type they equipped it with an undercarriage capable of accepting wheels, snow skis or water floats, making it internationally versatile and commercially viable. G-EASD was built as such, operated by Eastbourne Aviation Services exclusively on water floats utilising the English Channel as its airfield, flying to the beaches of Eastbourne, Hove, Brighton, Shoreham and others. Between June and September 1920, 329 passengers were carried (fewer than a Boeing 747 load) and one photographic charter was accomplished. From these modest roots the international airline industry began.

In late September 1920, G-EASD was laid up for the winter. George Spaak, a Swedish engineer, had timber interests in the Stockholm hinterland and had created an embryonic Air Transport Company. In 1921, he sent one of his pilots, Jimmy Youell (ex RFC) to Eastbourne to evaluate the Avro. G-EASD was test flown on 21st July 1921, purchased, crated and shipped to Stockholm. On 26th August 1921 it was erected and test flown. Two days later the aircraft carried seven passengers between Stockholm and Goshaga. It was initially registered as S-AAP with the Swedish authorities, the UK Air Ministry noting the aircraft exported and sold to Sweden.

The Swedish authorities changed their registration system three times in 10 years. S-AAP was officially re-registered S-AHAA on the 13th March 1923 and subsequently as SE-HAA on 1st April 1929, still in the ownership of George Spaak. On 13th December 1927, the Avro made its last commercial flight, landing heavily on a frozen lake and incurring much damage. Nevertheless, George Spaak had enjoyed a good financial return from the aircraft, and it remained stored in a boat shed and eventually was sold on.

During its commercial career in Sweden from 1921 to 1927, the aircraft carried 147 passengers and a large but unknown amount of freight and mail. By the late 1920s the industry was producing better and more suitable commercial aeroplanes. The 504 was becoming redundant and reaching the end of its commercial life. Still registered SE-HAA, the Avro passed into private ownership in the 1930s.

G-EASD, was left in storage in Sweden for many many years, soaked in castor oil which preserved the airframe and engine. The aircraft came to light around 30 years ago and was brought to the UK. Subsequently our vendor obtained it together with all the original documents and spares. During research, G-EASD's history and its airline significance became apparent as the world's earliest surviving commercial aircraft. All other commercial types that pre-dated G-EASD had crashed, burnt or in other ways been destroyed.



An artist's impression of S-AAP finished in 'Post Office Red'

Williams

Structure

The Avro 504 is a single-engined tractor bi-plane. The 30' fuselage is built around four longerons forming a square box in cross section that tapers from behind the rear cockpit to the tail.

The engine is mounted at the front on steel bearers; directly behind are oil and petrol tanks followed by the three tandem cockpits. The undercarriage with long skid is attached directly beneath the front fuselage section. The cabane centre section surrounds the front cockpit. These four wire-braced vertical wood struts hold the top wing centre section, which in turn is the attachment structure for the top wings.

The four wings have a 2' stagger and two degrees of dihedral, and are each 16' 6" long. Total wing span is 36' (includes the fuselage width). The wings are separated by eight inter-plane struts. There are four ailerons, one per wing. The wings on each side are identical and interchangeable. Each wing is constructed around a front spar and trailing spar. The latter outboard section supports the ailerons. The two spars are separated by a set of five compression ribs and 15 form ribs, all of identical section. The whole unit is internally diagonally wire-braced with turnbuckles.

The tail assembly comprises a single balanced rudder and two identical horizontal stabilisers with two identical elevators, again interchangeable. The horizontal stabs are supported at the fuselage by four steel struts.

All the control surfaces are connected to the control column or rudder bar by steel cables. There are no trimming surfaces.

The airframe is wood, the joints being held together by steel brackets and sockets bolted through and all tensioned by the use of turn-buckled wire cross-bracing. Very little glue is used. The main undercarriage consists of a transverse axle that can support either **wheels or snow skis** and is joined to the fuselage by a vertical bungee sprung tube arrangement. The fore-and-aft skid running under the axle is attached to the fuselage by a pair of V struts. This is to protect the propeller and engine in case of 'nose over'. The whole is stressed using cables with turnbuckles joining each to each. The tail skid is a wooden piece with a steel shoe attached. A vertical steel tube connects it to the fuselage with additional support of four short steel struts.

Cockpits

The instruments and controls are only located in the front cockpit and consist of:

- Control column with blip (ignition cut-off) switch
- Rudder bar with cast aluminium "Avro" footpads
- Engine fuel and air control levers in a quadrant
- Magneto switch
- Engine RPM gauge



- Airspeed indicator in MPH
- Height gauge in feet
- Cross balance tube
- Compass
- Watch
- Fuel tank air pressure gauge with relief valve
- Fuel on/off selector
- Fuel tank air pump
- Oil pulsator
- Avro map case
- Seat belts
- Avro windscreen

Restoration

The vendor purchased the virtually complete aircraft together with spares and the Le Rhône 110 engine, all in a very sad state. With it came extensive documentary provenance. Our vendor's first task was to research the history of the aircraft and more generally the Avro 504's development.

Avro Heritage at Woodford, the site of the Avro aircraft factory, proved very helpful. Over the course of two years a full picture of the international relevance of this aeroplane became apparent.

With this in mind a decision was made to restore the aircraft to flying condition. A proposal was put forward to both the Civil Aviation Authority (CAA) and the Light Aircraft Association (LAA), who issue 'Permits to Fly'. The restoration agenda was fully accepted and work started.

Avro Heritage had a team of mainly retired company employees who concentrated on restoration and build work. They took the wing ribs, carefully disassembled them, and cleaned up all the timber, removing encrusted castor oil, old glue and general dirt, and then rebuilt them. The 1917 Le Rhône 110 engine went to Rolls-Royce in Derby, where the team of excellent restorers partially stripped the engine and returned it to static show condition on a display stand.

Examination at Derby revealed that the Le Rhône motor was built under licence in Paris by The Darracq Motor Co. It is engine number '100922' and fitted with the machine gun interrupter gear modification. The engine had clearly been used operationally. G-EASD was initially fitted with a Clerget 130. Engines were changed on a regular basis. It is to be noted that most of the 504s sent to Sweden were fitted with the Le Rhône. Furthermore, the Swedish engineering firm, Thulin, built a large number of Le Rhône's under licence, so spares were available.

Restoration of the airframe continued, although at a slow pace as the vendor was still working.



The tailplane was taken to pieces, cleaned up and the rebuild accomplished. The fuselage, although 25' long, is relatively small in cross section and a straightforward affair. All the horizontal and vertical struts cleaned up well. The metal sockets and brackets required bead blasting, as did all metal components. Not only did they clean up beautifully, but the various part numbers and Air Inspectors Department (AID) stamps were revealed. All metalwork was suitably etch-primed and black painted. After cleaning, all woodwork was treated with the Scandinavian product 'Deks Oja' oil, which is absorbed by the wood giving it enhanced life and protection against various types of rot. The final coat producing a varnish quality finish. The LAA approved the process.

Any metalwork needing to be replaced for airworthiness reasons was done using original Avro plans and manufactured using 4130 steel. The original components are carefully stored. All work has been signed off by a well respected LAA inspector. Specialist work has been sub-contracted to various very competent people, all of whom delivered exceptional results. A comprehensive written and photographic record has been kept,

G-EASD is being finished in skeletal condition, ready for covering. As it stands it looks like a work of art. Full inspection is therefore straightforward. The original colour was 'Post Office Red', as confirmed by much original red paint on various parts of the structure, and the linen fabric removed during restoration. (The book on the history of 'The Eastbourne Aviation

Company' specifically states that G-EASD was painted Post Office red with black on the metal components.) This was a deliberate policy. All aircraft since 1915 had been finished in drab military colours. The new civil aviation companies wanted colourful eye-catching paint schemes to attract the public's attention.

All non-airworthy parts and some remaining fabric have been kept as part of the aircraft's historic heritage (the original aircraft has remained virtually complete).

'The Worlds Earliest Remaining Commercial Aircraft', G-EASD represents the beginning of the international airline industry. Now over 100 years old, it is presently nearing completion to potentially flying condition. The airframe has already been restored to flying condition and is sold with the engine and inventory as listed above. The airframe will not be covered, but remain in skeletal condition to enable prospective purchasers to conduct an in-depth survey of the restoration. This is a unique opportunity to purchase a piece of international aviation history. The vendor's excellent, copiously illustrated book recounting the full story of G-EASD is included in the sale.

Refer to department

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306 P

**1943 VICKERS SUPERMARINE SPITFIRE
MARK IX SINGLE-SEAT FIGHTER**

Serial no. MH415

- *The world's most iconic aircraft*
- *First delivered to 129 (Mysore) Squadron at Hornchurch in August 1943*
- *One Focke-Wulf 190 'victory' claimed in September 1943*
- *Full military and civilian history available*
- *Featured in the motion pictures The Longest Day (1962) and The Battle of Britain (1969)*
- *Only 30 flying hours since restoration*



The three COGEA Spitfires used in filming of The Longest Day, MH415 is closest to the camera © Alamy



© John Dibbs

THE SUPERMARINE SPITFIRE MKIX

Introduced in 1942, the MkIX was a refined evolution of the Spitfire line, designed to counter the ever-improving German fighters. With its distinctive elliptical wing design, the Mk IX retained the agility and manoeuvrability that its predecessors were renowned for, while also integrating crucial upgrades that enhanced its combat capabilities. Fitted with the updated Merlin 66 engine, the LF Mk IX (often known by pilots as the Mk IXB) saw improved speed, climb rate, and combat endurance, allowing it to excel in a variety of roles, from air superiority and ground attack to reconnaissance. In *Spitfire Flying Legend*, Wing Commander Alan Deere wrote:

“I was now all set to renew acquaintances with the formidable Focke-Wulfs, but this time I was better equipped. The Biggin Hill squadrons were using the Spitfire Mk IXBs, a mark of Spitfire markedly superior in performance to the Fw 190A below 27,000ft. Unlike the Spitfire IXA, with which all the other Spitfire IX wings in the group were equipped, the IXBs supercharger came it at a lower altitude and the aircraft attained its best performance at 21,000ft, or at roughly the same altitude as the Fw 190. At this height it was approximately 30 mph faster, was better in the climb and was vastly more manoeuvrable. As an all-round fighter the Spitfire IXB was supreme, and undoubtedly the best mark of Spitfire produced”.

The Spitfire Mk IX played a pivotal role during crucial periods of the war, notably during the Battle of Normandy and the defence of Great Britain against enemy raids. Its combat prowess was demonstrated in engagements with formidable adversaries like the Focke-Wulf Fw 190 and the Messerschmitt Bf 109. Its versatility and adaptability were showcased by its ability to be armed with a mix of machine guns and cannons, tailoring its armament for specific mission requirements.

MH415

MH415 was ordered from Vickers Armstrong Ltd on 28th May 1942, against contract number B981687/39, fuselage number CBAF1061. It was built in the summer of 1943 at the Castle Bromwich Aircraft Factory as an LFIXb with a Rolls-Royce Merlin 66 engine as part of batch MH413-456. The craft was delivered to 129 (Mysore) Squadron at Hornchurch in August 1943 where it was accompanied by a wing of multiple Spitfire squadrons. Once in Hornchurch it became the personal aircraft of Squadron Leader Henri Gonay (DFC, Croix de Guerre, Pamle d'Or). Henri Gonay was a Belgian pilot that had left Europe to join the RAF in 1940 and had previously flown in the Battle of Britain. MH415 was subsequently used for numerous fighter sweeps into occupied Europe.

On the 24th September 1943, MH415 claimed a Focke-Wulf 190 ‘victory’ north west of Amiens in France while being flown by Flight Officer Desmond F Ruchwaldy during ‘Ramrod 242’, a mission to escort 12 Mitchell bombers ordered to attack the Amiens marshalling yards.



© John Dibbs

MH415 was transferred to 222 (Natal) Squadron on 4th October 1943 and was allocated the code ZD-E. MH415 flew 18 missions with the squadron, predominantly bomber escort over northern France. Transfer to the Air Fighting Development Unit at RAF Wittering followed on 2nd January 1944, where the aircraft stayed until late September when it was transferred to 126 squadron at Bradwell Bay, Essex. The aircraft must have suffered some damage that went unrecorded in its records, for in early January 1945 it was transferred to Vickers Armstrong at Oxford for repairs and modifications. These were soon completed and MH415 was on its way to No. 6 MU Brize Norton for storage. On 6th February the Spitfire was on the move again, this time to De Havilland at Whitney in Oxfordshire for an overhaul. This was completed by late May and it moved to No. 9 MU Cosford for further storage.

In August 1946, MH415, together with other Spitfires, was sold to the Dutch Government and it was soon on its way to No. 76 MU Wroughton, followed by a move to No. 47 MU Sealand, Cheshire for packing. Early in May 1947 it was shipped from Tilbury Docks on the SS Rotti bound for the Dutch East Indies, where it was given the Dutch serial number H-108, later to be changed to H-65. The aircraft served with 322 Squadron of the Royal Netherlands Air Force in Java, and was later shipped back to Holland. It was

stored at Rotterdam Docks for some time before being sold to the Belgian Air Force, who required additional Spitfires to make up accident losses. MH415 was overhauled by Fokker NV at Schiphol Airport and test flown with serial number B-12. Delivery to the Belgian Air Force followed in April 1953 and the aircraft served with serial number SM-40 with the L'École de Chasse at Koksijde before being retired in 1956.

In June 1956 MH415 was sold to a Belgian company, COGEA (Compagnie Générale d'Exploitation Aéronautique), which had a target-towing contract with the Belgian and NATO forces. COGEA had previously operated various light aircraft towing banners and similar, but when the military target towing contract came up, the Percival Proctors they were using did not have the performance required. The Belgian Air Force's last few Spitfires provided the perfect opportunity, and COGEA purchased six of them to operate for their military contract. The Spitfire was delivered to the COGEA base at Middlekerke, Ostend, where it was registered OO-ARD, and soon entered service. Period photographs show the aircraft in a bare aluminium livery with green nosecone and tail.



In 1961 it was leased for film use in *The Longest Day*, which was filmed on location in France. The aircraft was painted in a camouflage scheme and flown with 340 (Ile de France) Squadron codes GW-R. For the purposes of the movie a large Cross of Lorraine emblem was applied to the aircraft to represent the Free French squadron. In September 1961 the aircraft caused a stir by appearing at the RAF Battle of Britain air display at Biggin Hill in its livery from *The Longest Day*, flown by Pierre Laureys, a French World War II Spitfire pilot. It is understood that MH415 was the last airworthy Spitfire to be sold by COGEA, and it is believed that it was at Ostend as late as December 1964. MH415 was purchased from COGEA by Rousseau Aviation of Dinhard in France, for the sum of 8,000 francs on 13 January 1965.

In 1966 Hamish Mahaddie was gathering together aircraft for the forthcoming film *The Battle of Britain*, and after a survey by John Simpson, MH415 was bought for an undisclosed sum. The aircraft was dismantled and shipped by Simpson's Aeroservices Ltd at Elstree for an overhaul, registered G-AVDJ, to Mahaddie on 29th December 1966. It was test flown and delivered to the film unit at RAF Henlow in early 1967 by T A Davies.

The aircraft was stored, its Merlin 66 engine inhibited, during most of 1967, and it was not flown again until November, when it was given a new Certificate of Airworthiness, being test flown on the 29th of that month by T A Davies at Henlow.

In early 1968 filming had started in Spain, and as a Spitfire was required for location work, MH415 was chosen and prepared at Henlow and Luton. A 90-gallon drop-tank was fitted and various test flights carried out during February at Henlow, Luton and Farnborough by Lt Cdr M T Hynett. In late March MH415 left the UK, flying via France to Tablada Air Base in Spain. For this long flight it was flown by V H Bellamy.

Film location work as N3312/AI-C followed in Spain, flown in the main by Lt Cdr Hynett. The Spitfire arrived back in England at Manston on 11th May 1968, in company with a gaggle of Messerschmitts, two Heinkels and Jeff Hawke in a B-25 camera-ship.

On 14th May MH415 arrived with the film unit at RAF North Weald in Essex, and was later based at Debden, Duxford and Hawkinge. The weather in 1968 was typically British, and the film company were running out of time. Finance was also causing problems, so it was decided to move the aerial unit to the good weather of the South of France. MH415 and a number of other Spitfires and some Messerschmitts were flown out to Montpellier in August for three weeks, and the necessary footage was obtained in the sunshine.



© John Dibbs

MH415 wore many markings during filming, including N3312/AI-C, N3311/CD-B, N3321/AI-M, N2210/CD-A, N3310/AI-A, N3322/AI/N, N3319/DO-K and N3314/AI-E. This Spitfire was fitted with strobe lights in the machine gun ports and was flown for a total of 125 hours during filming. In October 1968 it was based at Bovingdon, Hertfordshire, and later that month was used in filming bail-out shots at Netheravon Wiltshire. One of the film unit pilots, Texan Wilson 'Connie' Edwards, acquired MH415 on completion of its film duties and it was dismantled at Bovingdon by Simpson's Aeroservices for shipment to Houston, Texas, where it arrived in January 1969.

MH415 was soon delivered to the Edwards' ranch at Big Spring and was registered N415MH. It was repainted and 222 Squadron codes ZD-E were applied. The aircraft lay dormant at the Edwards' ranch from late 1978 until being sold in 2015. At this time it was dismantled and shipped to Vintage Fighter Restorations of Scone, NSW Australia. The aircraft went through an extensive and detailed restoration, with due care being given to retaining all original structure possible other than that which was no longer airworthy. After successful ground running in Australia, the Spitfire was shipped to renowned vintage aircraft specialists Air Leasing Ltd of Northampton UK, and the very final touches were added prior to successful test flying in 2021.

In an extensive article in *Aeroplane* magazine in February 2022 (copy on file), the aircraft's history is explained in great detail, along with fantastic period imagery tying together the histories of MH415 and MH434, which remained very much sister aircraft. Flying impressions were given by Spitfire guru Richard Grace: *"It flies like an old aeroplane right out of the box, which is a good thing... with a bit of fettling here and there it immediately turned into just a lovely, lovely aeroplane. It's every bit of what you'd imagine a Spitfire would fly like."*

The Spitfire has been finished in its 222 Squadron markings, carrying the codes ZD-E, and has performed at air shows throughout the UK. It is a truly exceptional example, understood to be composed of over 95% original parts. MH415 stayed fully assembled (other than for shipping and maintenance) from its date of manufacture right through to the commencement of its restoration in 2015 (completed to airworthiness in 2021). A once-in-a-lifetime opportunity to own an airworthy Spitfire with documented WW2 combat history, and an incredible level of originality.
£3,500,000 - 4,500,000
€4,100,000 - 5,300,000

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Bonhams | Cars



THE GOLDEN AGE OF MOTORING SALE

A SALE OF VETERAN MOTOR CARS AND RELATED AUTOMOBILIA

Entries invited

London, New Bond Street
3 November 2023

ENQUIRIES

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1904 RICHARD-BRASIER 16HP FOUR-
CYLINDER SIDE-ENTRANCE TONNEAU
£300,000-400,000 *




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Bonhams x Formula 1 Paddock Club™ Inaugural Abu Dhabi Grand Prix Auction

Yas Marina Circuit, Abu Dhabi | 25 November 2023

ENQUIRIES

+1 415 518 0094
mark.osborne@bonhamscars.com
bonhams.com/f1

'Black Beauty' The ex-Mario Andretti, Formula 1 Constructors and Drivers Championship-winning
1978 JOHN PLAYER SPECIAL LOTUS-COSWORTH TYPE 79
Chassis no. '79/4' aka 'JPS22'
\$6,500,000 - 9,500,000 *

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

Bonhams | Cars

AUTOMOBILIA



Formula 1 Online Open for entries

Online | 17 - 30 November 2023

An exciting online sale of F1 memorabilia to run in tandem with On the Grid: The Abu Dhabi Auction taking place on 25 November 2023

ENQUIRIES
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1964 ASTON MARTIN DB5 SPORTS SALOON

Refer to department



**1929 BENTLEY 4½-LITRE SUPERCHARGED
VANDEN PLAS-STYLE TOURER**

Coachwork by Robinson

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Bonhams | Cars

PRIVATE SALES



Ex-Sylvester Stallone
1963 AC SHELBY COBRA 260
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Mike Griffin



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THE PERSONAL COLLECTION

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AUCTIONEERS SINCE 1793

Cornelis Paulus van Pauwvliet

An Important Dutch Collection

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BOXWOOD AND BONE INLAID 'BOULLE'
MARQUETRY LARGE BUREAU MAZARIN**

180cm wide x 80.5cm deep x 78.5cm high
£40,000 - 70,000 *

* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

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AUCTIONEERS SINCE 1793

Football: The Beautiful Game

New Bond Street, London | 4 - 13 December 2023 | Online



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CHARLES CUNDALL (1890-1971)

*A Cup Tie At Crystal Palace, Corinthians V
Manchester City*

oil on panel

59 x 75 cm. (23 1/4 x 29 1/2 in.)

£100,000 - 150,000 *

NOTICE TO BIDDERS

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

1. OUR ROLE

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

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

2. LOTS

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report*

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

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

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

Bidding in person

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

Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a *Registration and Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any lot with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the lot can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the Sale. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the Seller and to Bonhams under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a *Contract for Sale of the Lot* will be entered into between the Seller and the Buyer on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the Catalogue. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the Catalogue in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the Buyer in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and Expenses are also payable by the Buyer as set out in the *Buyer's Agreement*. All the sums payable to us by the Buyer are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by Buyers on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
28% of the *Hammer Price* on the first £40,000; plus
27% of the *Hammer Price* from £40,001 and up to £800,000; plus
21% of the *Hammer Price* from £800,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,001

Storage and handling charges may also be payable by the Buyer as detailed on the specific Sale Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the Buyer are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the Lot, where indicated by a symbol beside the Lot number. See paragraph 8 below for details.

On certain Lots, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the Buyer to cover our Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed £12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

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

8. VAT

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

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

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

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

9. PAYMENT

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

Bonhams' preferred payment method is by bank transfer.

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

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

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

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

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

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

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

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

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

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

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department. We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

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

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums-cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at: <https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk Applications: CITESapplication@apha.gov.uk Address: UK CITES Management Authority Centre for International Trade Horizon House, Deane Road, Bristol BS1 5AH The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buyer of a Lot under the *Contract for Sale*, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description of a Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any *Description* or *Estimate* made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the *Buyer's Agreement*. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the - of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. *Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S5B' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held. Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and 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

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

Corks and Ullages

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

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

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

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

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

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fall as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the Auctioneer's sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

- CB – Chateau bottled
- DB – Domaine bottled
- EstB – Estate bottled
- BB – Bordeaux bottled
- BE – Belgian bottled
- FB – French bottled
- GB – German bottled
- OB – Oporto bottled
- UK – United Kingdom bottled
- owc – original wooden case
- iwc – individual wooden case
- oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an

irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.

▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.

⊕ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

•, †, *, G, Q, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

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

Under this contract the Seller's liability in respect of the quality of the Lot, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.

1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.

1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND UNDERTAKINGS

2.1 The *Seller* undertakes to you that:

2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;

2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;

2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);

2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;

2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;

2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which

the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.

5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.

6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.

7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyer's Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.

7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.

7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):

8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;

8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell; to retain possession of the *Lot*;

8.1.3 to remove and store the *Lot* at your expense;

8.1.4 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;

8.1.5 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;

8.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;

8.1.7 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;

8.1.8 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and

8.1.9 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the *Seller* or to *Bonhams* by you.

8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the *Seller* becomes liable to pay the same until payment by you.

8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.

9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.

9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,

9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;

9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;

9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.

9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a

matter of law.

10 MISCELLANEOUS

10.1 You may not assign either the benefit or burden of the *Contract for Sale*.

10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.

10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.

1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.

1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other

default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;

1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;

1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.

1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT AND BUYER WARRANTIES

3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*: the *Purchase Price* for the *Lot*;

3.1.1 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and

3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.

3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.

3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.

3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.

3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:

3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or

3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further

3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.

3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.

3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:

3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;

3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;

3.10.4 items purchased by you and your Principal through *Bonhams* are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and

3.10.5 that you consent to *Bonhams* relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.

3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us; in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale* Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6 RESPONSIBILITY FOR THE LOT

6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.

6.2 Please note however, that under the *Contract for Sale*, the risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if earlier, and you are advised to obtain insurance in respect of the

- Lot* as soon as possible after the *Sale*.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for *Sale*) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for *Sale*) and to apply any monies due to us as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.

- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted

as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot* but not if: the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

12 MISCELLANEOUS

- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such

holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

"Auctioneer" the representative of *Bonhams* conducting the Sale.

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for Sale at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant Sale, including any representation of the *Catalogue* published on our Website.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for Sale by *Bonhams*.

"Contract for Sale" the Sale contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Seller" the person who offers the *Lot* for Sale named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for Sale at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams' staff*.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the Sale in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams' instructions* to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on Sales of that work subsequent to the original Sale of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the Sale.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979: "Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
 - (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
 - (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
 - (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
 - (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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284	1952	AEC Regent III RLH London Bus	290	1966	Austin Mini Cooper 1,380cc Saloon
282	1960	Alfa Romeo 2000 Spider	219	1970	Austin Mini Clubman/Cooper S Group VI Rally Car
240	1961	Alfa Romeo Giulietta Spider	305P	1920	AVRO 504 L
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Lot No	Year	Model	Lot No	Year	Model
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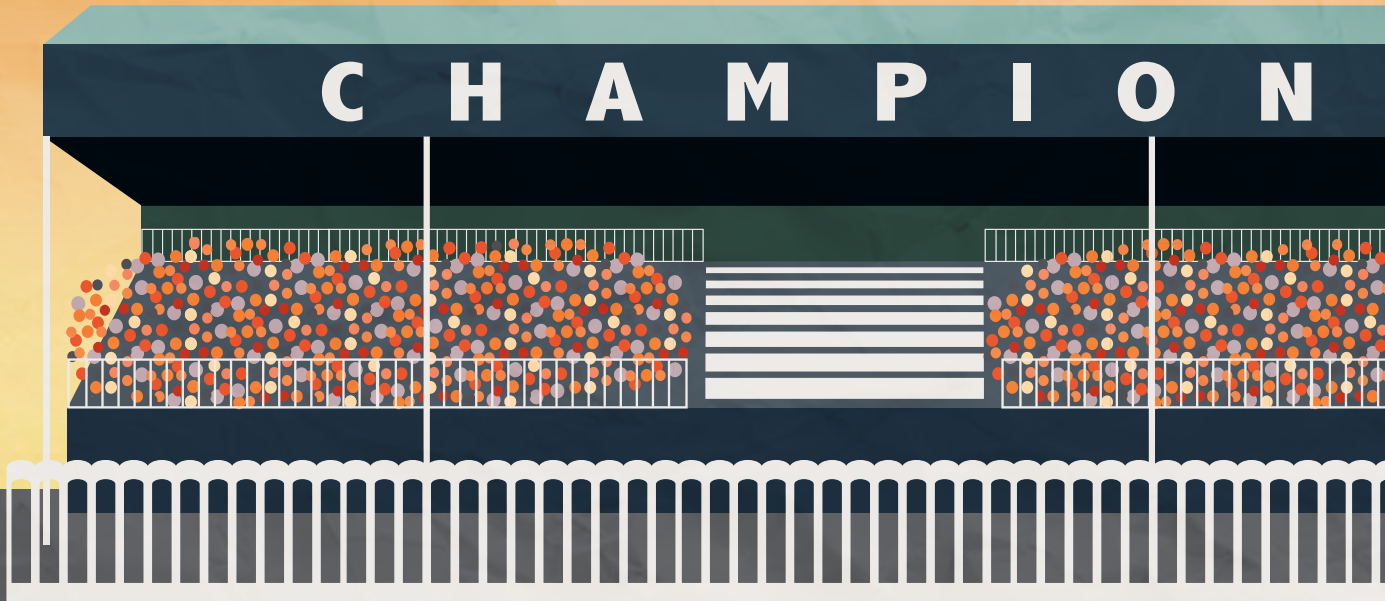




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