

Bonhams | Cars



**GOODWOOD
MEMBERS' MEETING
SALE**

Important Sports, Competition and
Collectors' Motor Cars and Automobilia

Chichester, Sussex | 14 April 2024









GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition and Collectors' Motor Cars and Automobilia

Chichester, West Sussex | Sunday 14 April at 11:00

SALE NUMBER

29331

ILLUSTRATIONS

Front Cover: Lot 163
Inside Front Cover: Lot 177
Inside Back Cover: Lot 140

VIEWING

Saturday 13 April 9:00 - 17:00
Sunday 14 April from 9:00

SALE

Sunday 14 April
Automobilia and Vehicle
Registration Numbers at 11:00
Motor Cars at 13:00

CATALOGUE PRICE

£30 + p&p

ENQUIRIES

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ukcars@bonhams.com

Customer Services/ Bidder Registration

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bids@bonhams.com

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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.

Auction Information

Auction & Estimates

The Auction will be held as a traditional auction with audience space reserved for registered bidders and guests. The Auction will also be streamed online for public viewing.

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams*' opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the Sale.

Registering to Bid

All prospective bidders and buyers are required to register for the sale in order to bid. To register for the sale, please contact bids@bonhams.com / +44 20 7447 7447 or visit the sale page via our website www.bonhamscars.com/members. Alternatively please follow the instructions on the Bidder Registration Form at the back of the catalogue. Please note that we may require additional bankers references in order to complete your registration.

Further to registering in order to bid, you will be required to provide photographic identification (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, a letter confirming authority to act plus ID of the person acting on behalf of the company, and written confirmation of the company's UBOs owning 25% or more of the share capital in that company.

Methods of Bidding

In Person Bidding: Registered bidders are permitted to bid in person. After registering, you can collect a bidders paddle at our Registration Desk.

Online Bidding: Watch the auction online and submit real time bids from www.bonhamscars.com/members

App Bidding: Download now for android and iOS.



You will be required to provide a valid credit card in your name which must be verified before you are able to place bids. If you are placing bids on behalf of a company, please ensure you indicate this when registering.

Telephone Bidding: Bid via telephone during the auction with a Bonhams|Cars representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams|Cars will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams|Cars' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

Please note Lots marked with this symbol P require special registration formalities. Please see the Lot symbols key for further information.

To reach our Client Services Department for more information and for registration, please call +44 (0) 20 7447 7447 or email bids@bonhams.com

To view the auction live, please go to www.bonhamscars.com/members

Buyer's Premium

Motor Cars, Motorcycles, Child's Cars and Vehicle Registration Numbers

Bonhams will charge buyers a buyer's premium of 15% +VAT up to 500,000 on the total hammer price and 12% +VAT thereafter.

Automobilia

Bonhams will charge buyers a buyer's premium of 28% +VAT on the first £40,000 hammer price, then 27% +VAT up to hammer price £800,000 on the total hammer price, then 21% +VAT up to £4,500,000 on the total hammer price and 14,5% +VAT thereafter.

This applies to each lot purchased and is subjected to VAT.

Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

VAT & Lots Under Customs Bond

Certain symbols are used to denote that additional VAT is due on the hammer price in addition to the buyer's premium. Please see the Lot Symbols Key for further information.

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. 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|Cars Department.

To submit a claim for refund of VAT, the local authorities require lots to be exported from the country of sale within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a * or Q) lots must be exported within 30 days of Bonhams' receipt of payment and/or within 90 days of the date of the Sale, whichever is the earlier.

For all other lots, export must take place within 90 days of the sale date.

VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis. If you are planning to export please make the department aware.

Further export costs, duties and VAT may be applicable, depending on the country of destination. The responsibility to meet these charges rest with the buyer.

Damage

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

Vehicle Keys and Historical Documents

All available history files are accessible for inspection during the view. All available registration documents are held within a separate file at the documents desk during the auction. To view these documents please ask a member of staff.

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 items.

Conditions of Sale

We recommend you read carefully the Conditions of Sale printed in this catalogue under which this Sale is conducted.

Bonhams|Cars strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact the department for inquiries and scheduling.

LOT SYMBOLS KEY

Ω Omega: This Lots is from outside the UK. 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. Please see the VAT & Lots Under Customs Bond section for further information.

*** Asterisk:** This Lot is from outside the UK. If this vehicle is to stay in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. Please see the VAT & Lots Under Customs Bond section for further information.

† Dagger: Lots offered by a company liable to VAT and will have local VAT being applied on the Hammer Price.

P Purple Paddle Lots / Restricted Bidding: Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services at +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, unless pre approved before the sale, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Post Auction Guide and Collections

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. 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
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 but this option is not available for first time buyers and is subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

- **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 purchase 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.

Registration & Vehicle Documents

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams|Cars retains and updates all registration documents to manage and complete the transfer of ownership.

All historical documents and accompanying items will be shipped either with the vehicles or from Bonhams|Cars' offices.

For general document enquiries and updates please contact: annika.morrill@bonhamscars.com

Collections

Automobilia

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

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

Uncollected lots will be available for collection **by appointment only** from Friday 19 April 2024.

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

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

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

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

All lots marked with a ◊◊◊ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, this will involve 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 15 April 2024 (subject to all costs being paid), at which point all remaining unpaid Lots will be uplifted by Indigo Blue to a storage facility away from the Goodwood Estate at the buyer / vendor expense.

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

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

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).

Please note for security reasons the address of the storage facility will only be shared with buyers on receipt of full payment.

Indigo Blue European Limited

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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

Insurance after sale

Buyers are reminded that their vehicles are their responsibility from the fall of the auction hammer. It is your responsibility to have adequate insurance cover in place. Neither Bonhams, nor their agents, will be liable for any damage or loss that the lot may suffer from the fall of the auction hammer.

Cars under Customs

Please note that for motor cars subject to the local import tax should they remain in the UK, as Bonhams is the guarantor of the customs duties and taxes clearance, these motor cars cannot be released to the buyer or his transporter immediately after the sale.

Please see the Lot Symbols Key and the VAT & Lots Under Customs Bond section for further information.

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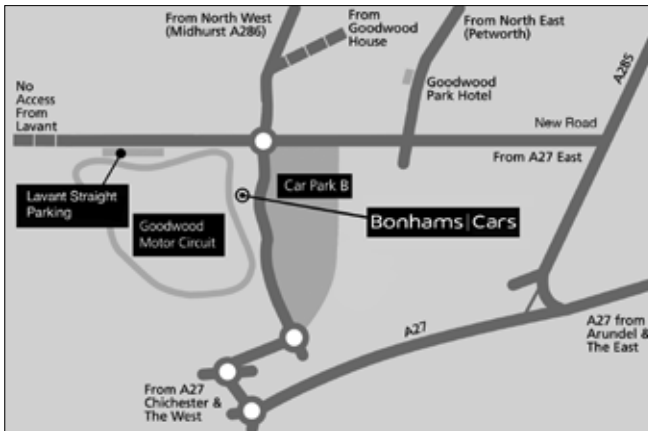
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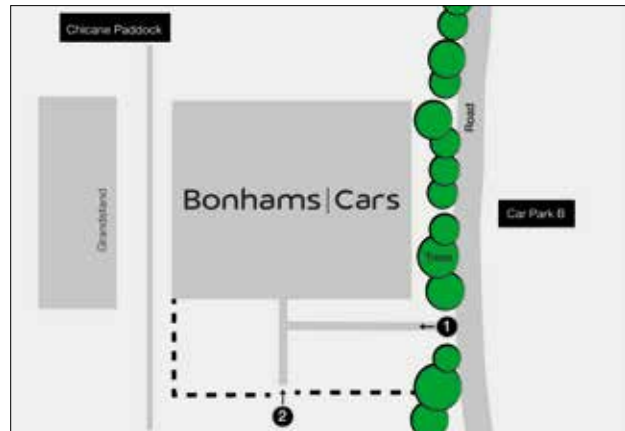
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Directions to Goodwood Members' Meeting



Please note: The nearest entrance to Bonhams|Cars is Gate 14



1. Please use this entrance if you don't have a ticket to the Members' Meeting
2. Access from/to the Members' Meeting (ticket required)

Please note: Food and Drink will be available at the Bonhams|Cars Marquee

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

From the 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 Bonhams 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 and turn left. From here follow the Bonhams 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 until turning left on to New Road. From here follow the Bonhams 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 Bonhams signs and you will be directed to the most appropriate car park.

Those wishing to arrive by air - (helicopter only):

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

Photo Credits

Simon Clay	Tony Baker
Tom Wood	James Mann
Jonathan Jacobs	Andy McCandlish
Tom Gidden	Syme Hussain
Jack Passey	Roger Dixon (Automobilia)

Automobilia

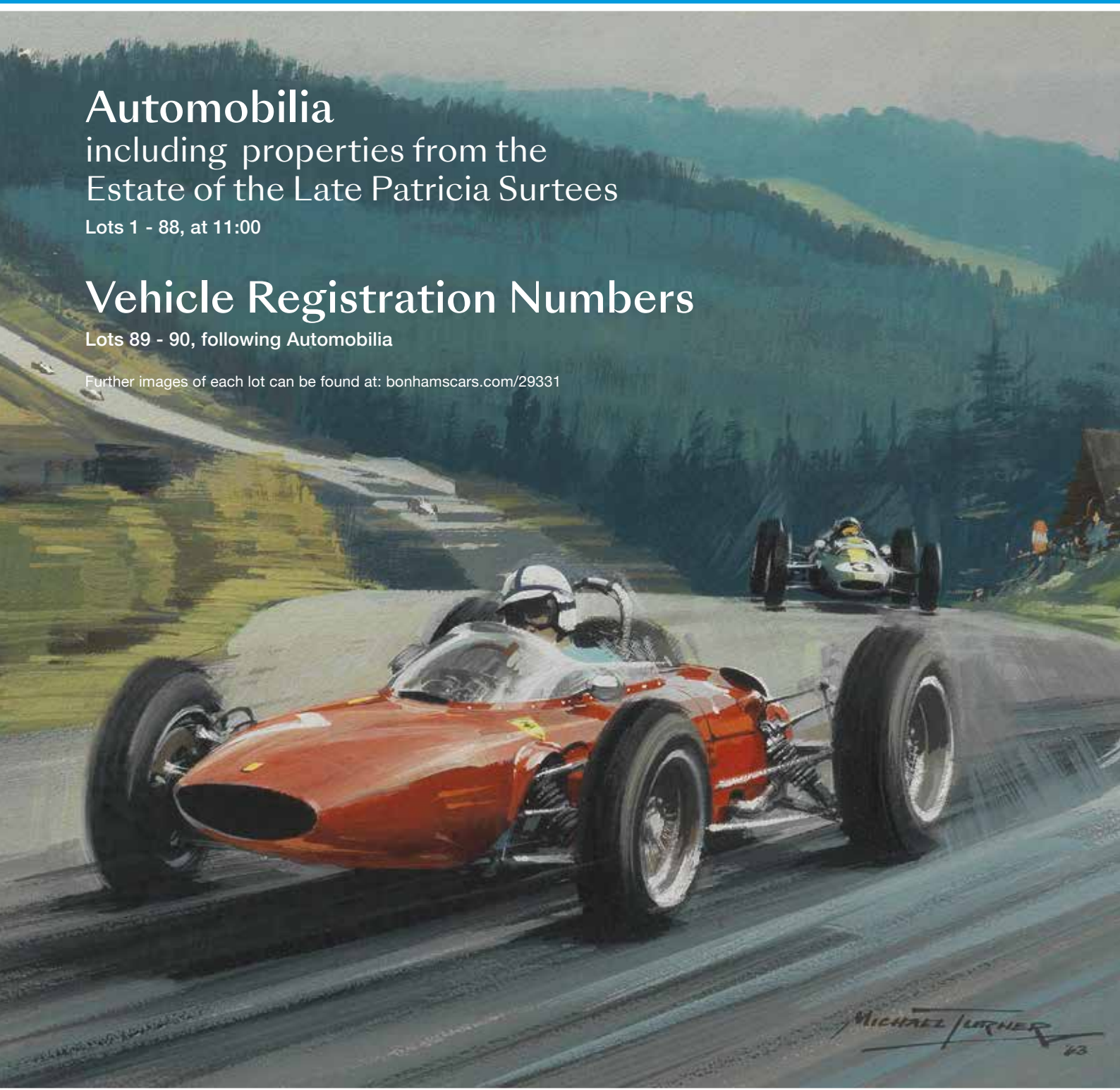
including properties from the
Estate of the Late Patricia Surtees

Lots 1 - 88, at 11:00

Vehicle Registration Numbers

Lots 89 - 90, following Automobilia

Further images of each lot can be found at: bonhams cars.com/29331





1



2



3



4



6



6



6



5 (Part Lot)

1 •

DOUG NYE, RON DENNIS & GORDON MURRAY: DRIVING AMBITION - THE OFFICIAL INSIDE STORY OF THE MCLAREN F1; A DELUXE LEATHER-BOUND SIGNED OWNER'S EDITION,

limited edition of 1,000 copies published by McLaren Cars Ltd, 2000, 407 numbered pages, with plaque to inside front cover for Chassis No. 'GTR 23R', well illustrated, with signature panel to flyleaf signed by Mansour Ojeh, Ron Dennis, Gordon Murray and Creighton Brown, bound in black Connolly leather with embossed steering wheel design and F1 V12 badge, complete with folio containing poster and chassis plans, contained in grey leather library case bearing McLaren badge and with outer carton box; offered together with a standard black cloth-bound edition of the title published 1999, with dust-jacket; and a small framed photoprint of the car.

(3)

£800 - 1,000

€940 - 1,200

2 • ♦♦

LE MANS 24 HOUR ANNUALS; 1978 TO 2020,

a complete run of 43 annuals, comprising French text editions for 1980, 1981, 1982, 1983, 1985, and 1986, the remainder all English text editions, each with dust-jacket and in seemingly good order; offered together with Brian Laban: Le Mans 24 Hours - The Complete History of the World's Most Famous Motor Race; and Keith Duerden: Wheelspin & Smoking Tyres - A Personal Photographic Record of Motor-Racing in the 1950s and 1960s.

(45)

£1,500 - 2,000

€1,800 - 2,300

3

A RARE COBRA 427 CHASSIS INSTRUCTION BOOK,

63 pages, printed in the UK by F. J. Milner & Sons Ltd., 8vo, wear and tear throughout, hand written annotation to front '66460/1', together with four AC Ace wheel spinners, chromed but tarnished and worn with age.

(5)

£600 - 800

€700 - 940

No Reserve

4 •

A BMW Z8 OWNER'S PRESENTATION BOOK, black cloth-bound hard covers, believed published 1998, 203 numbered pages, English text, well illustrated with chassis details label to front cover issued to Chassis No. WBAAEJ11000AF77726, with leather Alcantara wrap embossed 'Z8', contained in presentation box with Z8 badge to base, issued for the car in 'Titansilber Metallic' paintwork, contained in outer carton box (slight tears in places), and with letter from BMW Great Britain, dated 2002, confirming the delivery of the book, and dispatch docket; offered together with a rare BMW Z8 'Dream Vision Reality' promotional book, published 1999, English text, stud-bound red hard covers, in slip-case.

(2)

£1,500 - 2,000

€1,800 - 2,300

According to information supplied by the vendor this Owner's book was issued in 2002 for one of the early BMW Z8 cars delivered to European customers in August 2000.

5 ♦♦

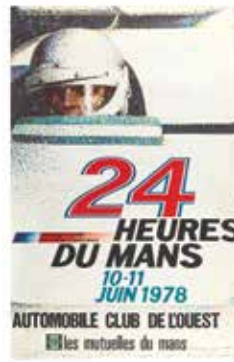
A COLLECTION OF LE MANS 24-HOURS RACE PROGRAMMES AND ASSOCIATED EPHEMERA, 1950S-2020S

including French text edition Official Race programmes for the Le Mans 24 Hour events for 1959, 1966, 1967, 1972, 1973, 1974, 1977, 1978, 1979, 1980-1989, 1990-1999, 2000-2009, 2010-2019, 2021 and 2023, (some duplicates and multiples), many offered with Entry Lists, some from the mid 1970s onwards with attendance tickets, race guides, associated stickers and decals, and many with period related magazines and periodicals with pre and post-race reports including Autosport, Equipe, and other press cuttings and articles, majority archived in file folders; offered together with some earlier Le Mans related ephemera, other race programmes for 1980s-1990s Brands Hatch, Silverstone, and Donington race events, assorted magazines and ephemera, and various DVDs and VHS cassettes of Le Mans races 1980s-2010s and other race events and subjects.

(Qty)

£800 - 1,000

€940 - 1,200



7 (Part Lot)



9

10

6 • **A QUANTITY OF ASSORTED RACE PROGRAMMES FOR GOODWOOD, SILVERSTONE, BRANDS HATCH AND OTHER BRITISH RACE CIRCUITS, 1950S-1960S,**

in excess of 90 programmes for various BARC and other events and race meetings including Goodwood Tourist Trophy, Whit Monday, Easter Monday, Members Meetings and other events for 1957-1962; Silverstone Daily Express Trophy Meeting, 1958 Grand Prix, 1960 Grand Prix, 1960 British Empire Trophy and other events for 1957-1967; Brands Hatch August Bank Holiday, Boxing Day, Trio, and Formula 1, 2 and 3 events for 1957-1961; Crystal Palace 1953 Whit Monday, Open Race, and motorcycling events for 1957-1962; and other car and motorcycle race meetings and events for Aintree including 1958 British Grand Prix, Oulton Park, Mallory Park, Cadwell Park, Thruxton; 1958 and 1960 Brighton Speed Trials, and others, many with period annotations.

(Qty)
£300 - 500
€350 - 590
No Reserve

Formerly the property of respected rally journalist, the Late Martin Holmes (1940-2020).

7 **A COLLECTION OF LE MANS 24-HOURS RACE POSTERS, 1973 TO 2023,**

French edition official race posters for the 24 Heures du Mans events, for 1973, a limited edition reproduction poster for 1974 (numbered 002525/2000), 1976, 1978, 1979, 1980 (slight damage to upper edge) and a later reprint poster for 1980, 1981, 1982, 1985-1989, 1990-1999, 2000-2009, 2010-2019 (both French and English editions for 2013 and two versions for 2014), 2021, and 2023; each rolled, several examples with some wrinkling but majority in overall good condition.

(48)
£350 - 550
€410 - 640
No Reserve

8 ♦♦♦
'STEVE MCQUEEN - LE MANS', AN ORIGINAL ARTWORK ON CANVAS, modern, acrylic on canvas, iconic portrait depiction of McQueen from the 1971 Le Mans film, 130 x 85cm.
£1,000 - 1,500
€1,200 - 1,800

9 AR
MICHAEL WRIGHT (BRITISH 1935-), 'MIKE HAWTHORN - 1958 TARGA FLORIO', signed, watercolour and gouache on artists' paper, depicting Hawthorn at speed in the Ferrari 250 TR on his way to third place at the Circuito Piccolo delle Madonie, Sicily, 52 x 49cm, mounted, framed and glazed, measuring 76 x 72cm overall.
£800 - 1,000
€940 - 1,200

Provenance: Formerly from the Estate of racing driver and BRDC member, the Late John Young (1927-2017).

10
FREDERICK GORDON CROSBY (BRITISH, 1885-1943) 'GRAND PRIX DE LYON 1914', signed, watercolour and gouache with charcoal, depicting the Sunbeam of Dario Resta leading the Peugeot L45 of Georges Boillot, 38 x 55cm, mounted, framed and glazed.
£5,000 - 7,000
€5,900 - 8,200



11



12



13



14



15

11 ♦♦

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
€940 - 1,400

12 ♦♦

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
€940 - 1,400

13 ♦♦

A HAND-PAINTED 'JUNIOR DRIP' STANDING FORECOURT DISPLAY FIGURE,
modern, fibreglass construction, depicting the Esso advertising character, for garage display, 100cm high.
£800 - 1,200
€940 - 1,400

14 ♦♦

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
€940 - 1,400

15

A PAIR OF REPLICA WEBER TYPE 48 DCOE 98/2 CARBURETTORS,
stamping to each carburettor reading 'Carburatore Weber Bologna, Brevettato made in Italy, Tipo 48 DCOE98/2 No O M', marked 'R' to reverse of each, together with four trumpets and a manifold, modern manufacture, believed unused, inspection advised.

(7)

£400 - 600
€470 - 700
No Reserve

16 ♦♦

A PAIR OF SERENISSIMA RW 3782 BORRANI WHEELS 15" X 5.5",
stamping on rim reading 'Ruote Borrani-Milano' and '15 X 5 1/2 - Record RW 3782', modern manufacture, believed unused, inspection advised.

PLEASE NOTE: Bonhams is unable to determine the condition, integrity and lifespan of previously used wheels and tyres. We recommend the Buyer carries out the usual safety and compliance checks with a professional service before road use.

£800 - 1,000
€940 - 1,200
No Reserve

17

A TRIPLE SET OF REPLICA WEBER TYPE 45 DCO3 CARBURETTORS MOUNTED ON A ODEG INLET MANIFOLD,
plaques mounted on each carburettor for 'Fabbrica Italiana Carburatori Weber Bologna (Italia) Tipo 45DCO3', sequentially numbered 117, 118 and 119, stamped replica to reverse of each carburettor, with trumpets and linkages, mounted on inlet manifold stamped 'XK1834 WM6616', modern manufacture, believed unused, inspection advised.

£1,000 - 1,500
€1,200 - 1,800
No Reserve

18

A RARE 'MACCHI CASTOLDI 72 SCHNEIDER TROPHY SEAPLANE' MASCOT, ITALIAN, 1934,
chrome plated metal, depicting the 1934 version with the twin contra-rotating propellers and the large curved under-tail, 12cm wingspan, mounted on a wooden block display base.
£1,000 - 1,500
€1,200 - 1,800

The Macchi Castoldi 72 "Schneider Trophy" seaplane was designed to take part in the 1931 Schneider Trophy races but had to pull-out because of engine design faults, however when the engine problems had been ironed out it did go on to set a speed record of 682.78 km/h in 1933 and a year later, flew to an absolute speed record (still unbeaten for this category) at 709.202 km/h.



16



17



18



19



20

19
A FINE ART DECO 'LEAPING GREYHOUND' MASCOT FOR AUTOMOBILES LORRAINE-DIETRICH, BY CASIMIR BRAU, FRENCH, CIRCA 1930,
 signed to base, chrome-plated bronze, stylised depiction, larger version of the mascot adopted by the French motorcar manufacturer, 22.5cm long, mounted on a turned wooden display base.
£1,000 - 1,500
€1,200 - 1,800

20
A 'TOMAHAWK' MASCOT, ATTRIBUTED TO FREDERIC BAZIN, FRENCH, 1920S,
 unsigned, nickel-plated bronze, depicting a running Native American brave with tomahawk, 15cm high, mounted on a period radiator cap with inset red reflectors (some missing).
£1,100 - 1,500
€1,300 - 1,800

21
A 'SPEED DEVIL' MASCOT BY FERDINAND PREISS (1882-1943), GERMAN, 1930S,
 signed, bronze, the figure with remains of red paint, registered design number 758676 for 1930, 13.5cm long.
£1,400 - 1,800
€1,600 - 2,100



22



21

22 ♦
A 'L'AIR' SUPERB AVIATION ILLUMINATED DESK-PIECE AFTER AUGUST MOREAU, FRENCH, CIRCA 1910,
 signed, bronzed and patinated pewter figure depicts a draped nude lady in the art nouveau style, holding aloft a flaming torch, arising from the flame appears a representation of a Louis Bleriot Monoplane XI aeroplane made of solid bronze, the figure standing on a winged platform above a marble base applied with a plaque marked 'l'Air la science domine l'univers par Augusto Moreau (Medaille D'or)', (plaque is loose). The aeroplane measures 32cm long with 32cm wingspan and is a superb and detailed representation of the Monoplane in which Louis Bleriot made his historic and memorable flight over the Channel from France to England in 1909. Below the wings there are two bulb carriers, enabling the aeroplane to be illuminated. 81cm high overall.
£8,000 - 12,000
€9,400 - 14,000

August Moreau (1834-1917) was born in Dijon, Paris 1834. He went to the French school with A. Millet', A. Dumont and Thomas Alumn, where he studied under Mathurin Moreau. His debut was in the Paris show room with French artists and the Societaire de Groupment Artistique, where his work was well received and won several exhibition medals in the 1880s and 90s. His sculpture work was awarded gold medals in America and Brazil in 1889 and a bronze in Paris in 1900. His works of art are displayed in the most important museums of the world.



22 (detail)



23



25



26

23 ♦♦

A 1:5 SCALE MODEL OF THE 1984 BOB AKIN IMSA 'COCA-COLA' PORSCHE 962-C BY JAVAN SMITH,

scratch-built 'kerbside' model of the car (chassis 962-102), completed August 2023, moulded resin body finished in bright red race livery with 'Coca-Cola' and other sponsor's logos and wearing race number 5, measuring 104cm long, mounted on a display base with Perspex case, together with a Certificate of Authenticity and information sheet from the model-maker.

(3)

£5,000 - 7,000
£5,900 - 8,200

24 ♦♦

AN UNUSUAL 1:6 SCALE MODEL LEYAT HELICA BUILT BY BOB ASHALL, CIRCA 1980, WITH REMOTE CONTROL AND STARTER ASSEMBLY,

a well modelled 'Aero-car', wire frame chassis, skinned Balsa wood ribbed bodywork, hand-painted dark blue with coachlining, the propeller ring fitted with model lamps, complete with correct rear wheel steering and 30cm diameter wooden propeller, offered for sale with remote control and starting device.

£1,800 - 2,800
£2,100 - 3,300

Starting Sequence:

Open driver's door and find the wire that plugs into the charger. When connected to charger, plug the charger into wall socket, turn on, and a red light will come on, this is then charging. Leave overnight to charge, then remove charger. Flick the small switch (next to steering wheel) for on. Model diesel goes in fuel tank in front of windscreen, the pipe with the small silver dot is the filler the other pipe is the overflow to show when the tank is full. Turn on the transmitter and it is ready to be started. The prop starter needs to be attached to a 12v battery and start using the torque starter on the propeller hub, keep fingers out the way, to turn off smother the carb with finger. Use only model diesel fuel with the syringe provided.

24



27



28



27 ♦

A 1:8 SCALE MODEL OF THE 'LUMSDEN/SARGENT' 1963 JAGUAR E-TYPE 'LOW DRAG' COUPE BY JAVAN SMITH,

scratch-built 'kerbside' model of the car '49 FXN', completed January 2024, moulded resin body finished in British Racing Green livery and wearing race number 17, 54cm long, mounted on a display base with Perspex display case, measuring 60 x 28 x 22cm overall.

£2,100 - 2,500
£2,500 - 2,900

28 ♦♦♦

A CHEETAH CUB JAGUAR D-TYPE/XKSS CHILD'S CAR BY WATSONIAN, 1960S

tubular steel chassis, fibreglass moulded body painted in British Racing Green with Old English white wheels, the Livery depicting Mike Hawthorn's 1955 Le Mans winning Jaguar D-Type '774 RW', fitted with a 2-stroke overhead valve (OHV) engine and new clutch powering the rear left wheel via chain and simple accelerator and brake pedals, other details include a working period correct Pifco horn, leather boot straps on hinged boot lid (for easy engine access), vinyl leatherette cushioned seats, original speedometer decals, decals for Jaguar, BRDC, Union Jack, and a blue and white spotted bow tie (Hawthorn always wore a bow tie when racing), offered together with a copy of a Cheetah Cub flyer, 190cm long.

£4,000 - 5,000
£4,700 - 5,900

As a rare surviving Cheetah Cub, these were manufactured in the 1960s by Watsonian and Glass Fibre Ltd of Birmingham. Made available only to certain car dealers, these miniature cars had owners such as Jackie Stewart. Suitable for Little Big Mans.

25 ♦

A 1:8 SCALE MODEL OF THE 1967 LE MANS FERRARI 330 P4, BY JAVAN SMITH,

scratch-built kerbside model of the car, as driven to 2nd place by Mike Parkes and Ludovico Scarfiotti at the 24-Hour endurance event, resin body finished in Rosso Corsa race livery and wearing race number 21, 52cm long, mounted on display base with Perspex display case, measuring 64 x 32 x 22cm overall.

£2,800 - 3,500
£3,300 - 4,100

26 ♦

A 1:8 SCALE SCRATCH-BUILT MODEL OF A JAGUAR XJR-15 BY JAVAN SMITH,

a detailed and rare 'kerbside' model of a Jaguar XJR-15, presented with a fully detailed interior and mounted on a modern Perspex plinth with display case, 60 x 28 x 20cm overall and complete with signed and dated certificate of authenticity by the maker.

£2,200 - 2,800
£2,600 - 3,300

XJR-15s were built specifically to compete in the 1991 Jaguar Sport Intercontinental Challenge; a three-race competition held throughout the year as a support event for the 1991 Formula One Grand Prix at Monaco, Silverstone, and Spa-Francorchamps.

Sixteen cars built in racing specifications were entered in each of the events. The winner of the third and final race, Armin Hahne, was awarded a cash prize of US\$1 million.

The following 60 Lots (Lots 29-88) are from the Estate of the Late Patricia Phyllis Surtees (née Burke) (1939-2023) all items formerly the property of John and Pat Surtees.

After the war, in her teenage years, Pat travelled with her father John 'Jack' Burke in the UK and to Europe. Enjoying his many successes as an amateur club racing driver in the 1950s, driving a Healey Silverstone and one of the first Porsche 356 Carreras to come into the UK. Both becoming well established in the motor racing field, meeting and becoming good friends with the likes of Ian Scott Watson and Jim Clark, motorsport journalist Denis Jenkinson, and many others.

Pat married John Surtees in February 1962, Jim Clark was the best man, and from then on Pat became more involved with Formula 1, travelling the world with John, wherever he was racing and later as a member of Team Surtees. She was known for keeping precise records of his and other driver's lap times using her trusty Lemania Nero stopwatch, and their track positions on her Ferodo Lap Charts. Pat was so well respected among the Formula 1 family for her accuracy in timing and her neatly kept lap charts that sometimes her notes were used to confirm official records, or, on occasion, if there was a dispute her records were consulted and used.

Extremely knowledgeable and enthusiastic about the sport Pat was always more comfortable amongst the drivers, mechanics and racing teams than a life of domesticity. Even after her marriage to John ended in 1979 her dedication to Formula 1 stayed with her all her life. Never failing to watch all the F1 drivers in practice, qualifying and the race itself right through all the years until she died in 2023.



29
A PAIR OF SILVER-TOPPED GLASS DECANTERS AWARDED TO JOHN SURTEES BY B.M.C.R.C.,

Hallmarked London 1964, made by Roberts & Dore, the lip of each engraved "B.M.C.R.C. AWARDED TO JOHN SURTEES IN RECOGNITION OF HIS WORLD MOTOR RACE CHAMPIONSHIP 1964", cut moulded glass with matching stoppers.

(4)
£1,000 - 1,500
€1,200 - 1,800



29



(detail)

30
A RONSON 'WHIRLWIND' LIGHTER PRESENTED BY SPORTING RECORD TO JOHN SURTEES 'PERFORMANCE OF THE WEEK', DATED OCTOBER 1955,

engraved with presentation details, in Ronson sleeve; approximately 50 various John Surtees motorcycling images, photographs and postcards; a watercolour by R Spooner, 16 x 24cm, framed and glazed; and a magazine fold-out poster of Mike Hailwood.

(Qty)
£100 - 150
€120 - 180
No Reserve



30



30



31



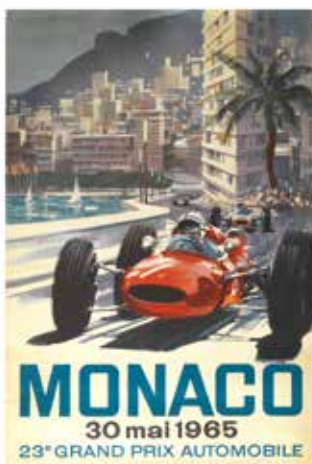
32



33



34



35



35



36



37



39

31

A BRITISH MOTOR CYCLE RACING CLUB BMCRC "SPORTSMAN OF THE YEAR 1959" AWARDED TO JOHN SURTEES, silver plated disc with laurel wreath decoration marked Romney Plate Sheffield Made, 12.5cm diameter, on a wooden backing disc.

£300 - 500

€350 - 590

No Reserve

In 1959 John Surtees won the 350cc and 500cc Championships as well as the 350cc Junior and 500cc Senior TT races.

32

A 1959 EIFELRENNEN NURBURGRING RACE MEETING POSTER,

with artwork after Vanhusen of Cologne, for the event on 12 July, 81 x 56cm, two long tears, several small tears to margins, old fold marks, creases and some discolouration.

£100 - 150

€120 - 180

No Reserve

33

A GRAND PRIX DE L'ACF REIMS 1959 POSTER FOR THE GRAND PRIX D'EUROPE,

after a design by Jean des Gachons, rolled, with old creases, tape marks and loss to corners, 63 x 48cm.

£200 - 300

€230 - 350

No Reserve

34

AN RAC EUROPEAN GRAND PRIX POSTER, 1964, for the event at Brands Hatch on 11 July, depicting artwork after B K Bull, listing some past World Champions, 75 x 51cm, rolled marks and creases, tears to margins, some discolouration.

£100 - 150

€120 - 180

No Reserve

35

TWO MONACO GRAND PRIX POSTERS, 1965 AND 1966,

each unmounted, printed on paper with artwork after Michael Turner, 59 x 40cm.

(2)

£800 - 1,000

€940 - 1,200

36

A 1966 MONACO GRAND PRIX POSTER,

after artwork by Michael Turner, 59 x 39cm, with tears and repairs, mounted, framed and glazed.

£200 - 300

€230 - 350

No Reserve

37

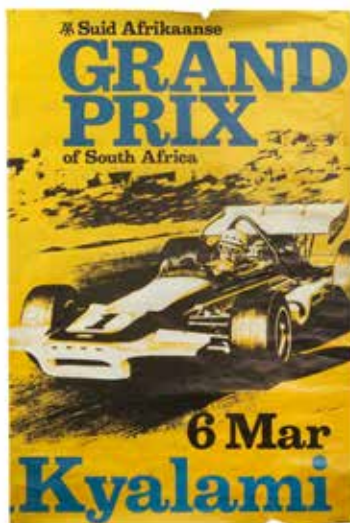
A 1970 SPANISH GRAND PRIX POSTER,

for the event in Madrid on 19th April at the Circuito del Jarama, folded with old creases, 67 x 44cm.

£100 - 150

€120 - 180

No Reserve



39





41



44



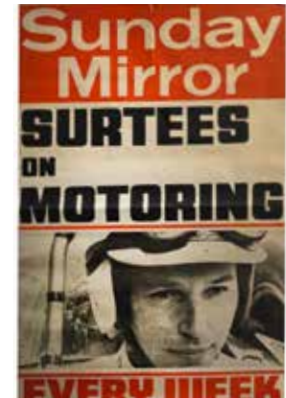
44



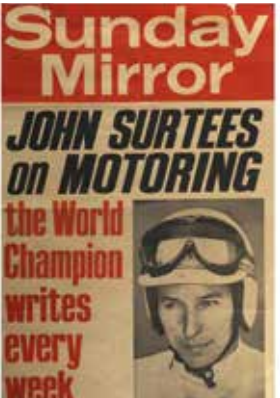
46



48



49



49



50 (Part Lot)

38
A 1970 SPANISH GRAND PRIX POSTER,
 for the event in Madrid on 19th April at the Circuito del Jarama, folded with old creases, 67 x 44cm.
£100 - 150
€120 - 180
No Reserve

39
A SOUVENIR HAT FROM THE 1970 SOUTH AFRICAN GRAND PRIX, KYALAMI, 7 MARCH 1970,
 black felt with embossed hat band, 6 7/8 by Dorian, worn; together with an AA Suid Afrikaanse Grand Prix poster for 1971, for the event held on the 6 March at Kyalami, 76 x 50cm, worn and rolled; together with a postal tube addressed to John Surtees.
 (3)
£150 - 250
€180 - 290
No Reserve

40
AN AA SUID AFRIKAANSE GRAND PRIX POSTER FOR 1971,
 for the event held on the 6 March at Kyalami, 76 x 50cm, folded with old creases, some tears to margins; together with a poster for the Formula 5000 Vanwall Trophy Meeting at Silverstone, 15 June 1969, old fold marks, repaired tear to lower edge, pin holes.
 (2)
£100 - 150
€120 - 180
No Reserve

41
A ROTHMANS FORMULA 1 VICTORY RACE POSTER, BRANDS HATCH, 1971,
 depicting the 1971 World Champion driver Jackie Stewart, 75 x 49cm, folded with old creases.
£100 - 150
€120 - 180
No Reserve

42
TWO FRENCH GRAND PRIX POSTERS FOR THE EVENT AT CIRCUIT PAUL RICARD ON 2-4 JULY, 1971,
 with artwork after Boivent, each 36 x 48cm, some rolled creases and tears to edges.
 (2)
£120 - 160
€140 - 190
No Reserve

43
TWO 1972 GERMAN GRAND PRIX POSTERS,
 after a design by Michael Turner, depicting John Surtees in his Ferrari at the Nürburgring, each 83 x 59cm, folded with old creases.
 (2)
£200 - 300
€230 - 350
No Reserve

44
TWO NURBURGRING GRAND PRIX POSTERS, FOR GERMAN GRAND PRIX 1972 AND EUROPEAN GRAND PRIX 1974,
 after a design by Michael Turner, depicting John Surtees in his Ferrari at the Nürburgring, each 83 x 59cm, folded with old creases.
 (2)
£200 - 300
€230 - 350
No Reserve

45
TWO NURBURGRING GRAND PRIX POSTERS, FOR GERMAN GRAND PRIX 1972 AND EUROPEAN GRAND PRIX 1974,
 after a design by Michael Turner, depicting John Surtees in his Ferrari at the Nürburgring, each 83 x 59cm, folded with old creases.
 (2)
£200 - 300
€230 - 350
No Reserve

46
A POSTER FOR THE GERMAN GRAND PRIX 1973,
 with artwork after Michael Turner depicting John Surtees in his Ferrari leading Graham Hill in his BRM, printed on paper, 84 x 59cm, old folds and rolled marks.
£100 - 150
€120 - 180
No Reserve

47
A POSTER FOR THE GERMAN GRAND PRIX 1973,
 with artwork after Michael Turner depicting John Surtees in his Ferrari leading Graham Hill in his BRM, printed on paper, 84 x 59cm, old folds and rolled marks.
£100 - 150
€120 - 180
No Reserve



51



51

48
A 1975 SPANISH GRAND PRIX POSTER,
 depicting artwork after Michael Turner, for the race at Montjuich on 27 April, 58 x 40cm, lower edge discoloured, rolled.

£100 - 150
 €120 - 180
 No Reserve

49
TWO SUNDAY MIRROR POSTERS
ADVERTISING 'JOHN SURTEES ON
MOTORING EVERY WEEK', ((2))

in red and black on newsprint, (both 75 x 51cm, with some discolouration, wear and tear.

(2)
 £100 - 150
 €120 - 180
 No Reserve

50
ASSORTED POSTERS AND PRINTS FROM
THE SURTEES COLLECTION,

including Champion Sparked Chevrolet Wins Player's 200; Shell Promotional posters (x3); a Shell Ferrari poster rolled in tube addressed to John Surtees; Lola cut-away; BRM cut-away; and others including magazine posters (with staple holes) and a page from a 1968 Honda calendar depicting John Surtees, folded.

(Qty)
 £150 - 250
 €180 - 290
 No Reserve

51
A POSTER ADVERTISING "WORLD
CHAMPION JOHN SURTEES DRIVING
GLOVES",

printed in red and black on paper, unmounted, 42 x 29cm, offered together with five pairs of these gloves, new/old stock (3 x Small, 1 x Medium and 1 x unmarked believed Large)

(Qty)
 £100 - 200
 €120 - 230
 No Reserve

52
MOTORING CLOTHING,

comprising 7 John Surtees Sportswear red nylon jackets (3 Large, 2 Medium and 2 un-sized); a short sleeve Ferrari jersey; a Ferrari t-shirt; a Surtees Fina t-shirt; a pair of Surtees leather gloves and a quantity of Team Surtees lapel badges.

(Qty)
 £100 - 200
 €120 - 230
 No Reserve



52

53
A CAN-AM 'TEAM SURTEES' JACKET AND
CAN-AM PHOTOGRAPHS,

comprising Pat's jacket by Speed Dewan Jackets, embroidered 'Can-Am Champion 1966', with 'Pat' and Firestone patch, size small, worn; a Firestone jacket by International Raceway Enterprises, size small, worn: together with 3 colour and 7 monochrome photographs depicting Team Surtees Lola 1966 and 1967, together with a plaque for the Time Grand Prix, Riverside circuit, 1967.

(Qty)
 £100 - 150
 €120 - 180
 No Reserve

54
JOHN AND PAT SURTEES' PERSONAL
FERRARI UMBRELLA,

decorated burnt cane handle, the canopy in pale beige material decorated with Cavallinos and lettered FERRARI around the edge, 90cm long overall when closed.

£100 - 150
 €120 - 180
 No Reserve

55
A SELECTION OF FAN MAIL AND GET WELL
SOON CORRESPONDENCE FOLLOWING THE
CRASH AT MOSPORT, ONTARIO CANADA,
SEPTEMBER 1965,

including signed letters from Graham Hill, 'Jo' Bonnier, Lorenzo Bandini, Raymond Mays, Tony Godfrey, Piero Drogo, Emmanuel Zurini and others: Get well soon cards from Bette & Graham (Hill), The Duke and Duchess of Richmond, and others, telegrams from Mike Hailwood, Pininfarina, Nino Vaccarella and Ludovico Scarfiotti, and others.

(Qty)
 £150 - 250
 €180 - 290
 No Reserve

56
A SELECTION OF FAN MAIL AND GET WELL
SOON CORRESPONDENCE FOLLOWING THE
CRASH AT MOSPORT, ONTARIO CANADA,
SEPTEMBER 1965,

including signed letters from Bette Hill, Tommy Wisdom, Mike Beckwith, Jackie Stewart, Geoffrey Charles, Rob Walker, Raymond Mays, Bernard Cahier, Pete Coltrin, Michael 'Mike' Parkes, Mrs Rudolf Caracciola and others: a card from a bouquet of flowers from Steve McQueen and Peter Sturgis (Florist hand-written note), telegrams from Adolfo Rossoni, Raymond Mays, Bette & Graham Hill, Britax, Lorenzo Bandini, Jackie Stewart, two from Enzo Ferrari, Gary Player, Stan Hailwood, Ronnie Hoare, and others.

(Qty)
 £150 - 250
 €180 - 290
 No Reserve



53 (Part Lot)

53 (Part Lot)



54



55 (Part Lot)

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



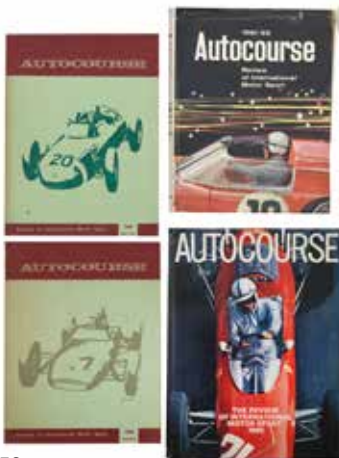
56 (Part Lot)



57



58



59



60



60 (detail)



61

57
AN ENZO FERRARI SIGNED MENU FROM THE 1965 FERRARI DECEMBER GATHERING,

the menu from the Al Tucano restaurant, signed by Ferrari Team members and friends including Enzo, Paul Frere, John Bolster, Edouard Seidler, Mike Twite, Peter Coltrin, Maxwell Boyd and 12 others. The menu card folded centrally, 22 x 22cm when open, pinned with Paul Frere business card with hand-written note (to John).

£300 - 400
 €350 - 470
 No Reserve

58 •
THREE BOOKS FROM THE SURTEES LIBRARY,

comprising two copies of 'John Surtees - Six Days in August' by Michael Cooper-Evans (one with annotations on page 50 and dedication to inside cover reading 'Dear Mum, thought you'd like to read this! I'll tell you my comments later... Lots of love Patricia x x x (1968), 'Grand Prix World Championship 1964 by Louis T. Stanley with dedication to inside cover reading 'To John - in admiration & with every good wish for the future. Louis 1965', the largest book 4to, offered together with an official regulations booklet from the 1974 Brazilian Grand Prix, A folder with six side profiles of cars by Alfa Romeo, and three photographs and a booklet all signed by John Surtees (one dated Dec '64), the largest 8.5 x 6.5", some minor rips, wear and creases throughout.

(9)
 £150 - 250
 €180 - 290
 No Reserve

59 •
FOUR AUTOCOURSE PUBLICATIONS,
 comprising two hard-backed annuals for 1961/62 and 1965 (depicting John Surtees on the dust-jacket), each 4to; and two paperback annuals (part I and part II) for 1960.

(4)
 £150 - 250
 €180 - 290
 No Reserve

60
ENZO FERRARI: "LE MIE GIOIE TERRIBILI DUE ANNI DOPO"; A PERSONALLY SIGNED COPY FROM ENZO FERRARI TO PAT SURTEES,

signed and dated 66 with annotation 'a Pat, prima Segretaria de John, cordialmente', in purple ink on the title page, fifth edition, November 1965, 267 numbered pages, Italian text, hardbacked with paper dust jacket (slightly torn), together with five monochrome photographs of Enzo Ferrari, the largest 9 x 7, majority subject to copyright.

(Qty)
 £300 - 400
 €350 - 470
 No Reserve

61
JOHN SURTEES' DRIVING LICENCE,
 number 6c/5035545, issued for 26 May 1969 to 25 May 1972, signed by the driver, 10 x 6.5cm, together with a signed photograph depicting John Surtees' 'Bowmaker Racing Team' Lola, and three other period photographs depicting John Surtees with Jim Clark; at Zandvoort in 1964 and at Modena March 1966.

(5)
 £100 - 200
 €120 - 230
 No Reserve



62

62
TWO SURTEES RACING ORGANISATION PUBLICATIONS,

comprising Surtees Formula A/5000 sales brochure; a Surtees Racing sponsors pack; together with a Team Surtees TS7 chassis plate, 8.7 x 6.7cm; and a Ferrari 250GT Berlinetta sales brochure, large 4to, some creases.

(4)
 £150 - 250
 €180 - 290
 No Reserve



63



64



65



66



67



67



68



69



70



71

63
SIX PRESS CUTTINGS ALBUMS,
 including Championship Year 1964, others with some pasted and loose photographs, including two images signed by John Surtees, together with two Honda photographic albums prepared by Delta Research Incorporated.
 (Qty)
 £150 - 250
 €180 - 290
 No Reserve

64
ASSORTED JOHN SURTEES PORTRAIT PHOTOGRAPHS,
 monochrome and colour images including driving, around the paddock and formal portraits, the largest 8 x 10".
 (Qty)
 £100 - 150
 €120 - 180
 No Reserve

65
ASSORTED PHOTOGRAPHS DEPICTING JOHN SURTEES ON THE PODIUM,
 and other images showing him celebrating after races, the largest 12 x 16", framed and glazed, the others loose.
 (Qty)
 £100 - 200
 €120 - 230
 No Reserve

66
ASSORTED PHOTOGRAPHS OF ENZO FERRARI,
 including images of him with John Surtees, Ferrari staff and on-lookers, some depicting Ferrari sports racing cars, the largest 7.5 x 11".
 (Qty)
 £100 - 200
 €120 - 230
 No Reserve

67
ASSORTED PHOTOGRAPHS OF MOTOR RACING PERSONALITIES,
 including John Surtees, Jim Clark, Colin Chapman, Jackie Stewart, Dan Gurney, Graham Hill, Jack Brabham, Innes Ireland and others including images of Pat and John Surtees, family images and others the largest 12 x 10", together with five publicity images signed by John Surtees and a photograph signed by David Hobbs, together with other publicity images with facsimile signatures.
 (Qty)
 £100 - 200
 €120 - 230
 No Reserve

68
ASSORTED SMALL PHOTOGRAPHS,
 both monochrome and colour, depicting racing scenes, candid paddock scenes of John Surtees, and others, the largest 3.5 x 5.5"
 (Qty)
 £100 - 150
 €120 - 180
 No Reserve

69
ASSORTED MOTOR RACING PHOTOGRAPHS,
 including single-seater racing cars for Honda, Ferrari, Lotus and Surtees, paddock, grid and race pictures, the largest 10 x 14.5", with six images applied to card, glue dried with photos curled.
 (Qty)
 £100 - 150
 €120 - 180
 No Reserve

70
SIX GROSSER PREIS VON DEUTSCHLAND TICKET POINT-OF-SALE ADVERTISING CARDS,
 each with listed ticket prices, 42 x 30cm, with hanging ring (faded, one brittle with some loss to left margin); together with a similar card for 1964 (faded, brittle with loss to lower corners) and a FINA Italiana set of four 'Marionettes' in card sleeve.
 (Qty)
 £300 - 400
 €350 - 470
 No Reserve

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



72



73



74



75

71
TWO WATKINS GLEN US GRAND PRIX DRIVER'S CERTIFICATES, 1964 AND 1965, each presented to John Surtees, one framed 45 x 35cm overall, the other unframed; together with a glass RACE plate, 21cm wide.

(3)
£150 - 250
€180 - 290
No Reserve

72
A HAND-DRAWN CARICATURE OF PAT SURTEES 'TO "THE LADY" BEHIND THE MAN BEHIND THE PRANCING HORSE', by Anon, pencil on paper, 19 x 28cm, mounted, framed and glazed, the back of the frame annotated TO PAT THE 'CHAMP'S' CHIEF INSPIRATION! FROM THE DOG HOUSE OWNERS' CLUB; together with a Dog House Club dish by Stavangerflint of Norway, 26.5cm wide, some crazing to glaze; and a pencil sketch on paper by E Becker, titled Monte Carlo 25 Mai 1963, 29 x 23cm, some wear and creasing to edges.

(3)
£150 - 250
€180 - 290
No Reserve



77



73 AR

DION PEARS (BRITISH, 1929-1985), '1963 GERMAN GRAND PRIX, NURBURGRING', signed, watercolour on paper, depicting John Surtees driving his Ferrari 156 to victory, followed by Jim Clark in his Lotus 25, 55 x 82cm, mounted, framed and glazed.

£350 - 450
€410 - 530
No Reserve

74 AR

MICHAEL TURNER (BRITISH 1935-), 'JOHN SURTEES (FERRARI) DURING THE 1963 GERMAN GRAND PRIX'

signed, dated '63, watercolour and gouache on paper, 31 x 42cm, mounted, framed and glazed. This original artwork was commissioned by John Surtees and is offered for sale with the original invoice number 40, dated 7 Nov 1963, handwritten 'Received with thanks, Michal Turner, 7.11.63', taped to the glass.

£800 - 1,200
€940 - 1,400

75

ASSORTED ENAMEL LAPEL BADGES, comprising four Ferrari shields, (two in maker's bags, comprising 3 x 10mm wide and 1 x 12mm wide); 11 MV Augusta badges (10 in maker's bags); 24 Team Surtees badges and an RAC Rally of Great Britain badge with a year bar for 1962.

(Qty)
£100 - 200
€120 - 230
No Reserve

76

ASSORTED AUTOMOBILIA AND MOTORSPORT COLLECTABLES, including 10 records of Motorcycle and Car racing, two TT 1965 albums with a letter from Stanley Schofield dated 16 November 1965; 5 Italian Grand Prix decorative trays 1969-70 and 1972-74; a 1969 Monza 1000km decorative tray; a Tulip Brand Fancy Thermometer; a Betacom Ferrari telephone; three packs of playing cards; a Burago F40 key chain; a qty of Pagnossin Racing Team promotional ceramics; a part Cosworth F1 piston ashtray with Firestone surround; and six small Floyd Clymer books.

(Qty)
£100 - 200
€120 - 230
No Reserve

77

JOHN SURTEES' CLUB INTERNATIONAL DES ANCIENS PILOT DE GRAND PRIX BADGES,

comprising enamelled lapel badge, metal car badge with locking nut (lacking threaded bar), embroidered blazer badge, 5 large bass buttons and eight smaller cuff buttons.

(Qty)
£100 - 200
€120 - 230
No Reserve

78

PAT SURTEES' LEMANIA NERO STOPWATCH AND FERODO LAP CHART BOOKS,

the watch, with triple chapter dial for seconds, minutes and hours, three button control, stop start, three black hands, a red seconds stop-start hand, white faced in chromed case, bezel 6cm, purchased on 4 May 1963, with receipt, guarantee and remains of packing; six monochrome photographs depicting Pat using the Lemania stopwatch; together with Ferodo Lap Charts book for 1963 and photograph showing Pat holding this book at the 1963 German Grand Prix with John wearing the winner's wreath and sash; Lap Chart books for 1964 World Championship year and 1965; and loose pages from lap charts from 1966 Testing at Modena, 1969, 1970, 1973 and 1974; together with two photographs depicting Pat and John using lap charts; a hand-written timings book for the 1965 season; and a 1968 Organisational hand-drawn chart for John Surtees/Honda, rolled (tears to left edge)

(Qty)

£2,000 - 3,000

€2,300 - 3,500



78

79

THE 1963 GERMAN GRAND PRIX WINNER'S SASH,

in faded red and white material with embroidered lettering and ADAC logo, and gilt braid tassel fringe to each end, 324cm long overall, sold together with three black and white photographs depicting John Surtees wearing the winner's wreath draped with this sash (Photographs are sold without copyright), and a small colour photograph showing Surtees walking the grid.

(5)

£600 - 800

€700 - 940

No Reserve



78

80

THE 1964 GERMAN GRAND PRIX WINNER'S SASH,

in faded red and white material with embroidered lettering and ADAC logo, and gilt braid tassel fringe to each end, 310cm long overall, sold together with three black and white photographs depicting John Surtees with the winner's wreath draped with this sash, standing with Graham Hill and Lorenzo Bandini, and five other photographs depicting John Surtees at the event.(Photographs are sold without copyright).

(9)

£800 - 1,000

€940 - 1,200

No Reserve

During his World Championship winning year, the German Grand Prix was his first outright victory of the year, driving his Ferrari 158 home over 1 minute and 15 seconds ahead of second placed Graham Hill in his BRM. Securing a valuable 9 points in the championship.



79 (Part Lot)



80 (Part Lot)



81 (Part Lot)



85



85

81
AN ADAC 1000KM RENNEN PODIUM SASH, NURBURGRING, 1970,
 printed lettering 'Dem Sieger' with ADAC badge on red, black and yellow material sash, with gilded tassel ends, 250cm long overall, used, folded, creased.
£400 - 500
€470 - 590
No Reserve

84
THE 1972 SOUTH AFRICAN GRAND PRIX FASTEST LAP TROPHY,
 228g sterling silver bonbon dish raised on three tab feet, with scrolled edging and engraved details on rim.
£200 - 300
€230 - 350
No Reserve



82

On the 31 May 1970, John Surtees and Nino Vaccarella, drove their Ferrari 512S Spyder 5 litre V12, car number 55, to a class win and third place overall.

82
A GRAND PRIX OF THE UNITED STATES, WATKINS GLEN 1966 FASTEST LAP AWARD PRESENTED TO JOHN SURTEES,
 in the form of an Onyx cigarette box, the inside of the lid mounted with presentation plaque, made by Colibri, presented by Lenthéric. The box 12cm wide.
£200 - 300
€230 - 350
No Reserve

On the 4 March 1972, the fastest lap of the South African Grands Prix was won by Mike Hailwood driving his Brooke Bond Oxo Team Surtees TS9B, in a time of 1 minute 18.9 seconds over the 2.55 mile Kyalami course.

85
TWO SMALL MOTOR RACING TROPHIES,
 each small plated two handled trophy with lid, 14.5cm high, on a turned ebonised base, one engraved "JOHN SURTEES FERRARI 1963 1964", the other un-engraved, each lid marked with Star and fleur de Lis stamped marks to rim.
 (4)
£200 - 300
€230 - 350
No Reserve



83

83
A FORMULA 2 JAF JAPANESE GRAND PRIX SAMURAI HELMET AWARD PRESENTED BY SHELL OIL LTD TO JOHN SURTEES, 1972,
 miniature helmet in lacquered wooden case, raised on six legs, with separate lid, the front of the case applied with presentation details, 37.5 x 24 x 29cm. (Some decorative parts detached), together with two colour photographs depicting John Surtees with the winner's wreath, each 4½ x 3¼.
 (3)
£300 - 400
€350 - 470
No Reserve

86
A 1965 GRAND PRIX DE L'ACF THIRD PLACE TROPHY,
 the pewter ewer, marked Made in France to the base, engraved "GRAND PRIX DE L'ACF 27 Juin 1965 VILLE DE CEYRET" around the base, 23cm high; together with a smaller pewter claret jug (some denting), and a Journal Independance trophy (undated), 15cm high on a marble base
 (3)
£200 - 300
€230 - 350
No Reserve



84

At the Fuji Circuit on the 3 May 1972 John Surtees drove from pole to victory in car number 5, his Matchbox Team Surtees TS10 powered by a Ford BDA Hart alloy engine.

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86

86

86



87



87 (detail)

87

A 1965 1000KM NURBURGRING 'DUNLOP' TROPHY AWARDED TO JOHN SURTEES, GERMAN SILVER,

in the form of a curved pot with lid, the base engraved "DEUTSCHE DUNLOP GUMMI COMPAGNIE AG HANAU AM MAIN", with crescent and crown 800 silver marks HANDARBEIT (handmade), but unknown maker's marks, the curved side engraved with repeating linear pattern, the lid engraved "SIEGER IM GESAMTKLASSEMENT - ADAC - 1000KM - RENNEN NURBURGRING 1965", the interior decorated with a gilt wash, 10cm high overall.

(2)

£1,500 - 2,000

€1,800 - 2,300

Having previously won the 1000kms race at the daunting Nurburgring in 1963, John Surtees repeated the feat in 1965, taking victory in his Ferrari 330 P2 partnered by Ludovico Scarfiotti.

88

JOHN SURTEES' 1964 FIA WORLD DRIVER'S CHAMPION TROPHY,

by Jean Piuforcat of Paris, European silver, engraved presentation details to the front "F.I.A. à JOHN SURTEES CHAMPION DU MONDE DES CONDUCTEURS 1964", with silver marks to rear. 11.6cm diameter, 12.4cm high, displayed loose mounted on a wooden block base.

(2)

£12,000 - 15,000

€14,000 - 18,000

END OF AUTOMOBILIA



88

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 89 to 91



CG 77

89

'CG 77' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 22 March 2031.

£30,000 - 40,000

€35,000 - 47,000



D 444

90

'D 444' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 28 November 2030.

£30,000 - 40,000

€35,000 - 47,000

END OF VEHICLE REGISTRATION NUMBERS

NO LOTS

91 - 100

Bonhams | Cars

AUTOMOBILIA



GOODWOOD MEMBERS' MEETING

Auction Online

Online | 10 - 24 April | Register to bid

ENQUIRIES

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adrian.pipiros@bonhams cars.com
bonhams cars.com

A SET OF RICHARD ATTWOOD'S PORSCHE RACE OVERALLS BY DU PONT
DEXTER BROWN, 'MICHAEL SCHUMACHER, FERRARI 248F1, 2006'
A BLUEMEL'S BROOKLANDS STEERING WHEEL
A NEW OLD STOCK BORRANI WHEEL 16"X5"K

Motor Cars

13:00

Lots 101 - 203

Further images of each lot can be found at:
[bonhams.com/29331](https://www.bonhams.com/29331)





The Jackson Collection



101

From the estate of the late Roy Jackson

1953 AUSTIN CHAMP 4X4

Registration no. KYC 428D (see text)

Chassis no. 737

This Austin Champ was purchased by the late Roy Jackson in December 2020. The Champ had been off the road for around 12-15 years with a previous keeper in Kingsbridge, Devon and at the time of purchase was described as largely original and in running and driving order. According to various pieces of Champ Club correspondence on file, this 1953 example was not sold by the British Army until 3rd March 1964, while the accompanying UK V5 records the year of registration as 1966 (hence the 'D' suffix registration number). During restoration works a ram's head emblem was discovered. This represented the 1st Army Group Royal Artillery, whose HQ was in Glasgow. In 1956 the AGRA field regiment was assigned to Operation Musketeer, the abortive Anglo-French-Israeli initiative aimed at seizing the Suez Canal Zone from Egyptian control. The regiment, and presumably this Champ, was posted to Cyprus. When Musketeer was abandoned, the regiment was allocated to internal security duties. The Champ on offer was used by the 50th Medium Regiment and carried the number '144' on RA colours. After being purchased by Roy Jackson, the Champ was sympathetically refreshed under the guidance of Ben and Seb Morgan. Photographs of the Champ pre-works are in the history file together with bills for parts totalling over £2,500. The vehicle also comes with reprinted handbooks. Nicely restored, the Champ has seen little road use since the restoration's completion; an inspection is recommended before road use.

£4,000 - 6,000

€4,700 - 7,000

No Reserve

102

From the estate of the late Roy Jackson

1962 TRIUMPH TR4 ROADSTER

Registration no. 888 YTJ

Chassis no. CT3191

First step in the TR's transition from rugged, uncomplicated sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new bodyshell brought the styling bang up to date while beneath the skin there numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved drive-ability, while wind-up windows were a big advance on the TR3's primitive side screens. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists. The accompanying copy green logbook in the file confirms this TR4's date of original registration as 9th May 1962 and lists three further keepers in the Bedfordshire area from 1972-1977. In 1979 the Triumph was purchased by a Mr Manderson. Examining the limited documentation on file, it would appear that the car was restored for the first time between 1980 and 1986; photographs on file show the body separated from the chassis, so it was an extensive restoration. Other photographs confirm the engine was removed in 2010. There are bills for some of these works on file. At that time the car belonged to a Mr Powell of Cumbria. The Triumph was purchased by the late Mr Jackson around 2013, it has been garaged and seen little use since. Although the car starts, runs and drives, recommissioning is recommended before returning it to the road. The car would also benefit from some cosmetic improvement. Accompanying paperwork includes a new copy handbook and a quantity of old MoTs dating back as far as 1979.

£14,000 - 20,000

€16,000 - 23,000

No Reserve



103

From the estate of the late Roy Jackson

1978 MORGAN 4/4 ROADSTER

Registration no. FSF 706S

Chassis no. 7K18-A2592

The first four-seater, four-wheeled Morgan appeared in 1937 and a special Coventry Climax-engined sports model competed at Le Mans in 1938, qualifying for the Biennial Cup. Re-introduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly up-dated with more modern power units, adopting Ford's 1,599cc 'Kent' pushrod engine in 1967, initially in either 74bhp or 88bhp 'Competition' forms, the latter being standardised from 1970. The chassis, with its sliding-pillar independent front suspension and leaf-sprung live rear axle, remained much as before and the 4/4 continued in this vein until the arrival of Ford's CVH engine for 1982. According to the Morgan chassis record on file, this 4/4 was first dispatched on the 31st March 1978 to a Mr Hanagan via John Britten Garages in Hertfordshire. The Morgan is finished in Deep Brunswick Green with stone leather upholstery, and is powered by the 1,599cc cross-flow Kent engine. Notable features include wire wheels, tonneau cover, door handles, luggage carrier, spare wheel cover, locking fuel cap, and stone-coloured hood and side screens. In addition, the front wings have been updated to Plus 8 specification. The car also benefits from a scuttle roll bar kit and the plywood floors have been replaced with 6mm thick aluminium plating. Most of the ash frame was also replaced with new wood between 2019-2022. According to an advertisement (copy on file) relating to the late Mr Jackson's purchase in 2019, the previous keeper had owned the Morgan for almost 30 years. Restoration works were undertaken during Mr Jackson's ownership, and some bills are available on file. Running and driving, this Morgan will need an inspection and shake-down before any extended road use.

£5,000 - 10,000

€5,900 - 12,000

No Reserve



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

From the estate of the late Roy Jackson

1967 FORD MUSTANG HARDTOP COUPÉ

Registration no. PGV 170E

Chassis no. 7F01T207992

- Iconic American 'Pony Car'
- Retro-fitted with a 5.0-litre V8 engine
- Present ownership since 2018



Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical. The Mustang was enlarged and restyled for 1969 and again for 1971, but of all the many versions since 1964, it is the early cars that are by far the most desirable.

A recent Marti report confirms that 207992 was produced on the 1st June 1967 through Archie Cochrane Motors, Billings, Montana. Originally a 200-1V 6-cylinder engine car, it was ordered in the desirable colour combination of Frost Turquoise with Aqua Vinyl bucket seats. The car appears to have arrived in the UK in 2006, the file contains a letter from Roger Chinery of the Mustang Owners Club of Great Britain dated 13.03.2006. A letter from HMRC in 2006 to the previous keeper reveals that the car was registered 'YRF 283' and subsequently re-registered as 'PGV 107E'. The vendor has informed us that it is not known when the current 5.0-litre V8 was installed.

The late Mr Jackson purchased the Mustang in June 2018 and embarked on a restoration together with his son-in-law Seb Morgan. Photographs on file confirm that by September 2018 the engine had been removed and partially stripped.

There are bills for parts on file totalling £4,000. The Mustang presents in white with a well-presented Aqua interior featuring its dark green seat inserts. Offered from a period of storage since the restoration's completion; an inspection is recommended before road use. Accompanying paperwork includes assorted correspondence, numerous bills, a V5C document, and various old MoTs, and a Marti report.

£10,000 - 15,000

€12,000 - 18,000

No Reserve

105

From the estate of the late Roy Jackson

1943 WILLYS MB JEEP

1943 Willys MB Jeep

Registration no. MXS 613

Chassis no. MB 268644

- Imported from the USA in 2019
- Restored circa 2020
- Little used since completion
- Ideal period transport for this year's Goodwood Revival Meeting



It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

The ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

According to handwritten note in the cars file, this MB Jeep was delivered to the US Army on 29/09/1943 and transferred to the USMC circa 1944. An old Nevada ownership certificate from 1971 confirms the car belonged to a Kenneth Berg of Tonopah. An affidavit of non-operation by Mr Berg to the Nevada motor vehicles department confirms the Jeep was not driven or moved on public highways until 1992.

Imported into the UK in 2019 by a Mr A Baker, it was sold to the late Mr Jackson in 2020 (bill on file). There are photos on file of the Willys in its unrestored state in 2020 together with a substantial quantity of bills for parts obtained from various specialists, which alone total circa £11,000.

Presented in restored condition, the Jeep has seen little road use since the rebuild's completion; a careful inspection is recommended before road use. Offered with a UK V5C. A rare and desirable trailer is included in the sale. The vendors estate has confirmed that this is a genuine WWII trailer, authenticated by the round mud guards. This example is worthy of closer inspection.

£20,000 - 30,000

€23,000 - 35,000

No Reserve

From the estate of the late Roy Jackson

1960 AUSTIN-HEALEY 3000 MKI BT7 ROADSTER

Registration no. 829 UYS

Chassis no. H-BT7-L/6584

- Delivered new to the USA
- Imported in 2016
- Restored by the vendor and Seb Morgan
- Converted to Right hand drive
- Bills for over £25,000 for parts alone



"A classic competition car among the all-time greats in motoring history," was how The Autocar magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

A development of the preceding 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. The two cars looked virtually identical and under the skin was the same separate ladder-type chassis and independent front/live rear axle suspension. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sports car. Breathing through twin SU carburetors, the revised power unit produced 124bhp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph, with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard.

A BT7 four-seater model, this Austin-Healey 3000 Mk1 comes with a Heritage Certificate confirming that it was built on built 5/6th January 1960 and dispatched on 15th January that year to Hambro Trading Inc of Chicago, Illinois. The original colour scheme was Colorado Red with matching interior.

The Healey was imported by the late Mr Jackson in 2016 for complete restoration (UK taxes paid). There is correspondence between him and the Beverley Hills Car Club on file together with photographs of the car, which at time of importation had an Illinois title. Undertaken by the late owner and his son-in-law Sebastian Morgan, the restoration commenced in 2017. The car was repainted British racing green and converted from left- to right-hand drive. There are bills totalling over £25,000 for parts alone on file. Last MoT'd in 2017 and offered from a period of storage since the restoration's completion; an inspection is recommended before road use. Accompanying documentation includes a driver's handbook, assorted correspondence, numerous bills, and a UK V5C.

£30,000 - 35,000

£35,000 - 41,000

No Reserve

107

From the estate of the late Roy Jackson

1942 FORD JEEP GPW

Registration no. YXS 550

Chassis no. 8057

- Present ownership since 2018
- Restored condition
- Ideal period transport for the Goodwood meetings



Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

A copy State of California title on file shows that '8057' formerly belonged to a Mr Adison of Peterson and was registered '4QEK843' until 2016. The late Mr Jackson purchased the Jeep in 2018 from a Mr Atkinson of Wakefield. The vehicle was then stripped and rebuilt by Mr Jackson and his son-in-law, and still presents in restored condition. Mr Jackson purchased a GRC-9 radio set for the Jeep, and this was serviced in 2018, a rare manual from the Department of the Army for the GRC-9 is also included dated 1951.

There is a good set of restoration photographs on file depicting the work together with bills for parts totalling circa £5,000. The Jeep also comes complete with a rare and desirable trailer and is worthy of closer inspection. This trailer has been restored, and according to our vendor is a genuine WWII trailer authenticated by the shape of the mud guards. Presented in restored condition, this GPW has seen little road use since the rebuild's completion; a careful inspection is recommended before road use.

£18,000 - 30,000

€21,000 - 35,000

No Reserve

108

Property of a deceased's estate

1927 BENTLEY 3-LITRE SPORTS PROJECT

Registration no. YF 2654

Chassis no. TN1566

Engine no. TN1567

- Originally an Offord-bodied coupé
- Matching chassis and engine
- Family owned since March 1957
- Garaged unused for some 50-plus years
- 'Barn find' offered for restoration



W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced. In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model and identified by the Red Label on its radiator) on the existing 9' 9½" wheelbase, short standard chassis. Bentley had made approximately 1,600 3-Litre models when production ceased in 1929, the majority of which were bodied by Vanden Plas with either open tourer or saloon coachwork. Dr Clare Hay's authoritative work, *Bentley, The Vintage Years*, records the fact that chassis number 'TN1566' (with engine number '1567') was completed in April 1927 on the long standard 10' 10" wheelbase chassis with coupé coachwork by Offord. Hay records that 'TN1567' was first owned by one W A Thompson and registered as 'YF 2654', noting: "Now 2 seater on 9' 0" wheelbase." It is not known when this modification was carried out.

The next ownership record we have is an old-style buff logbook issued on 1st June 1950 listing four owners: Arthur Ratcliffe Ainsworth of Dorking; A B B Woodburn of Bolesworth; Bursledon Autos of Sholing; and one Miss Mary Louisa White, BSc, who registered the Bentley on 2nd March 1957. Miss White appears to have been a most enthusiastic owner, a view supported by the numerous Bentley Drivers Club membership cards on file, mostly dating from the late 1950s to the mid 1970s, while there are also some spectator's passes, an RAC membership card and a VCC official's badge. According to the deceased's family, Miss Mary Louisa White passed away in 2005 and was the last known person to drive the Bentley in the late 50s or early 60s. 'YF 2654' was then left to Miss Nicola White, (the last recorded keepers' niece) along with the property where the Bentley was kept. Miss Nicola White passed away in July 2023.

Additional documentation includes assorted correspondence, sundry bills, insurance paperwork, a later buff logbook (1963), an old-style V5 registration document, and four MoT certificates, the most recent of which was issued in 1964. The most recent tax discs on file date from the 1960s, so it seems reasonable to conclude that the Bentley was taken off the road sometime towards the end of that decade. It has remained in the owner's garage ever since, concealed beneath a variety of non-Bentley-related clutter, and is presented in 'barn find' condition, ripe for sympathetic restoration. Sold strictly as viewed, 'YF 2654' represents a wonderful opportunity to bring a long-forgotten 'W O' Bentley back to life.

£50,000 - 80,000
£59,000 - 94,000

2021 LAND ROVER DEFENDER 110 D300 SE URBAN UPGRADES

Registration no. RO21 VCU
Chassis no. SALEA7AWXM2054259

- HSE interior
- Numerous upgrades
- 296bhp six-cylinder diesel engine
- Automatic transmission
- Circa 34,000miles from new



Few vehicles have been as keenly anticipated as the replacement for the original Land Rover, which when production ceased in 2016 had been around for a remarkable 68 years. It would be another three years before the launch of the replacement; known as the 'Defender', just like the model it replaced, the latter was first shown to the public at the Frankfurt Motor Show in September 2019. Principal difference between the newcomer and its forebears was unitary construction of the aluminium chassis/body, replacing the traditional separate chassis, while in place of the old beam axles there was all-independent suspension. Indeed, the new Defender shared no components with its immediate predecessor. Three-door 90 and five-door 110 models were offered, the numbers, as ever, referring to the wheelbase length in inches.

"It's boxy shape and retro details recall the 1950's original and combine with Land Rover's modern design language to create an appearance that's both sophisticated and nostalgic," declared Car & Driver, continuing: "While the 2020 Defender looks like an ordinary crossover, it has serious off-road capabilities and rugged components that help it live up to its go-anywhere heritage."

Engines available at time of introduction ranged from a 196bhp 2.0-litre four-cylinder turbo-diesel up to a 398bhp turbo-diesel six (only available in the 110), while for 2021 three new turbo-diesel sixes were introduced: D200, D250 and D300. ZF eight-speed automatic transmission was common to all models. No fewer than eight alternative trim lines were offered across the model range, and customers had a choice of four accessory packs: Explorer, Adventure, Urban, and Country.

As seen here, the D300 is equipped a 296bhp inline six-cylinder diesel engine offering a stump-pulling 479lb/ft of torque. As an SE model it comes with adjustable air suspension as standard, while this particular car also has the enhanced HSE interior trim level. Other desirable extra-cost options include the Urban wide-track kit; privacy window glass; WS1 Urban Sawblade alloy wheels; grey rear lights; ladder; and side box (in black). Bills for all the after-sales upgrades totalling circa £20,000 are available. Finished in Santorini Black with matching interior, this beautiful 'New Generation' Defender has covered 34,000 miles from new and is described by our vendor as in great condition throughout. Offered with bills and a V5C document.

£50,000 - 60,000
€59,000 - 70,000

Please note this vehicle does not come with the registration 19 DEF and will be offered with an age related registration number.

1963 FORD GALAXIE 500 FASTBACK SALOON

Registration no. AFM 963A

Chassis no. 3P66C194927

- *Holman Moody NASCAR tribute*
- *Built by a professional NASCAR workshop*
- *Rebuilt Ford 427ci (7.0-litre) side-oiler V8*
- *Top-Loader four-speed manual gearbox*
- *Roll cage and new safety harness*
- *Participated in numerous vintage racing events including the Rolex Monterey Motorsports Reunion*



Ford introduced the Galaxie fastback midway through the 1963 model year to homologate this more aerodynamically efficient design for NASCAR competition. This example was modified under previous ownership as a tribute to the number '26' Holman Moody stock car driven in period by Curtis Turner. It is said to have been used for vintage oval track racing on the US East Coast before being further refurbished (around 2010) with the help of specialist Randy Peterson, who is said to have restored Curtis Turner's original '26' car. Work included a repaint in red with period-style race livery (hand painted but removable). The car has all steel body panels.

The car is powered by a rebuilt Ford 427ci (7.0-litre) side-oiler V8 reportedly sourced from famed side-oiler builder, Robert Pond. The block has thicker than standard cylinder walls and the hallmarks of the legendary side-oiler engine (hex head block plugs, raised oil gallery on the side of the block, side oiler casting code). Chrome valve covers wear '427' decals, while intake air is fed through a custom plenum attached to the fresh-air vent below the windscreen. Ford Hi-Po FE cast-iron headers are joined to straight-through exhaust pipes exiting the sills on each side. The engine has cast-iron Ford cylinder heads and an uprated cam (solid lifters).

Built by a professional NASCAR workshop, the car incorporates period NASCAR modifications to the suspension and chassis (but with an updated roll cage).

Additional equipment includes a Top-loader four-speed manual gearbox with Hurst shifter and period gear knob; a limited-slip differential in reinforced Ford 9" housing; a race-prepared cockpit (original driver's seat and new NASCAR safety harness); period-modified suspension and new shock absorbers all round; and colour-matched NASCAR reinforced 15" steel wheels and wheel studs on five-lug hubs with new Avon CR6ZZ tyres. There are vented drum brakes all around with NASCAR Grey-Rock linings.

The windows are glass (except the rear windscreen which is perspex) and have the lift mechanisms. There are no headlights. Wiper motors are present but no wipers. There is a glassfibre cover over the vented race fuel cell (not current dating) and a driver-activated fire suppression system and safety cutout switch. The dashboard features a custom gauge panel with an AutoMeter tachometer flanked by Stewart Warner gauges for oil temperature, oil pressure, water temperature, and fuel level. An ammeter is mounted in the glovebox door, and ignition switches are located to the left of the steering column. Chrome bumpers and working tail lights are retained, with aluminium plates replacing the headlamps and the turn signals. The car is said to start easily, rev cleanly, pull strongly, and run cool with good oil pressure when hot. The seller notes strong and even cylinder compression when tested.

This Galaxie has participated in numerous vintage racing events including the Rolex Monterey Motorsports Reunion in CA (see youtube). Its wonderful sound is just what you would expect from a period NASCAR racer.... Offered with a V5C document.

£25,000 - 35,000

€29,000 - 41,000

1973 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. EFH 354M

Chassis no. 1S1779BW

- *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*



This remarkable Jaguar E-Type was offered - and sold - at the recent Bonhams Goodwood Revival sale in September. The buyer at that sale was unable to complete the purchase and it thus presents another opportunity to the many collectors who expressed an interest at Goodwood. The estimate of £45,000 - 55,000 remains the same and, apart from this disclosure, the catalogue description also remains the same.

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

€53,000 - 64,000

Winner of the 2000 Porsche Speed Championship

1973 PORSCHE 911T 2.4-LITRE FIA HISTORIC RALLY CAR

Registration no. RPK 261M

Chassis no. 9113501469



- Delivered new to Switzerland
- Left-hand drive
- UK registered since 1991
- Converted to Historic rally car specification in 2007
- Last serviced in April 2023



Offered here is a matching chassis and engine numbers, championship-winning Porsche 911T finished in the rare factory colour of Viper Green, prepared for FIA Historic rallying and fitted with a host of high-quality components. It has well documented history from new and impressive competition provenance; indeed, this is a series-winning car, having previously won the Porsche Speed Championship outright. Built to German specification, this non-sunroof 911T 2.4 was first registered on 8th April 1974 as 'ZH 453491' in Zurich, Switzerland. Subsequently sold to another Zurich resident, the Porsche was later exported to the UK, arriving in Dover on 7th August 1990 before being registered with the DVLA in 1991. In December 1991 the car was sold by Chappell Sports Cars of Surrey to its next owner (in Bury St Edmunds) before being sold on again in August 1994 to an owner in Kiddeminster. Intriguingly, the car was then entrusted to HM Prison Blackenhurst for a complete rebuild and respray in original Viper Green.

In July 1998 the 911 was sold on and race-prepared for its new owner, who would go on to win the Porsche Speed Championship outright in 2000. The car was then sold (in December 2001) to a well-known regularity rally driver who had it prepared at Formula Fuchs and Rennspeed in Newark. It competed in around 20 events such as The Marathon, Le Jog, Malts, Scottish Thistle and Welsh Retro, never failing to finish and often winning.

In July 2007 the Porsche was purchased from Rennspeed by a well known and still active rally driver. It was then converted to Historic rally car specification while remaining FIVA legal with original body panels and triple-choke Weber carburetors. In its first gravel rally, the Mansfield-based Premier Stages in 2008, the car finished 2nd in class behind Steve Perez and his impressive Lancia Stratos. Regular appearances followed at the Chatsworth Rally Show, Race Retro, Silverstone Classic, Donington Historic Festival and Oulton Park CarFest on the 'Rallying with Group B' rally stage until 2017.

Purchased by our vendor in 2020, the 911 was most recently serviced by Motoscope Northallerton, who carried out an engine tune and a fresh MoT test on 23rd April 2023 at an indicated 97,154 kilometres (recorded as miles), resulting in a first-time pass. During the seller's ownership, key areas have been refurbished with new Porsche factory parts where required. Seats, harnesses and fire extinguishers are all to track specification and believed by the vendor to be race legal, though 'life expired' for stage rallying purposes. Under the rear lid is the modified 2.4-litre flat-six with original triple-choke Weber carburetors, driving the rear wheels through a recently rebuilt five-speed manual transmission with Guard and Tuthill 'Monte Carlo' gearing and a WEVO gear shifter. The cabin features two black Sparco Pro 2000 bucket seats with silver Schroth Racing harnesses. Other specification highlights include rare original Cibié Boules and standard Cibié spotlights; a duck-tail spoiler; roll cage; MoMo deep-dish steering wheel with yellow 12 o'clock marker; fire extinguisher; and a custom-built twin-exit centre exhaust. It sits on a set of gold Minilite wheels with forest tyres. It has completed circa 350 miles of driving in the last year with one sprint competition outing.

According to the vendor, the resprayed paintwork is in fair condition, with patina and imperfections, and some scratches/minor indents around the bodywork as one would expect from competition use. Accompanying documentation includes the original service book showing 16 stamps up to 18th September 1986, together with further well-documented history, the latter contained in an extensive file. The car also comes with the owner's book pack, expired FIVA FBHVC Card, and a HERO vehicle specification card.

£40,000 - 60,000

£47,000 - 70,000

No Reserve

113

NO LOT

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

1956 JAGUAR XK140 3.4-LITRE DROPHEAD COUPÉ

Registration no. 695 YUY

Chassis no. S818682BW

Engine no. G8159-8S

- *Delivered new to the USA*
- *Comprehensively restored by JD Classics circa 2014*
- *Numerous highly desirable upgrades*
- *Present ownership for the last eight years*
- *Professionally stored and maintained*



Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators and larger bumpers, the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tryed, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars 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 road-tests regularly recording top speed figures in excess of 120mph.

This left-hand drive XK140 drophead coupé was delivered new to Jaguar Cars, New York and sold to its first owner in Tulsa, Oklahoma, USA. The car left the factory finished in cream with red interior and black hood, and was equipped with automatic transmission.

Circa 2014 the XK was totally restored by respected marque specialists JD Classics for its South African collector, whose brief was to make the car as usable as possible. To that end the following upgrades have been incorporated: C-Type cylinder head; Getrag five-speed gearbox; limited-slip differential; disc brakes; electronic ignition; improved shock absorbers; and a high torque starter motor. Fitted luggage may be found in the boot. On completion the car was stored in the UK.

The XK has been used only for short trips to Europe and around the UK. It is said to have performed faultlessly, is serviced and a joy to drive. The car is professionally stored at Kenworthy & Co Vintage Motor Works Ltd and fettled after each trip. It has been meticulously maintained by JD Classics, whose detailed bills for annual servicing and maintenance between 2015 and 2018 total many thousands of pounds (inspection recommended). Last comprehensively serviced by Woodham Mortimer (JD Classics' parent company), the car is offered with a history file of documentation and a V5C Registration Certificate.

£85,000 - 95,000
£100,000 - 110,000

115

1936 FRAZER NASH TT REPLICA ROADSTER

Registration no. DMY 760

Chassis no. 2165

Engine no. 56338

- *Charismatic marque*
- *BMW 2.0-litre six-cylinder engine*
- *Purchased by the late owner in 1965*
- *Restored in the 2000s*
- *Stored since completion circa 2015*
- *Beautiful condition*





The Frazer Nash was the direct descendant of the GN cycle car, a twin-cylinder, chain driven vehicle produced until 1922 by the partnership of Captain Archie Frazer-Nash and H R Godfrey. Archie Frazer-Nash then formed a new company and in 1924 the first Frazer Nash appeared. In 1928 Captain Frazer-Nash left the company, which then came under the control of H J and W H Aldington. Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war 'chain gang' models. Of these, 85 had the most popular TT Replica style of bodywork, which was offered between March 1932 and 1939. The TT Replica was based on the cars that contested the 1931 Tourist Trophy Race, though none of the three cars entered actually finished the event. In 1932 the cars fared better, one finishing 2nd in class. While the TT Replica was sold as an all-round performer, it did not achieve significant success in major circuit races. The model's record in the International Alpine Trials of 1932, 1933 and 1934 is, however, outstanding and equalled by few makes, no doubt due in part to its ability to negotiate the tight Alpine passes under full power. In the 1932 event two cars were entered and lost no marks, while in 1933 a TT Replica was the only car entered not to lose marks. In 1934 four of the team of six cars were un-penalised.

Completed on 22nd June 1936, 'DMY 760' is listed in The Frazer Nash 1923-1957 by Thirlby & Bancroft: "Fitted with twin scuttle tanks with bonnet top quick release filler caps. Shelsley front axle. Sloping radiator." In 1939 this car's original Gough engine was exchanged by the factory for a BMW Type 55 engine (one of only a few) for C R Y King. When fitted with a different cylinder head, this engine formed the basis of that found in the FN-BMW 328s.

The late owner, Colin Maughan, bought the car from FN stalwart and FN 'Gazette' editor John Teague in 1965 after trying to locate a good TT Replica the previous year (there are numerous letters on file asking then owners if their cars are for sale). The sales receipt is on file. Before John Teague, the Frazer Nash had been owned by Brian Temple Owens of Bristol and before him by Dennis Maunsell, another Bristolian (see old-style buff logbook on file). The original owner was one Edwin Redwood of Cheshire. On file is the press cutting (undated but believed wartime) of a letter from another previous owner, Flt Lt Tubbie Hodges, RAF, who stated that he bought the car 'from the Nash works about a year ago' and that the BMW engine had been fitted in 1939 'and scarcely run since'. There are letters of file concerning restoration and parts dating from the mid-1960s onwards during Colin's ownership, while the Frazer Nash Archives contain Colin's considerable correspondence with renowned motoring journalist Denis Jenkinson, author of From Chain Drive to Turbocharger: The A.F.N. Story. This correspondence reveals that the first BMW engine was '54291' and that Colin had replaced it with '56338', supplied by Tony Mitchell straight from a BMW 319.

Restored some time ago, the car underwent a more thorough restoration in the 2000s and was only completed circa 2015. It has been laid up for the past five-plus years due to Colin's ill health and eventual death. There are several files that accompany the car. Presented in beautiful condition, 'DMY 760' represents an opportunity to own an example of this increasingly well regarded marque, which is served by one of the most active and enthusiastic of all one-make clubs.

£150,000 - 200,000
£180,000 - 230,000

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Present family ownership since 1969

1914 ROLLS-ROYCE 40/50HP SILVER GHOST SPORTS TOURER

Coachwork by Hooper & Co

Registration no. LO 5850

Chassis no. 48 YB

Engine no. 107.A

- Originally bodied as a tourer by Ferguson's of Belfast
- Present Hooper coachwork fitted in 1922
- Well documented
- Recommissioned by P&A Wood in February 2018, little use since.



'LO 5850' on the R.R.E.C Norwegian Tour, with the vendors in 1971





This Rolls-Royce Silver Ghost was delivered new on 28th May 1914 and originally bodied as a tourer by J B Ferguson Ltd of Belfast. The current Hooper body was fitted in 1922. First owned by one W Watson, the car passed later in 1914 to T W Laidlaw of Castleknock, Ireland. In 1915 the Rolls-Royce was owned by a Mr Lancaster in Kent and then a Mrs Lancaster of East Sheen. One E Erza of Hove, Sussex owned the car in 1920, and they were followed by Mr R Neale (1957) and then our vendor's father in 1969. The Silver Ghost has remained in the Beck family's ownership ever since. Chassis number '48 YB' is featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (page 100) while there are notes in the file from *The Edwardian Rolls-Royce* (page 756).

There is a letter on file dated 2nd July 1969 from R Neale to our vendor's family asking: "I wonder if you may be interested in a 1914 Hooper bodied Silver Ghost... we bought her in 1957". Evidently a deal was concluded between Mr Beck and Mr Neale as a letter on file dated only ten days later confirms that Mr Beck had driven the car home. Mr Beck kept in contact with the Neales over the years.

The car was Mr Beck's pride and joy; he had two other Silver Ghosts but '48 YB' was the favourite. Excursions included a trip to Norway, where the car performed faultlessly, and a trip to Spain.

Mr Beck was very involved in the Veteran Car Club and notably the eastern regional chairman of the R-REC until the early 2000s. In 2015, the ownership was transferred into Mr Beck's sons' ownership.

The history file contains copy build sheets and detailed accounts of the car returning to the works between 1914 and 1933. There is also a VCC dating letter issued 16th July 1958; various typed notes for the period 1971 to 1978 regarding upkeep and maintenance; and various invoices from Hoffmann & Mountfort for works carried out between 1989 and 1999. Also on file are various event stickers, including '75 Years of the Silver Ghost' (1982) and the VCC Golden Jubilee Rally (1980).

Since 2015 the car has been stored for the vendor and in February 2018 was recommissioned by renowned marque specialists P&A Wood at a cost of £5,993 (see detailed bill on file). There are a number of spares, including the original engine cylinder blocks (top cracked) and several sundry spares in storage at P&A Wood, which will be collected at the successful purchaser's expense. Since 2018 the Ghost has been back in secure storage. Offered from a five-decade long ownership, this example now presents a new owner with a wonderful opportunity to take over custodianship of this important 1914 Silver Ghost.

£200,000 - 250,000
€230,000 - 290,000

117 * N

**1970 ASTON MARTIN DB6 MK2
SPORTS SALOON**

Registration no. not UK registered

Chassis no. DB6MK2/4264/R

Engine no. 400/4613

- *Delivered new in the UK*
- *Manual transmission*
- *Matching chassis and engine numbers*
- *Original colour combination of Silver Birch over Black*
- *Present ownership since 2008*
- *Requires re-commissioning*





The DB6 differed from its predecessors in having a longer wheelbase, which, at 8' 5 $\frac{3}{4}$ ", was 3 $\frac{3}{4}$ " longer than that of the DB5. This meant more room for rear passengers, making the DB6 more of a family person's car, and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roof line than the DB4 and DB5 and an aerodynamically efficient, abbreviated 'Kamm' tail.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and Volante convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of only 245 Mark 2 saloons had been completed.

A manual transmission model, '4264/R' was originally finished in Silver Birch with black Connolly leather interior. The current vendor purchased the Aston from marque specialist Desmond J Smail in February 2008 and exported it, since when it has been kept on static display as part of his extensive private collection.

Recommissioning will be required before the car returns to the road. Accompanying documentation consists of copies of the DB6's factory specification sheet, the 2008 sales invoice, and the car's last UK V5C Registration Certificate (registration number WJU 355J).

£160,000 - 200,000

€190,000 - 230,000

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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1989 FERRARI 328 GTS COUPÉ

Registration no. G898 PDV
Chassis no. XFFWA20C000081552
Engine no. 17852

- *Present ownership since 2007*
- *Maintained regardless of cost*
- *Extensive history from new*
- *Beautiful condition*



The vendor - owner of a garage specialising in high-performance and luxury makes - purchased this Ferrari 328 GTS on 13th March 2007, the selling dealer having fitted a new clutch. The Ferrari was delivered to his private workshop in Tunbridge Wells, Kent where a major service was carried out including cam belts and tensioner bearings. The car was then put into storage while the owner and his wife went sailing around the world.

In 2008 the car had an MoT and a minor service. Upon returning to the UK in 2009, the vendor changed the cam belts, carried out a service, replaced the control cables and fitted a stainless steel sports exhaust. In 2010 the owners left the UK to continue their around-the-world sailing trip. The car was monitored during this time, having lubrication services and MoTs carried out. By May 2011 it had covered fewer than 640 miles.

In 2012 the Ferrari received a major service including changing cam belts. The car continued having annual engine oil and filter and lubrication services at the MoT anniversaries. In 2015 the cam belts were changed again together with the driveshaft boots. In 2018 the cam belts were changed at the yearly service, while the 2019 annual service included fitting a new HT cap and rotor arm. Tappet clearances were checked and found to be OK.

In 2020 the cam belts and water pump were changed and a major service carried out in preparation for a journey from Bilbao to Valencia in Spain. In 2021 the vendor replaced the brake accumulator kit and brake hoses with later armoured type, and fitted new brake pads. At the 2022 service a minor oil leak was spotted and the necessary parts to cure it ordered from the UK. New handbrake shoes were fitted also. In 2023 the cam belts, tensioner wheels and one distributor shaft oil seal were replaced. In 2021, 2022 and 2023 the car had ITV (MoT) inspections in Spain. The current odometer reading is 37,947 miles (see below).

In 1995 an intermittent speedometer fault had been noted. An invoice from Lancaster (on file) confirms the speedometer was running continuously and flattening the battery. The car was collected by Lancaster and under an extended warranty claim a new speedometer and battery was fitted. The mileage when the speedometer was removed was 11,503. So, taking this into account, 11,503 should be added to the indicated mileage, meaning the actual total is 49,450. Regrettably, the car is now for sale as an injury prevents the vendor from driving it.

£60,000 - 80,000
€70,000 - 94,000

119

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.

£18,000 - 22,000

€21,000 - 26,000

2011 LAND ROVER DEFENDER 90 XTECH 4X4 UTILITY

Registration no. to be advised (see text)

Chassis no. SALLDWNS7BA402390

Engine no. 110214122330244DT

- Rare limited edition Xtech model
- One owner from new
- Circa 6,000 miles from new
- Excellent condition



Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name: Defender. Making this more than merely a re-branding exercise was the introduction on the Defender of a new turbo diesel engine that brought with it useful increases in maximum power, torque, and fuel economy when compared with the old normally aspirated diesel it was based on. Now boasting bold 'Defender' logos, the Land Rover continued its seemingly inexorable process of development, gaining disc brakes and power assisted steering as standard during the 1990s together with a host of other improvements.

It was inevitable that advances in electronics pioneered in mainstream passenger cars would eventually trickle down to the utilitarian Land Rover, which by the new millennium had gained anti-lock brakes (ABS), Electronic Brakeforce Distribution (EBD) and Electronic Traction Control (ETC), all of which were aimed at improving traction to keep up with its increasingly capable rivals. Steel doors, enabling the use of electric window lifts and central locking for the first time, were new for the 2002 model year.

Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover.

The kinds of incremental improvements mentioned above would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016. Various special editions were made throughout the Defenders production run, and the XTech examples (like the car offered here) came with better trim levels and spec compared to the standard car.

Currently displaying a total of circa 6,000 miles from new, this exceptional one-owner Defender 90 XTech was supplied new by Taunton Land Rover and registered on 31st March 2011. The vehicle is powered by the 2.4-litre four-cylinder engine producing 120bhp, which is coupled to a six-speed manual transmission and permanent four-wheel drive. Finished in Zermatt Silver, this XTech special edition features Santorini Black wheelarches, headlight surrounds, and roof. Other notable features include an aggressive-looking three-bar grille; 16" Sawtooth alloy wheels in black; Goodyear Wrangler MTR tyres; anodised black bumpers; chequer-plate metal sill trims; and a useful rear tow-bar. The well-appointed interior boasts half-leather heated seats, air conditioning, electric windows, and a heated screen. Presented in a condition commensurate with its limited use and careful ownership, the Defender is offered with a small history file and a V5C Registration Certificate. It should be noted that the registration mark 'X2 SVX' is available via separate negotiation post-sale.

£36,000 - 46,000

€42,000 - 54,000

121

1963 JAGUAR E-TYPE SERIES 1 3.8-LITRE COUPÉ

Registration no. 735 KUE

Chassis no. 888983

- Delivered new to the USA
- Extensively restored between 2002 and 2006
- Converted from left- to right-hand drive
- Engine overhaul in 2012
- Five-speed Getrag gearbox and other upgrades



Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained as standard.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

Exported new to Jaguar Cars, New York, USA, and finished at the time in Pearl with Black piped grey interior, this E-Type coupé was treated to an extensive restoration between 2002 and 2006 and converted from left- to right-hand drive in the process. Highlights include a respray in Opalescent Silver Blue Metallic; new grey leather interior; engine converted to 'unleaded' specification; electronic ignition; limited-slip differential; and a high-torque starter motor (full details available). The engine is understood to be non-original but has been stamped with the correct number.

Our vendor purchased the E-Type at a UK auction in 2009. Since our vendor's acquisition the car has had an engine overhaul in 2012 (at a recorded mileage of 11,479) and various other works carried out by The Jaguar Workshop. It has a five-speed Getrag gearbox and rolls on a set of replacement wheels purchased in 2013 (the old wheels come with the car and may be collected from London by the new owner). The car has been exhibited twice at the Hurlingham Concours D'Elegance, in 2010 and 2014. The E-Type always causes a stir when seen on the streets of Notting Hill and is only being sold due to ill health. The car comes with a JDHT Certificate, a V5C document and a large history file containing old invoices, MoTs, tax discs, etc (inspection recommended).

£55,000 - 75,000

€64,000 - 88,000

c.1912 VAUXHALL 16/20HP PRINCE HENRY RE-CREATION

Registration no. BF 5481
Chassis no. to be advised
Engine no. A.11.425

- *Re-creation of the Swedish Winter Trial car of 1912*
- *Based on an ex-Julian Ghosh 'kit'*
- *Built by the vendor, an acknowledged expert on Edwardian Vauxhalls*
- *Later 3-litre 16/20hp engine*
- *Constructed between 1998 and 2010*
- *Successfully completed Great Winter Reliability Trial centenary event in 2012*



The car offered here is a wonderful evocation of the 21hp Prince Henry Vauxhall driven by Percy Kidner in the Swedish Winter Trial of 1912. To our vendor, an enthusiast greatly interested in the early sporting Vauxhalls and their achievements, the prospect of recreating the aforementioned works car was an opportunity not to be missed.

The project started in 1998 with an ex-Julian Ghosh 'kit' consisting of an Edwardian Vauxhall from Charlie Baynard Smith. The kit was a mixture of Edwardian and Vintage parts and with various additions was used to make two cars: an Edwardian Vauxhall and a 30-98 E-Type of 1920 vintage. Missing parts were obtained from various sources, the radiator being made by Star Engineering and miscellaneous components sourced from Australia.

By the end of 2003 almost all of the required parts had been acquired by the vendor, so James Gunn was commissioned to complete the assembly, tune the engine and test drive the car before returning it to the vendor. Jarvis & Son was commissioned to make the ash frame, based on photographs of the 1912 car. The ash frame came back from the Jarvis's and in the summer of 2009 the car was driven around James's field to our vendor's great satisfaction.

Over the course of that autumn, Geoff Brown skinned the body frame and made the bonnet and wings. During the ensuing winter Ross Keeling painted the body to as close as possible a copy of the dark green paintwork of the original 1912 car, and in April 2010 the body went to Barton & Son in Luton for trimming.

The car was built to C.10 specification with engine number 'A.11.425'. The latter had been cut into sections in Australia but has been beautifully repaired by Arthur Sosbe. It is a later 16/20hp A-Type monobloc of 90x120mm bore/stroke displacing 3,054cc. The restored gearbox is the later Edwardian type (circa 1916) with an eccentrically mounted lay-shaft. The chassis is an original Vauxhall A.12 frame, narrowed and shortened to C.10 specification, which carries a narrow four-seater touring body of 1912-period style, as reported above.

In May 2010 the painted and upholstered body was fitted to the car; the VSCC issued a Validation Certificate and the DVLA allocated the age-related registration 'BF 5481'. The car was ready in time for its public debut at the Prince Henry Centenary Celebration at Shelsley Walsh on 17th/18th July of that year.



The car's first real test took place in 2012 when the vendor drove it to Sweden to commemorate the centenary of the Great Winter Reliability Trial of 1912, starting on Sunday 20th May at the Tjoloholm Rally, south of Gottenburg. The celebrations took in various venues, and by the time the event had finished 'BF 5481' had covered 620 miles in 22 hours of driving, spread over four days. With the open roads and low volume of traffic in Sweden, it was easy to cover 40 miles in an hour and the car cruised at 55-60mph without any mechanical trouble and fuel consumption of around 30 miles per gallon.

The 3-litre Prince Henry Vauxhall has survived in only very small numbers: two in the UK plus this car, and two in Australia with another in construction, out of a total production of around 60. By comparison, approximately 150 of the 4-litre cars were made between 1913 and 1915, and more survive.

The 1911 car in the Vauxhall Heritage Centre was rarely put on the road before 2003, while the sole surviving 3½-litre car, brought back to the UK from Australia around a decade ago by Chris Lambert, is rarely driven on the road. Naturally, our vendor was interested to see how his car would perform on its lengthy Swedish trip journey. To his pleasure, he found it a nimble little car, great fun to drive with an easy gear change and a lively performance, so it must have been very impressive in its heyday over 100 years ago.

This Prince Henry is very well known in VSCC circles and in its Scottish Borders home, where it has been extensively campaigned. The car is said to be in good running order and was last driven on public roads in September 2023.

£80,000 - 120,000
€94,000 - 140,000

123

1923 ROLLS-ROYCE 40/50 SILVER GHOST TILBURY LANDAULETTE

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

Registration no. DS 7813

Chassis no. 370HH

Engine no. 22-45

Body no. WC366

- *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*



This Silver Ghost was offered - and sold - at the recent Bonhams Goodwood Revival sale in September 2023. The buyer at that sale was unable to complete the purchase and it thus presents another opportunity to the many collectors who expressed an interest at Goodwood.

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 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. 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. A fine example of a Silver Ghost, and featured in Edward Eves' book, *Rolls-Royce - 80 Years of Excellence*, this example would enhance any prestigious private collection.

£100,000 - 150,000
€120,000 - 180,000

1984 RENAULT 5 TURBO 2 HATCHBACK

Registration no. A437 BKU

Chassis no. VF1822000E0000670

- *Rare limited edition model*
- *Left-hand drive*
- *Circa 6,500 miles recorded*
- *Imported by the vendor*



Not to be confused with the conventional front-wheel drive Renault 5 Gordini Turbo or GT Turbo, the Renault 5 Turbo (and later Turbo 2) was a mid-engined homologation special built in limited numbers for Group B rallying between 1979 and 1986. Renault's considerable Formula 1-derived turbo-charging expertise was applied to the humble 1.4-litre overhead-valve engine, resulting in a power increase to 158bhp (in road trim), an output sufficient for a top speed of around 125mph and a 0-60mph time of only 7 seconds. In the Turbo, this remarkable little engine was mounted amidships (where the rear passenger seats had been) and drove the rear wheels via a five-speed transaxle.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 on the Tour de Corse, where Jean Ragnotti's 250bhp works car led the event before succumbing to electrical trouble. In 1981 Ragnotti/Andrie won the Monte Carlo Rally outright for Renault and the following year Ragnotti won the Tour de Corse again. Faced with increasing competition from teams running four-wheel drive cars, Renault responded with more powerful 5 Tour de Corse and 5 Maxi Turbo variants, Ragnotti adding another Tour de Corse win in the latter in 1985. At the end of the season the works team retired the 5 Turbo from competition. Had Renault chosen to contest a full international programme with the 5 Turbo rather than concentrating on French national events, then its record at the highest level would surely have been even more impressive.

Once the first homologation specials had been produced, a Turbo 2 version was introduced using more stock Renault 5 parts in place of the light alloy special components of the original 5 Turbo, while the Bertone seats and dashboard were swapped for the interior of the R5 Alpine. Many parts were finished in dark grey. The Turbo 2 was less expensive but had nearly the same level of performance as its predecessor, with a top speed of 120mph and a 0-62mph time of 6.9 seconds. In total 3,576 were built between 1983 and 1986 but the model was never officially sold in the UK.

Imported by the vendor from Japan and little used in recent years, this iconic hot hatch displays only circa 6,500 miles on the odometer. It appears to have had some modification in its life, with non standard inlet and exhaust noted among other things. With those modifications this is surely a perfect pocket rocket.

£50,000 - 70,000

€59,000 - 82,000

125

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
£88,000 - 110,000

1960 MERCEDES-BENZ 190 SL ROADSTER

Registration no. 927 XVD

Chassis no. 121040-10-019155

- *Delivered new to the USA*
- *Formerly part of a large collection in Kuwait*
- *Restored between 2013 and 2018*
- *Part of a large UK-based private collection since 2018*
- *Accompanied by a nice history file*



For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Based on the 180 saloon, whose all-independently-suspended running gear it used, the 190 SL entered production in January 1955. Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp, an output sufficient to propel the 190 SL to 60mph in 13 seconds and to a top speed of 107mph. The fact that the 190 SL's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. Its superior refinement and ease of use made model a huge hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes. The 190 SL remains a sought-after car to this day, and one that unquestionably cuts a fine figure.

This 190 SL roadster was originally supplied to the USA where it lived for the majority of its life (Copy Fahrzeug-Daten on file). The car was delivered with the following specifications/options: Becker stereo; offside mirror; sun visors; paint preservation; and license plate arrangement. In 2010 the car was purchased by a collector from Kuwait, who embarked upon an extensive restoration with no expense spared, which was carried out by his in-house team of specialists between 2013 and 2018. All the car's original main components were retained during the rebuild; it is 'matching numbers' and has been refinished in factory-original Ivory White (see photographic record on file). The Mercedes was then sold to another collector who owns a large collection in the UK where the car has resided for the last five years.

On file is a favourable inspection report (perusal recommended) compiled by classic and historic car specialists Webster & Lancaster and dated 10th May 2023, which states: "The vehicle appears to have received a comprehensive restoration to a good standard in recent years with the likelihood of being used sparingly since." As with most cars that have been restored and then subject to minimal use, there are few relatively minor shortcomings listed in their report, which AutoRevive have said could be put right at a cost of only a few thousand pounds. Our vendor advises us that the car has just undergone a major service here in the UK with a marque specialist; it is said to run and drive beautifully and is reportedly ready to be enjoyed by the next custodian.

£90,000 - 120,000
€110,000 - 140,000

127

1951 JAGUAR XK120 3.8-LITRE ROADSTER

Registration no. to be advised

Chassis no. 660480

Engine no. W 2665 8 now LC7274-8

- Present family ownership since 1960 - 64 years
- Dry stored for some 30 years
- Professionally restored in 1997-1999
- 3.8-litre XK engine upgrade
- Front disc brakes conversion



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

Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking roadster caused a sensation. Conceived as a low-volume model, the XK120 proved considerably more popular than expected, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the ash-framed alloy coachwork would have to go and the body was swiftly re-engineered in steel.

The '120' referred to the car's top speed, which was confirmed when a carefully prepared example achieved 126.4mph with hood and side screens erected and 132.6mph minus its weather protection and equipped with an under-tray. This XK with its race configuration has been speed tested to 140mph and stops due to its front disc brakes. The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. From launch until production ended in 1954, its popularity never slackened, especially in overseas markets that took over 85% of total output.

Chassis number '660480' is one of 1,175 right-hand drive examples built out of a total of 7,612 roadsters built in 1950 and first registered January 1951. The car was supplied by Henlys London with the original registration LXR 895 in Cream with Biscuit & Red Trim (the same as it is today). The car has belonged to our vendor's family since his uncle purchased it in Richmond in 1960. The Jaguar had previously been raced at Silverstone. It was restored in the 1960s, re-registered as 'VR 78', and used as a daily driver as well as undertaking trips abroad. There are many photographs on file of the car taken during those years. In the 1975 the XK was taken off the road and placed in dry storage in London.

Following the vendor's uncle's retirement, the car was completely restored to original specification by CooperCraft from 1997-1999 and then used for 20 years for exhibition at Car shows, winning various awards. A 3,781cc Jaguar Mk2 engine had been purchased from a 1963 car (JEX 944) in the 1970s as a spare, and this was installed during the restoration. Coopers also fitted a front disc brake conversion. The car is dry stored and a reliable daily runner following recent service/renewal of suspension bushes, brakes, ignition and hoses. It would make a fantastic car for Mille Miglia given its age and ability to cover miles at speed. Related bills are on file and the car also comes with a Heritage Certificate, a V5C document, a workshop manual, and spares. It should be noted that the registration 'VR 78' is being retained by the vendor and the car will be supplied with an age related registration number.

£55,000 - 75,000

€64,000 - 88,000

128 * N

1970 ASTON MARTIN DB6 MARK 2 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6 MK2/4273/R

Engine no. 400/4627

- *Delivered new in the UK*
- *Automatic transmission*
- *Matching chassis and engine numbers*
- *An older restoration*
- *Present ownership since 2009*
- *Requires recommissioning*





One of only 245 DB6 Mark 2 saloons built, this automatic transmission model was delivered new via Lazenby Garages Ltd and left the Newport Pagnell factory finished in Verde Acqua with natural leather interior. The Mark 2 had been announced in August 1969, its major changes consisting of flared wheel arches accommodating wider tyres, a more substantial Borg & Beck clutch, and a changed first gear ratio, while power-assisted steering was now standard on all cars.

Unfortunately, nothing is known of this car's subsequent history prior to its acquisition in 2004 by the immediately preceding owner, a time-served motor engineer and garage proprietor. The auction description on file from 2009 states the car was previously having been on museum display for some 18 years. In 2004 was found to be in generally sound condition, although not to the new owner's demanding standards, and a major restoration was undertaken. This included an engine rebuild with new shell bearings, piston rings, valves, cam buckets, full seal kit, while the cylinder head was converted to unleaded compatibility. The automatic gearbox was removed, cleaned, checked and found to be in good order. Brakes were overhauled, the radiator re-cored and a Kenlowe electric fan fitted. The starter motor, alternator and fuel pump were all rebuilt, while refurbishment of the coachwork and fittings included a bare-metal respray in Birch Grey, new inner sills and stainless steel sill finishers, all brightwork re-chromed, a complete interior re-trim in black leather with headlining and carpets replaced.

Other works included replacing rubber body seals, and fitting a new windscreen, new headlights, new side and indicator lamps, new rear light clusters and many other new parts, etc. Unfortunately between the 2009 sale and now the invoices and records of this work have been lost

The Aston had covered only some 2,000 miles post-restoration when it was purchased by the current owner at Bonhams' sale at Aston Martin Works Service in May 2009 (Lot 306) and exported. Since then, the car has been kept on static display as part of our vendor's extensive private collection. Recommissioning will be required before it returns to the road. Accompanying documentation consists of copies of the factory dispatch records and the 2009 auction description and sales invoice. It should be noted that there is no registration document with this Lot.

£100,000 - 150,000
€120,000 - 180,000
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.

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.

Formerly the property of DJ and Radio Presenter John Peel

1974 MORGAN PLUS 8 FOUR-SEATER ROADSTER

Registration no. RDV 419N

Chassis no. R.7817

Engine no. 48110991D



- Purchased in January 1976 by John Peel for his wife, Sheila.
- Factory restored and converted to four-seater specification for John Peel
- Restored at the Morgan factory in the 1980s/1990s
- Three owners from new
- Recently recommissioned by British Marque expert



Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminium 3.5-litre V8, thus creating a car that combined Vintage-era charm with Cobra-like 'grunt': the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss, four-speed gearbox was retained also. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per month and continues to this day, although now with BMW power. While the traditionally styled Morgan's aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-litre form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

This rare and desirable Plus 8 was purchased by the much-missed and loved radio DJ and presenter, the late John Peel, for his wife Sheila. It was gifted to her on the birth of their first child, William, in January 1976. Originally a two-seater finished in red, the car was re-sprayed green while undergoing restoration at the Morgan factory in Malvern (having been sent there because there was rot in the body's timber framework), and converted to four-seat specification by the factory at the same time. The Plus 8 remained at the factory from circa 1980 to 1996. Photographs on file show the Morgan before and during the rebuild, and after completion with John and Sheila. All bills relating to the conversion/restoration are on file.

Currently displaying a total of circa 26,700 miles on the odometer, it is described by the current vendor, and third owner to be in very good cosmetic condition both inside and out.

After a period of storage with the family of the late John Peel, the current vendor has undertaken recommissioning works with bills from a British marques expert for £3,250, dated July 2022. With the vendor living abroad less than 100 miles have been travelled since his purchase and commissioning.

Built for a man known for his connoisseurship in groundbreaking, offbeat music and performers, this four-seater example is now ready to be enjoyed by a dedicated John Peel fan in the coming summer months. If listening to innovative music isn't your forte whilst motoring, you could always enjoy playing Dick Dale's 'Lets go Trippin' as used as the introductory music to BBC Radio 4's programme 'Home Truths'.

£25,000 - 35,000

€29,000 - 41,000

No Reserve

2020 BMW M8 COMPETITION COUPÉ

Registration no. LB20 EVR

Chassis no. WBSAE2070CE73262

- Luxurious modern supercar
- Desirable top-of-the-range Competition model
- Two owners
- Circa 15,000 miles from new
- Three services recorded



"With muscular proportions and massive power, the 2020 BMW M8 is a bully among boulevard cruisers. ...based on the standard BMW 8-series and is available as a coupe, convertible, and Gran Coupe... Every version of the M8 boasts a mighty twin-turbo V-8 that pairs with a specialized all-wheel-drive system; it includes a rear-drive-only mode that's perfect for hanging the tail out. The M8 Competition model further maximizes performance with added horsepower, an enhanced chassis, and other bespoke bits." - *Car & Driver*.

The first of BMW's new 8-series family was a competition car: the M8 GTE, introduced towards the end of 2017, but it would be June 2019 before any production versions were available. The newcomers were based on BMW's CLAR platform, featuring strut and wishbone suspension at the front and a multi-link arrangement at the rear. Adaptive dampers were standard, as was BMW's xDrive (all-wheel-drive) transmission system, although this could be switched to rear-drive only. The V8 engine produced 591bhp in the regular M8 and 617 horsepower in the Competition version, with power reaching the ground via a ZF eight-speed automatic transmission. Carbon ceramic brakes were an option better suited to track use. As one would expect from the foregoing, performance was more than adequate: the M8 racing to 62mph in 3.2 seconds on its way to a (limited) top speed of 155mph. And if that still wasn't enough, an optional M Driver's package was on offer, which included high-speed tyres and raised the car's maximum to 190mph.

Despite its breathtaking performance, the M8 remained a civilised daily driver: "Its cabin is beautifully crafted and loaded with luxury features and desirable technology, declared *Car & Driver*, which found the M8 "hugely capable and surprisingly comfortable."

This particular M8 Competition is finished in Black Sapphire, with Silverstone/Black Merino trim and was purchased by our vendor for £92,995 in December 2021 at 10,555 miles (the current odometer reading is 15,151 miles). According to the HPI it had one prior keeper. As is increasingly the case, there is no service book as such, services being recorded on the car's computer; there are three services recorded therein, the most recent dated 4th July 2022 at 11,809 miles. The most recent MOT was in August 2023 at 15,063 miles which was a clean pass with no advisories. This rare and powerful BMW supercar is offered with the 2021 purchase invoice and V5C document, and MOT valid until August 2024.

£45,000 - 65,000
£53,000 - 76,000

1979 MINI 1275GT SALOON

Registration no. LGJ 333V
 Chassis no. XE202-612236A
 Engine no. 26400

- One owner from new
- 33,780 miles recorded
- Little used in recent years



British Leyland's corporate strategy for the 1970s saw Austin and Morris dropped as marque names for the Mini, and a new top-of-the-range variant - the Mini Clubman - introduced. The Clubman featured an extended nose, and - along with the rest of the MkIII Minis - employed a revised bodyshell incorporating internal door hinges. Wind-up windows - borrowed from the defunct Elf/Hornet - were another new departure and, in the Clubman's case, the instruments moved from the dashboard centre to a position ahead of the driver.

Part of the Clubman range was the sporty-looking 1275GT, which despite the 'GT' appellation was not a high-performance variant like the soon-to-be deleted Cooper S. The 1275GT's A-Series engine had a single carburettor and produced 59bhp compared with the Cooper S's 76 horsepower, though it did have the benefit of the latter's front disc brakes. Power was delivered via a four-speed close-ratio gearbox. Externally the 1275GT was distinguished from the ordinary Clubman by its blacked-out front grille, wide Rostyle wheels, and contrasting side stripes, while inside the cabin there was new-style upholstery and a three-instrument binnacle complete with rev counter, it being the first time the latter had featured in a production Mini. In 1974 the 1275GT became the first Mini to adopt 12" wheels, the Denovo type being standardised in 1977. The Clubman and 1275GT remained in production until superseded by the Mini Metro in 1980.

This one-owner 1275GT is has been registered and owned from new in the name of a UK company. The original purchase invoice is on file from Andersons Car Sales Ltd, dated 14th June 1979. It notes the original specification of Black paint, with Sunroof and vinyl, nudge bars and wooden door trims, fascia and centre console. The retention of the original 8-track cartridge player is a delightful period touch. MOT certificates on file go back all the way to the late 1980s, showing the mileage throughout the years to back up the current mileage reading.

The car currently displays a total of 33,780 miles on the odometer. Also in the file are a huge number of invoices for work and maintenance throughout the years, most recently in 2020. The Mini has seen little use in recent years and some recommissioning may be required before further use. Sold strictly as viewed, the car comes with its original handbooks, some expired tax discs, old MOTs, invoices and a V5C Registration Certificate.

£15,000 - 20,000

€18,000 - 23,000

No Reserve

132

1986 FERRARI 412i COUPÉ

Coachwork by Pininfarina

Registration no. D271 WUT

Chassis no. ZFFWA19C000062969

- UK-delivered right-hand drive model
- One effective owner from new
- Automatic transmission
- Stored in recent years
- Requires restoration/recommissioning



The 412i was the final glorious flowering of Ferrari's series of luxurious four-seaters that had commenced with the introduction of the 365 GT/4 2+2. Launched in 1972, the latter reaffirmed Maranello's determination to compete with the world's finest luxury sports saloons and attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz.

Representing evolution rather than revolution, the 412i debuted at the Geneva Motor Show in 1985. The newcomer retained its 400i predecessor's quad-cam V12 engine (now increased to 4,944cc) and came with anti-lock brakes, a revised interior and bumpers colour coordinated with the bodywork. An improved front air dam and raised boot deck reduced the already exemplary co-efficient of drag by around ten percent. Ferrari's decision to equip the 400 series with automatic transmission was vindicated by the fact that more than two-thirds of customers took up the option. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

One of only 55 right-hand drive automatic examples, chassis number '62969' was delivered new via the UK importer Maranello Concessionaires destined for dealer Graypaul Motors. The car was registered as 'D271 WUT' on 1st August 1986 for the owner (the Ferrari is registered and owned in a company's name). The Maranello Concessionaires Archive records the colour scheme as Blu Sera with Fawn hide interior featuring Dark Blue inserts and Castoro carpets. The Stock Book notes an electric sunroof: this was not a factory option and would have been fitted by Goble, a UK specialist.

The Ferrari has been in storage for several years and is in need of restoration/recommissioning. It has not been run for some considerable time; however, prior to that the car was in regular use and regularly maintained by Graypaul and subsequently Dick Lovett Ferrari. They last saw the car in 2013. The Ferrari is offered with a substantial file of documentation containing sundry service invoices; email correspondence; expired MoTs and tax discs; and a V5C Registration Certificate (inspection recommended). The car also comes complete with spare wheel and tool kit.

£20,000 - 30,000

€23,000 - 35,000

No Reserve

133

2006 FERRARI 575 SUPERAMERICA F1 CONVERTIBLE

Coachwork by Pininfarina

Registration no. V121 CED

Chassis no. ZFFGT61C000144602

- One of just 63 examples supplied to the UK
- One of the lowest mileage examples available
- Stunning colour of Blu Mirabeau





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

Drawing its name from the iconic Pininfarina-designed Lampredi V12-powered GT cars of the 1950s and '60s, the Superamerica retained the 575M's 5,748cc engine, six-speed gearbox, and running gear together with its general design while featuring a unique pivoting photo-chromic roof. The work of Pininfarina's chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 'Daytona', it was the first roof of its kind ever fitted to a production car and was built using a carbon fibre frame integrated with electro-chromic glass.

The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light, letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun's rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.

Purchased via Graypaul Nottingham in December 2006, this car was listed on the order form as having had one previous owner and 218 miles, finished in Blu Mirabeau with Nero leather interior. The car was subsequently serviced regularly, with service/maintenance in 2007, 2009, 2012, and with the most recent service (including cambelts) by Dick Lovett in 2016 at 1663 miles at a cost of £3073.38. The odometer now reads a mere 1664 miles, and the car has been stored in a heated garage in that time. Due to its period of static display, servicing may be required before further use. The car comes with its original service book pack, numerous old invoices, MOTs etc and a UK V5C.

£200,000 - 250,000
€230,000 - 290,000

134

1959 AC ACE ROADSTER PROJECT

Registration no. 10 KPL

Chassis no. AE1061

Engine no. CLB 2421

- *Previously part of an extensive collection of AC cars*
- *One of four right hand drive AC engined cars built in 1959*
- *Dry stored unused for 53 years*
- *Bought from the collection last year*
- *Offered for complete restoration*





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

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

Chassis number 'AE1061' was one of only four right hand drive AC engine cars produced during 1959. The AC owners club register records that 'AE1061' with engine number 'CLB2421' was sold by the agent European Cars, of London to owner D.B. Cheneux-Trench in Switzerland in July 1959. The car was supplied in bright blue metallic with a red leather interior and assigned the registration number 10 KPL.

In June 1964 the car transferred to Mr Zavieh of Earls Court, London. Six years later in September of 1970 the car transferred to Mr D R W Brown of Warringham in Surrey with whom it would stay for the next 53 years until August 2023.

Mr Brown assembled a small collection including a second Ace, an Aceca and a brace of E-Type Jaguars. The odometer still shows a mere 26,000 miles. Indeed, the portion of the ignition key which was inside the barrel when our vendor purchased the car gives a wonderful glimpse to the condition of the car when it went into storage. Most notably the car is equipped with front disc brakes and 16-inch wheels.

The current owner purchased the car, along with an AC Aceca, from the collection last year. Our private vendor, who races an AC Cobra, bought the Ace with the idea of restoring it as part of his eclectic classic car collection and to replace a left hand drive Ace he sold a short while ago. Unfortunately, his upcoming house build for 2024 has enforced a rethink, and so this AC Ace is offered for sale.

The car is complete, albeit the interior and seats and tonneau are in poor condition, along with hood frame and side screens. Sold as seen and offered for complete restoration, 'AE1061' would make a solid foundation for a rewarding and relatively straightforward project for the new custodian. Offered with a new current UK V5C and an original duplicate buff logbook.

£120,000 - 160,000
€140,000 - 190,000

1953 TURNER FORMULA 2 MONOPOSTO

Registration no. not registered

Chassis no. FII 007

- *The only Formula 2 Turner ever built*
- *Considerable in-period race history*
- *Known ownership history*
- *Present ownership since 2011*
- *Professionally restored in 1990 and again in 2011*
- *Well researched and documented*
- *Highly eligible for all the world's best events*



Jack Fairman on his way to third place at Crystal Palace in 1954

© LAT / Motorsport Images



The Turner on the front row of the grid at Goodwood in 1954 © LAT / Motorsport Images

Welsh engineer Jack Turner (1916 - 2011) started out by making a special for his own use and only became involved in motor manufacturing when he was asked to make others. Turners were built initially in Selsdon, Staffordshire and then at Pendeford Aerodrome, Wolverhampton. The first Turner road car was the Sports, seven examples of which were made as 'rolling chassis' kits during 1951/52, leaving customers to source their own engines and bodies. Like the contemporary Cooper and Tojeiro, the Turner used a ladder-type frame chassis with independent suspension all round by means of lower wishbones and transverse leaf springs. Unusually, Turner made his own alloy wheels, supplying them also to Tojeiro.

When the FIA decided in 1952 that Grand Prix races should be run to Formula 2 regulations, Jack Turner was approached by John Webb, a fellow director of Turner Sports Cars and an enthusiastic amateur racer, who wanted his own car for the series. Naturally enough, Turner's Formula 2 car used basically the same ladder-frame chassis and all-independent suspension as his successful sports cars. For the engine, Turner approached Lea Francis, whose chief designer Hugh Rose had been responsible for the later twin-cam Riley engine. The latter looked like a twin-overhead-camshaft design but its valves were operated by camshafts mounted in the cylinder block, and it was an improved version of this four-cylinder engine that was adopted by Lea Francis.

The Lea Francis engine was enlarged to 1,960cc (Formula 2's upper capacity limit was 2 litres) and fitted with Turner's own aluminium twin-plug cylinder head and SU fuel injection, producing around 145bhp. Transmission arrangements consisted of an Armstrong pre-selector gearbox and ENV differential.

John Webb was scheduled to drive the Turner Formula 2 on its intended debut at Goodwood on 6th April 1953. Unfortunately, the car was not ready in time and its first competitive appearance was at the Silverstone International Trophy on 9th May 1953. Notwithstanding the fact that Webb was not a front-ranking driver, his 14th place in Heat 2 and 19th in the final were creditable results for a totally new car. Webb's results continued to disappoint, but the Turner fared better when driven by the more experienced – and considerably more talented – Jack Fairman. In his book *Turner Sports Cars*, Peter Tutthill says: "But Jack Fairman was soon to improve the outlook considerably. In heat 2 of the International Trophy at Silverstone on 15th May (1954) he started from 6th place on the grid, coming home in that position to qualify for the final. There were works entries from Ferrari, Maserati and Gordini, with top British drivers in Connaught, Cooper and Vanwall. Fairman drove a consistent race to finish 13th after 25 laps and with four cars behind him, a very respectable performance from car and driver. First five home were works Grand Prix entries."



Fairman continued to outshine Webb for the rest of the 1954 season, although even Jack's results were far from spectacular, highlights being a 4th place in heat 2 of the F1 race at Crystal Palace in June '54 and a 3rd place in heat 2 of the August Trophy at the South London circuit two months later. Returning to Crystal Palace on 18th September, Fairman secured an aggregate 5th place in the London Trophy event, one of the Turner's best results.

Webb continued to race the F2 Turner into 1955, and the car also had one (unsuccessful) outing with Ron Flockhart behind the wheel, at Goodwood's Lavant Cup race. At Crystal Palace on Whit Monday the Turner locked a wheel at Ramp bend and flipped, pitching Webb onto the track, fortunately without serious injury. He raced on but with marriage on the horizon decided to retire later that year. The Turner F2 and its Bedford race transporter were put up for sale.

From the late 1950s onwards the Turner was owned by the Perkins family (John and Jean) before being inherited by our vendors in 2011. That same year the Turner was restored to race condition by IN Racing, including the addition of removable safety equipment.

Bills for £22,000-plus relating to that rebuild are on file together with others relating to an earlier restoration by Rod Jolley, which had been commissioned by John 'Jack' Perkins in 1990 at a cost of over £46,000. Following the 1990s restoration, the Turner had spent many years on display in the Haynes Motor Museum.

As well as the aforementioned bills, the substantial history file also contains letters from Jack Turner; design documents; instruction manuals; and an FIA/MSA Historic Technical Passport (Class F2/1) valid until 31st December 2027. Also on file are documents relating to the following events attended: Castle Coombe Autumn Classic (2016); VSCC Silverstone (2017); and Goodwood Members' (2018). The original fuel tank is included in the sale.

Eligible for numerous Historic events and race series, including the Goodwood meetings and - potentially - Monaco Historique and HGPCA - this unique Turner Formula 2 car is worthy of the closest inspection.

£95,000 - 135,000
€110,000 - 160,000

1967 FORD MUSTANG GT390 FASTBACK COUPÉ

Registration no. VBY 491E

Chassis no. 7R02S205862

- Restoration receipts totalling £123,000
- Highly desirable and rare specification
- Purchased by the current owner in Arizona in December 2010
- Painstakingly restored
- Its displacement is 446CI (nearly 7.4-litres)
- Carefully dry stored since completion



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 "No expense spared" detailed concours restoration, focusing on return the car to its former glory. The vehicle retains much of its original sheet metal work and all 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. The 9 Inch rear axle has also been upgraded to a Limited Slip Differential.

'VBY 491E' has received extensive upgrades to its standard 390-GT big block engine. Upgrades include an 800HP max rated Scat crank shaft, Scat forged lightened low skirt pistons, a gas flowed head, Ford side oiler 427 valves, an Edelbrock RPM performance plus package – including carburettor, cam, valve train and inlet manifold, high volume oil pump and enlarged oil galleries. Its displacement is now 446CI (nearly 7.4 Litres).

'VBY 491E' has been meticulously restored with over 1,600 man-hours invested to make this 390 Fastback arguably one of the best, if not the best, in the country. Great care was taken during this restoration to ensure 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.

£65,000 - 90,000
€76,000 - 110,000

137

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE COUPÉ

Registration no. 298 WEH

Chassis no. 860480

Engine no. R 4806-9

- *Known ownership history*
- *Present ownership since 1992*
- *Professional restoration to concours standard completed in 2014*
- *Numerous desirable upgrades*
- *32,802 miles from new*
- *Exceptional and in restored condition*



Chassis number '860480' was completed by the factory on 30th April and dispatched from the Jaguar factory on 16th May 1962 to Jaguar Main Dealer, Byatts of Stoke. On 30th May it was delivered to the first owner, Mr James Swift, a local electrical wholesaler, bearing the registration number '298 WEH'. After a few months, with business booming, Mr Swift traded-in the E-Type against a Ferrari. In December 1962, ownership of 298 WEH passed to Shropshire farmer, Mr Percy Perry, in whose ownership it enjoyed occasional use as a fun car for he and his wife.

Subsequently, in 1973, due to his failing eye-sight, the "E" was laid up and put into storage. After Mr Perry passed away, Mrs Perry decided to part with their treasured E-Type. At this point the car came to the attention of the vendor, who purchased it in October 1992 with a genuine 29,307 miles on the odometer (current reading 32,802 Warranted miles from new). Due to family commitments and the ongoing restoration of another E-Type, '298 WEH' was once again laid up for some years.

Commencing in 2009, the in-depth restoration was professionally undertaken to the very highest standards. Certain body panels were replaced out of necessity due to rust, and some desirable, but mainly reversible, upgrades undertaken. These include the substitution of the original cadmium plating on front suspension and other components for more durable and environmentally friendly nickel.

Other upgrades include a dynator (alternator with the external appearance of a Lucas dynamo) for increased electrical output; supplementary Spal cooling fan, discreetly mounted ahead of the radiator and fitted with manual override control; up-rated cross-flow aluminium radiator; brass radiator header tank; stainless steel exhaust system; five-speed Tremec gearbox; Koni classic shock absorbers; and 5.5" chrome/stainless wheels with 185x15 radial tyres. Spare remains standard size in order to fit the spare wheel well. Modern inertia-reel seat belts were also fitted.

Numerous engine upgrades have been incorporated to accommodate E5 lead-free petrol. The cylinder head has been gas-flowed following the installation of hardened valve seats and larger malleable stainless steel valves. The crankshaft, connecting rods and flywheel have been dynamically balanced.

Photographic evidence of the restoration is available together with a comprehensive file of historical documents. These include the original owner's handbook and sales brochure, original buff card and subsequent green vehicle logbooks together with road tax discs up to 1973 when the car was originally laid up. A Jaguar Heritage Certificate confirms the car's authenticity. The original dynamo and Moss gearbox (both overhauled) are included in the sale together with a spare, custom made, windscreen, should a purchaser be interested. The car comes with its complete tool kit.

There can be few examples offered in comparable condition, having had so few previous owners and having covered such low mileage.

£90,000 - 120,000
£110,000 - 140,000

1990 LAND OVER 90 'BESPOKE' 4X4 UTILITY

Registration no. B261 ETF

Chassis no. SALEA7AWXM2054259

Engine no. SALLDVAH7AA215127

- LS3 6.2-litre V8 engine with 480bhp
- Upgrade and enhanced by Bespoke Defenders
- Engine work by DT Engine Solutions of Grindley
- 3,420 miles since rebuild



An early example of the coil-sprung Land Rover, this stunning example on the 90" wheelbase was extensively upgraded circa 3-4 years ago with no expense spared and has covered only 3,420 miles since. The vehicle had a Rover V8-engine, finished in white when purchased by the previous owner, who commissioned specialist company Bespoke Defenders of Harrogate to undertake its modification and restoration.

The vehicle is powered by a General Motors LS3 6.2-litre V8 engine with 480bhp, driving via a six-speed automatic gearbox, while the provision of a stainless-steel sports exhaust with quadruple rear pipes ensures that it sounds glorious. Bespoke performance brakes are fitted all round: six-piston at the front, four-piston at the rear.

The chassis is a galvanised replacement complete with Puma replacement bulkhead and bonnet. The shock absorbers are by Fox, and the Landie rolls on bespoke 18" Signature alloy wheels shod with BF Goodrich all-terrain tyres. The vehicle is painted in Santorini Black with matching bumper and door mirror covers.

Inside the cabin we find bespoke black leather sports seats with matching stitching; a custom Dakota digital dashboard and surround; full leather Puma Defender dashboard; four side-facing rear seats in matching leather; suede headlining; leather custom centre console with leather cubby lid; and a bespoke interior aluminium package.

Occupants benefit from Level 2 sound proofing and Land Rover quality carpet throughout. Useful additions include a battery lead connector built into the passenger seat for immediate access; electric high- and low-range gearbox switch; and an engine compressor for self-tyre inflation. Other notable features include heated front seats; electric windows, air conditioning; heated rear screen; Moto-Lita leather-trimmed steering wheel; audio sound package; and a Pioneer double DIN navigation with Apple CarPlay. Cosmetic, trim and other enhancements to the exterior are far too numerous to reproduce here (full list available).

There are photographs but no invoices relating to Bespoke Defenders' conversion present, though it is estimated that some £130,000-150,000 was spent, including the work carried out by DT Engine Solutions of Grindley, Staffordshire. An Anderson battery connector and air compressor hoses are included in the sale. This unique and very special Land Rover is offered with a V5C Registration Certificate and current MoT.

£60,000 - 80,000
€70,000 - 94,000

139

1962 JAGUAR E TYPE SERIES 1 3.8-LITRE ROADSTER

Registration no. 918 UYO (see text)

Chassis no. 850471 (see text)

Engine no. ZB1168-8 (see text)

- Professionally rebuilt between 2015 and 2019
- All-synchromesh '4.2' gearbox
- Present ownership since 2020
- 3,308 miles covered this ownership



Our vendor describes this original right-hand drive E-Type Roadster as an excellent useable example: not a 'show queen' but rebuilt not only to look good, but equally importantly to be used. Rebuilt in the five years up to 2019, it incorporates many new Jaguar panels (rear wings, doors, boot floor). All the major components were rebuilt or reconditioned, very often with new parts, including the engine, gearbox, rear axle and differential (with the correct UK 3.07:1 ratio), braking system and suspension. The interior and hood were refurbished and new Jaguar spoked wheels and spinners fitted. It should be noted that, as sometimes the case during E-type restoration it was deemed that the original engine main frame (with the chassis number stamping '850471') needed to be replaced during the rebuild (see photograph on file of the original frame/number). While this 1962 car (built just one year after the E-Type's launch at the Geneva Salon) does not have matching numbers, the engine is a correct and rebuilt 3.8-litre XK unit from circa 1963.

In order to achieve the desired usability, the car was rebuilt with a reconditioned all-synchromesh gearbox from a 4.2-litre E-Type rather than the Series 1's standard Moss 'box. It also has seats from a 4.2-litre model, which are more comfortable than the thinner and smaller seats typically found in Series 1s.

The car was rebuilt by a father-and-son team in the New Forest, who restore only E-Types. It was rebuilt over five years for the son to use; however, family complications resulted in the need to sell the car, hence the vendor's ownership since 2020 and the reason why there are few rebuild invoices. While in the current ownership the E-Type has benefited from further works, with around £4,000 spent, and has been serviced twice, on the last occasion just before a summer touring trip around Northern France where it was much admired. In total the vendor has taken the car from an indicated 9,383 miles to 12,691 miles, a total of 3,308 miles.

Finished in the beautifully contrasting colours of Gunmetal Grey with red leather interior, the car has two sets of keys and comes complete with spare wheel, jack, and a few spares. Accompanying paperwork includes the restorer's correspondence and detailed build summary; JDHT Certificate; current MoT (although not required); and a V5C registration document. It should be noted that the registration '646 DRY' is being retained by the vendor and a new period registration number (the previous registration was '918 UYO', which may be retrievable) has been applied for and needs to be fitted before the car can be driven on the road.

In summary, an early original RHD S1 roadster set up to be used frequently and awaiting many more adventures in the years to come with its new custodian.

£85,000 - 110,000
€100,000 - 130,000

140 †

The ex-works; Donald and Erle Morley

1959 AUSTIN-HEALEY 3000 MKI RALLY CAR

Registration no. 2754 DK (formerly SJB 471)

Chassis no. HBT7/101

Engine no. 26DRUH113

- *The first Austin-Healey 3000 off the production line*
- *In-period competition history*
- *Known ownership history*
- *Present ownership since 1983*
- *Displayed at many important motoring museums in recent years*

The 1960 RAC Rally encompassed, alongside vast road sections and special stages, visits to motor racing circuits including Brands Hatch, Mallory Park. © LAT / Motorsport Images



The Morley brothers take the start of the 1960 RAC Rally of Great Britain in Blackpool for what would be a grueling event with the introduction of timed special stages. The pair would finish 3rd overall and win the GT class. © LAT / Motorsport Images



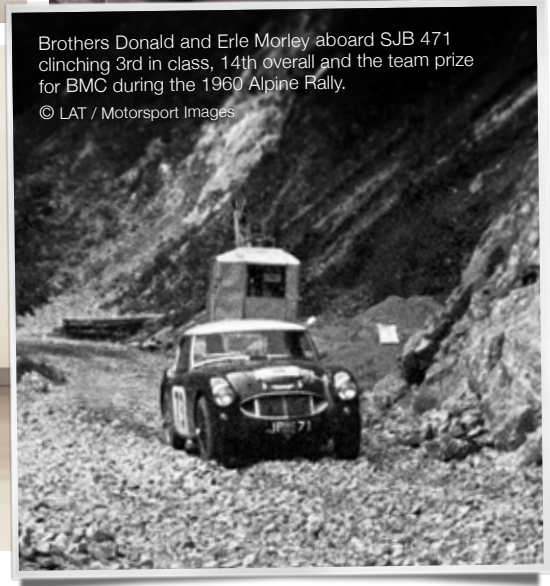
"A classic competition car among the all-time greats in motoring history," was how *The Autocar* magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

BMC's development of the Big Healey for rallying started in 1958 with the 2.6-litre 100/6 model, which debuted in that year's Monte Carlo Rally driven by Tommy Wisdom. By the time the new 2.9-litre 3000 model took over mid way through 1959, the 100/6 had demonstrated considerable promise, achieving a number of leader-board finishes.

Development had been 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 second 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 - Donald 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 car was built by BMC in the MG factory at Abingdon, then in Berkshire, in March 1959. Chassis number 'HBT7/101', it was the first Austin-Healey 3000 made and was registered on 10th April 1959 as 'SJB 471', the latter being a Berkshire registration mark issued in or after March '59. Originally used as a company demonstrator, the car was transferred in March 1960 to the then BMC Competitions Department, also based at Abingdon.



Brothers Donald and Erle Morley aboard SJB 471 clinching 3rd in class, 14th overall and the team prize for BMC during the 1960 Alpine Rally.

© LAT / Motorsport Images

As a works competition car, it took part in the following rallies:

1960 Tulip Rally, drivers Donald and Erle Morley, 3rd in class and 21st overall.

1960 Alpine Rally, drivers Donald and Erle Morley, 3rd in class, 14th overall and team prize.

1960 Liege-Rome-Liege Marathon, drivers Peter Riley and Tony Ambrose, retired when leading but qualified for team prize.

1960 RAC Rally, drivers Donald and Erle Morley, 3rd overall and outright win in class (GT category).

After the 1960 season, the car was sold to Derek Astle, who entered it privately in a number of races and events. It is believed that Mr Astle put his personalised number plate on the car, which he sold around 1962; it was subsequently re-registered with the present registration mark '2754 DK', which was issued in Rochdale.

The car was stored for a number of years but in 1981 was bought by the motoring writer and rally driver Philip Young, who entered it in the Himalayan Rally from which it retired while leading the field.

Following this, Mr Young entered the car in the Lombard RAC Golden Fifty Anniversary Rally, where it came 6th overall and won its class. For both these events, the Healey was prepared and sponsored by Unipart and in 1983 Unipart bought the car from Mr Young. Since then the Healey has been displayed in various museums, firstly the Heritage Motor Museum at Syon Park in Middlesex, then the British Motor Industry Heritage Trust at Studley, Warwickshire, and in recent decades at the British Motor Industry Heritage Trust at Gaydon, Warwickshire.

Numerous publications refer to this historic rally car, in particular: *The BMC/BL Competitions Department* by Bill Price; *Big Healeys In Competition* by John Baggott; *Austin Healey 100-6 & 3000* by Graham Robson; and *The Himalayan Minor* by Philip Young. There is also a Vanguard 1:43 scale die-cast model (VA57000) of this car in Unipart livery.

£150,000 - 200,000
€180,000 - 230,000

Please note this lot is subject to VAT on the hammer price.

141 †

The ex-works; Tony Pond; Cyril Bolton; Philip Young

1980 TRIUMPH TR7 V8 RALLY CAR

Registration no. HRW 250V

Chassis no. TCG111030

Engine no. DM237RL

- Built by British Leyland's Competitions Department
- In-period competition history
- Present ownership for 40 years
- Presented in 'as last rallied' condition
- Unused since the early 1980s and outstandingly original



British Leyland stalwart, moustachioed Englishman Tony Pond at the wheel with Northern Irishman Fred Gallagher alongside on the maps during the 1980 Scottish Rally. The crew would finish 4th after 45 Special Stages despite early troubles with a puncture. © LAT / Motorsport Images



The Triumph TR7's competitiveness as a frontline rally car was greatly enhanced by the adoption of the 3.5-litre Rover V8 engine, which was first used on the 1978 Welsh Rally. With around 300bhp available - more with the 1980 version's quartet of Webers - the TR7 V8 was arguably the fastest rally car of its era in a straight line. In Europe its most successful exponent was Englishman Tony Pond. In 1978 Pond won the Granite City, Ypres and Manx International rallies, and finished 4th in the RAC. In 1980 he emerged victorious at the Manx Stages, Manx International and Ypres events. British Leyland closed its works rallying programme at the end of 1980, the TR7 V8's last official outing being at that year's RAC Rally.

'HRW 250V' was built in 1980 by British Leyland's Competitions Department at Abingdon, headed by John Davenport. It was fitted with the latest Safety Devices bodyshell, while the V8 motor was built by famed tuner/engine-builder Don Moore. Pierburg fuel injection was used initially, later changed to a Janspeed-designed quadruple Weber carburetor set up. The Triumph made its debut at the TAP Rally of Portugal in March 1980 when it was driven by Tony Pond and Fred Gallagher.

Sadly the car succumbed to engine trouble and was forced to retire. It then finished 4th on the Scottish Rally and followed that up by finishing 1st in the televised Eaton Yale Rally Sprint at Donington Park driven by Pond, whose partner in the same car was that year's Formula 1 World Champion Alan Jones, who came 2nd. The car was then used for tyre testing prior to the 1000 Lakes Rally in Finland, though it did not take part.

In February 1981 'HRW 250V' was sold to leading club rally driver Cyril Bolton, who enjoyed considerable success with it over the next three seasons. A list of Cyril's events and results is on file. In October 1983 the car was sold to Unipart for Philip Young, partnered by Hywell Thomas, to drive on the 4th Himalayan Rally. The car carried Unipart branding and colours but failed to finish within the time limits having broken a half-shaft.

On returning, it was kept by Unipart just as it had been when rallied. The Triumph spent c.25 years in both the BMIHT museums at Studley and Gaydon but has been back with Unipart for some considerable time. It is just as rallied by Philip Young and remains outstandingly original. It still has a plate on the engine: 'Don Moore. BL 006 No. DM237RL'.

£40,000 - 70,000
€47,000 - 82,000

Please note this lot is subject to VAT on the hammer price.

142

1931 ROLLS-ROYCE 40/50HP PHANTOM II DROPHEAD COUPÉ

Coachwork by Rannah

Registration no. KJ 160

Chassis no. 63GY

- One of only two Rannah-bodied Phantom II DHCs
- Pictured on page 300 of *Those Elegant Rolls-Royce* by Lawrence Dalton
- R-ROC Newport, Rhode Island Concours winner (1980)
- Present ownership since 2016
- Extensively restored during the present ownership (bills available)



Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively 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 six-cylinder overhead-valve 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. Designed around the short (144") Phantom II chassis and introduced in 1930, the Continental was conceived as 'an enthusiastic owner driver's car' and featured revised rear suspension, higher axle ratio and lowered steering column. By the end of production the magnificent Phantom II Continental was good for 95mph.

"Powerful, docile, delightfully easy to control and a thoroughbred, it behaves in a manner which is difficult to convey without seeming to over-praise," opined *The Motor* after testing a PII Continental in March 1934.

Highly favoured by prominent coachbuilders, the Phantom II frame provided the platform for some of the truly outstanding designs of its day, and this example on the long chassis was ordered by Cockshoot's for their client, Ernest Tweedale Esq. Although ordered by Cockshoot's, themselves established coachbuilders, '63GY' was originally bodied as a limousine by Weymann of Addlestone and completed on 31st March 1931.



In 1938 the car was bought by insurance agent Basil Garnham, who commissioned Ralalah to build the sporting three-position drophead coupé coachwork we see today, it being not uncommon at that time for valuable chassis to be updated with more modern styles of coachwork. It is believed to be one of only two convertibles built by Ralalah on the Phantom II chassis. 'Ralalah' had previously been a brand name owned by John Charles & Co of Kew, and when the latter folded was used for the successor company that had acquired John Charles' assets.

In 1950 Basil Garnham died and his widow sold the car to Jack Barclay, who in turn sold it to A Christie Esq of Ashford, Kent. In 1959 the Rolls-Royce was sold to John Lyman of Boston, Massachusetts, USA. '63GY' later passed to another American collector, Paul F Teryl, who owned the only other Ralalah re-bodied Phantom II DHC, '42GN'. While in Mr Teryl's ownership the Phantom was painstakingly restored to the highest standards, going on to take the top award at the Rolls-Royce Owners' Club's Newport, Rhode Island Concours in 1980 in a field of more than 500 Rolls-Royce and Bentley cars. The original colour scheme of RAF Blue was changed to white with maroon leather interior.

The Rolls-Royce was later sold to a collector in Sweden where it spent 12 years in a private museum. It subsequently returned to the UK and was owned by David Morgan of Hertfordshire. The current vendor purchased the car at Bonhams' Olympia Sale in 2016 (Lot 262) and has since had it restored. The history file is substantial and contains correspondence with Basil Garnham's family and photographs of the car when new. The car also comes with copies of the original build sheets and Jack Barclay sales details from 1950.

While in the present ownership the engine has been partly dismantled and fitted with a new cylinder head, two new cylinder blocks and pistons by marque specialists Harvey Wash Ltd of Kelvedon, Essex (approximately £50,000 spent). The paintwork has been stripped to bare metal and repainted black with maroon coachlines. A set of wheel discs has been fitted and the wheels shod with new tyres; these works costing an additional £15,000. Also on file are further bills from Harvey Wash for servicing work together with other bills from the previous ownership. The car's handbook and large tools are present, while the only notified deviation from factory specification is the provision of flashing indicators. '63GY' is featured in *Those Elegant Rolls-Royce* by Lawrence Dalton (page 300).

£100,000 - 130,000
€120,000 - 150,000

143

1973 BMW 3.0 CSL COUPÉ

Registration no. BVX 38L

Chassis no. 2285469

- Rare UK-delivered right-hand drive example
- Present ownership since 2005
- Well maintained
- Comprehensive history file of bills, MoTs, etc



In production from May 1972, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited-production 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows, 300lb (136kg) in weight was saved – 'Leicht' indeed. However, the interior trim was retained for most of the 500 UK-delivered cars (the so-called 'City Package').

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 litres) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, which consisted of a front chin spoiler, large rear wing and various other devices.

Toine Hezemans captured the 1973 European Touring Car Championship for BMW at the wheel of a Batmobile and co-drove one to a class win at Le Mans that year with Dieter Quester. From 1975 onwards the Batmobiles won five consecutive European Touring Car Championships, a quite unprecedented run of success.

Strikingly finished in Taiga Green with black interior, the beautiful CSL offered here is chassis number '2285469', one of the last UK-delivered cars. BMW dealer Fairfield Garage of Leigh-on-Sea, Essex undertook much of the early servicing, the owner at that time being a Mr Hudson of the Facet Group. Numerous invoices show he owned the CSL up to circa 47,000 miles. The car then moved to Hertfordshire with its new lady custodian, who kept it for nearly 21 years, covering fewer than 12,000 miles during her ownership. The history file contains records of refurbishment undertaken in the mid-1980s.

The BMW was sold in 2003 at 61,900 miles, as corroborated by expired MoTs. The current vendor purchased the car in 2005. Since then it has been used and maintained, with most of the servicing entrusted to the owner's local garage, J J Griffiths of Llandrindod Wells. Any bodywork refurbishment has been carried out by King of Cool Classic Cars, while the front seats were retrimmed by West Country Trimmers in 2017. Munich Legends carried out the most recent mechanical work in 2021, while an oil change was carried out in September 2023. A account of expenditure on repairs and maintenance may be found in the comprehensive history file,

With only 1,039 CSLs produced between 1973 and 1975 compared to over 19,000 standard CS/CSi models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after.
£65,000 - 85,000
€76,000 - 99,000

1936 TALBOT BI 105 SPORTS SALOON

Registration no. CXB 162

Chassis no. 4021

- *Very attractive high-performance 1930s touring car*
- *Present ownership since 2011*
- *An older restoration by Arthur Archer*
- *Offered from a private collection of pre-war cars*
- *Good restoration file of bills*



The most successful division of the Anglo-French Sunbeam-Talbot-Darracq (STD) combine, Talbot might well have escaped takeover by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s.

1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem facilitating improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' which permitted sequential upward gear changes. Also new for '35 were a dropped chassis frame and a 3.4-litre model - the 110 - that would turn out to be the ultimate Roesch Talbot. One of the great makes of the 1930s, Talbot was axed by new masters Rootes in 1937.

No ownership records of 'CXB 162' exist prior to 1955 when the then owner, John Bland, began keeping a detailed logbook of its usage. Mr Bland's logbook was last updated in 1962, the mileage at that time being recorded as 89,104. In 2011 the Talbot was offered for sale at a UK auction by the widow of the deceased owner.

It had been purchased by her husband in 1994 at 96,037 miles, and had been temporarily dismantled while undergoing a major overhaul by well-known Talbot specialist Arthur Archer. Over the following years the finishing touches of painting, upholstery, and re-plating the brightwork were completed and in April 2011 the restored car finally returned to the road. Our vendor was the purchaser at the aforementioned 2011 auction. Since acquisition the Talbot has formed part of his collection of pre-war cars.

The accompanying history file contains the following: original wiring diagrams, brochure and handbook; an old MoT; a copy of Profile Publications' *The Talbots*; a copy of *George Roesch and the Invincible Talbot*; the aforementioned mileage logbooks; and a V5C document. There is also a good restoration file containing bills from Messrs Archer, Polson, and Wall.

Boasting a working sunroof, 'CXB 162' is finished in dark blue over light blue with matching interior, and rolls on period-correct wire wheels. A very attractive high-performance 1930s touring car, well capable of keeping up with modern traffic, this elegant Talbot 105 wants only for an enthusiastic new owner.

£40,000 - 50,000

€47,000 - 58,000

145

1977 PORSCHE 911 TYPE 930 TURBO COUPÉ

Registration no. SKG 424R

Chassis no. 9307800471

Engine no. 6870405

- Delivered new to the USA
- Left-hand drive
- Original colour scheme
- Factory sunroof
- Retrimmed interior
- Recent professional gearbox overhaul



"The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry." - Peter Morgan, *Original Porsche 911*.

Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from March 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 250km/h (155mph). Refined over the years while retaining its high performance edge, the 930 Turbo sold in the thousands, becoming the definitive sports car of its age.

Offered here is a first generation 3.0-litre (non-intercooled) model supplied new to the USA. Imported in 2020, it remained unregistered until 1st January 2022. With the car is a Certificate of Authenticity confirming matching engine and transmission numbers.

The 911 is finished in the original colour scheme of Sand Beige with brown leather interior; its body appearing notably clean with no accidents or corrosion noted. The paintwork presents very well, with original and very period-style 'Turbo' decals on the wings, while the interior is neat having benefited from retrimming of the leather seats, headliner and dashboard.

The car rolls on the correct Fuchs wheels and has the correct flatter 'whale tail' rear spoiler; fog lamps beneath the bumper; and periscope headlamp washers, all of which differentiates it from the later 3.3-litre intercooled models. This Type 930 benefits from a recent transmission overhaul carried out by a Porsche specialist and comes with the relevant invoice for £4,738 listing repairs to the 2nd gear synchromesh along with other more minor items.

The engine's appearance indicates the likelihood of a rebuild in recent times, although there are no paper records to confirm. However, leak-down and compression tests carried out in recent months show excellent results supporting the conclusion that the engine has been rebuilt. Our vendor says that the engine sounds beautiful and that the 930 is very exciting to drive. The car comes complete with jack, spare wheel, and a V5C registration document. Combining the unmistakable looks of a classic Porsche, the powerful Turbo engine, and the collectability that goes hand in hand with its low production figures and iconic status, this is a 'Youngtimer' that will not disappoint.

£78,000 - 90,000
€91,000 - 110,000

146 Ω N

One owner and less than 1,000 miles from new

2008 ASTON MARTIN DBS COUPÉ

Registration no. not UK registered

Chassis no. SCFAB05D39GE00001

- Chassis number '00001'
- Built to Gulf/Saudi specifications (see text)
- Manual transmission
- Offered from an extensive private collection
- Requires recommissioning



Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S in 2008 as the company's top-of-the-range supercar. Before then, the world got a mouth-watering preview when a DBS appeared in *Casino Royale* (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of *Quantum of Solace*, the follow up film released in 2008.

The DBS was powered by a development of the 6.0-litre, 48-valve, V12 engine found in other Aston Martins, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminium engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding and controllability. Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Production ceased in 2012. Copy factory paperwork on file lists the car as built to US Specifications,

although DBS's VIN plate declares that chassis number '00001' was built to comply with Gulf/Saudi specifications. The car was delivered with Lightning Silver paintwork as per the build sheet. The car's speedometer (in MPH) records a little over 900 miles but it does not carry the side marker lights typical of a US-Specification car. Our vendor purchased the car new in January 2008, since when it has been kept on static display as part of his extensive private collection. Due to its long period of static display recommissioning may be required before it returns to the road.

£70,000 - 90,000

€82,000 - 110,000

No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document; prospective purchasers should satisfy themselves with regard 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.

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1994 JAGUAR XJS V12 CONVERTIBLE

Registration no. not registered

Chassis no. SAJJNADW3EN179778

Engine no. 314000000395

- 153 miles from new
- Always kept in professional storage
- Effectively 'as new' condition
- Currently MoT'd
- Requires recommissioning



The year 1983 marked the introduction of the Targa-style XJ-S Cabriolet - the first open Jaguar since the E-Type's discontinuation. Jaguar's first response to demands for a soft-top XJ-S was somewhat conservative in engineering terms: the XJ-S had not been designed with an open version in mind so it was decided to adopt the Targa arrangement, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet was judged to have been a success and in 1988 was joined by a full convertible with power operated hood.

Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of production in 1996, by which time the model designation had changed to XJS. The ultimate and most expensive Jaguar of its era, the V12-engined XJS Convertible nevertheless represented exceptional value for money and, given its proud pedigree, peerless road manners and exceptional specification, is no less of a bargain today.

Finished in Regency Red with Barley hide, Bordeaux carpets and black hood, this remarkable Jaguar XJS was commissioned new by the Scottish Business Achievement Award Trust, but apparently the deal fell through and the car was never delivered or registered. An automatic transmission model, it remained with Jaguar Land Rover for a few years and since then has belonged to two major collections where it has been on museum display. Purchased by the current vendor in 2014, the Jaguar has covered delivery mileage only (153 miles to be precise) and has only been driven when moving between secure storage facilities.

Always kept in professional storage, the car is described by our vendor as in effectively 'as new' condition throughout apart from some minor paintwork retouching to the front panels. Currently MoT'd, this 32-year-old Jaguar is running and driving but will require thorough recommissioning before extended use. There is no registration document with this Lot.

£80,000 - 100,000

€94,000 - 120,000

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1960 ALFA ROMEO 2000 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). Restored at date unknown, the car is described by the private vendor as in generally excellent condition, while Borrani wire wheels, Weber 40 DCOE carburetors 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
€94,000 - 140,000

149

The ex-Tony Gaze, Grand Prix-wheelbase then Formula 2
1952 ALTA RACING SINGLE-SEATER

Chassis no. 'GP-F2-1' (See text)

- *Built for Australian RAF hero Tony Gaze*
- *WW2 pilot owner first suggested racing at Goodwood*
- *36 years in the Donington Collection*
- *Gorgeous restoration project almost completed*
- *Storied history, F1 to F2 to sports-car, and back*

Period-piece practice image from the BRDC International Trophy, Silverstone - this incredibly rare colour study from 73 years ago captures Sqn Ldr Tony Gaze, DFC and 2 Bars flying his new Formula 2 Alta 'F2/1' at zero feet around the WW2-era RAF aerodrome-based circuit, May 4, 1951. © GPL



This fascinating purebred competition car from the well respected – and by enthusiasts much-loved – Alta Car & Engineering Company is offered here in almost (but not quite) completely restored condition. Its last previous owner, renowned Alta specialist collector and restorer the late Mr Alan Ede, had acquired it in 2005 from legendary British connoisseur Tom Wheatcroft of Donington Collection fame.

Mr Wheatcroft had acquired the car in an E.J. Brook & Son auction sale at Blenheim Palace in March 1969. He had it restored by his contemporary engineer Tony Merrick as the original prototype postwar Alta Grand Prix car 'GP/1' – which at the time, in its original guise, it was indeed believed to have been – and from the opening of the Donington Collection at the Donington Park race circuit, Derbyshire, in 1971 it remained a most pampered exhibit there alongside the first-off sister GP cars from several other marques.

In fact its origins date back to 1949 when Australian ex-RAF wartime fighter pilot Tony Gaze DFC (and two bars) ordered a GP Alta from the Tolworth, Surrey-based company's founder and principle Geoffrey Taylor.

While the contemporary Formula 1 regulations placed a 1.5-litre limit upon eligible supercharged racing engines, Tony Gaze planned to race the car back in Australia where more liberal rules would allow him to use a 2-litre engine which he and Taylor planned to equip with two-stage supercharging...no less.

However, Geoffrey Taylor and his tiny Alta company had always lived a hand-to-mouth existence and were perennially under-funded. This led to delays in manufacture of the projected superchargers and Gaze's plans quickly changed. He opted instead to remain UK-based and turned his attention away from Grand Prix racing and towards contesting 2-litre unsupercharged Formula 2 races both here and around Europe. Apart from any other consideration, such a programme was far more likely to pay for itself in terms of appearance, travel and start money being offered to privateers such as himself.

The engine was consequently completed unsupercharged, with four SU carburettors. He campaigned the new Alta at Goodwood, Silverstone, Monza, Genoa, the Nürburgring, Rome, Naples and on the dauntingly fast high-banked AVUSring in Berlin.



In the soggy Silverstone paddock the Tony Gaze Alta 'F2-1' is tended before the abortive BRDC International Trophy race which was abandoned as the track flooded after only six laps © GPL



Prescott hill-climb 1955 - Debut of Phil Scragg's new HWM-built Jaguar sports car based upon the chassis of the ex-Tony Gaze Alta 'F2-1'. The frame was later replaced by new and 'SPC 982' here re-emerged rebodied in more sleek form, while the chassis and running gear passed to Hugh Clifford for VSCC racing. © GPL

Its racing record in Tony Gaze's hands was as follows:

1951

March 26 – Goodwood Lavant Cup – Troubled debut, practice problems, DNS
 May 5 – BRDC International Trophy, Silverstone – Heat 2 track flooded, Rtd
 May 13 – Mona Autodrome GP, Italy – Heat 1 16th – Heat 2 12th – 12th overall
 May 20 – Columbus GP, Genoa, Italy – 8th
 June 3 – EifelRennen, Nürburgring, West Germany – 8th
 June 10 – Rome GP, Baths of Caracalla, Italy – Rtd (qualified 5th)
 June 24 – Naples GP, Italy – Rtd
 July 1 – AVUSRennen, Berlin, West Germany – Rtd after averaging 110mph
 Season curtailed due purely to lack of available spare parts from factory.
 Through 1952 he confined his single-seater racing in this Alta to three early-season British events.

1952

April 14 – Richmond Trophy, Goodwood – 12th
 Lavant Cup, Goodwood – 5th overall (from back of grid)
 May 10 – BRDC International Trophy, Silverstone – Heat 10th – Final 16th

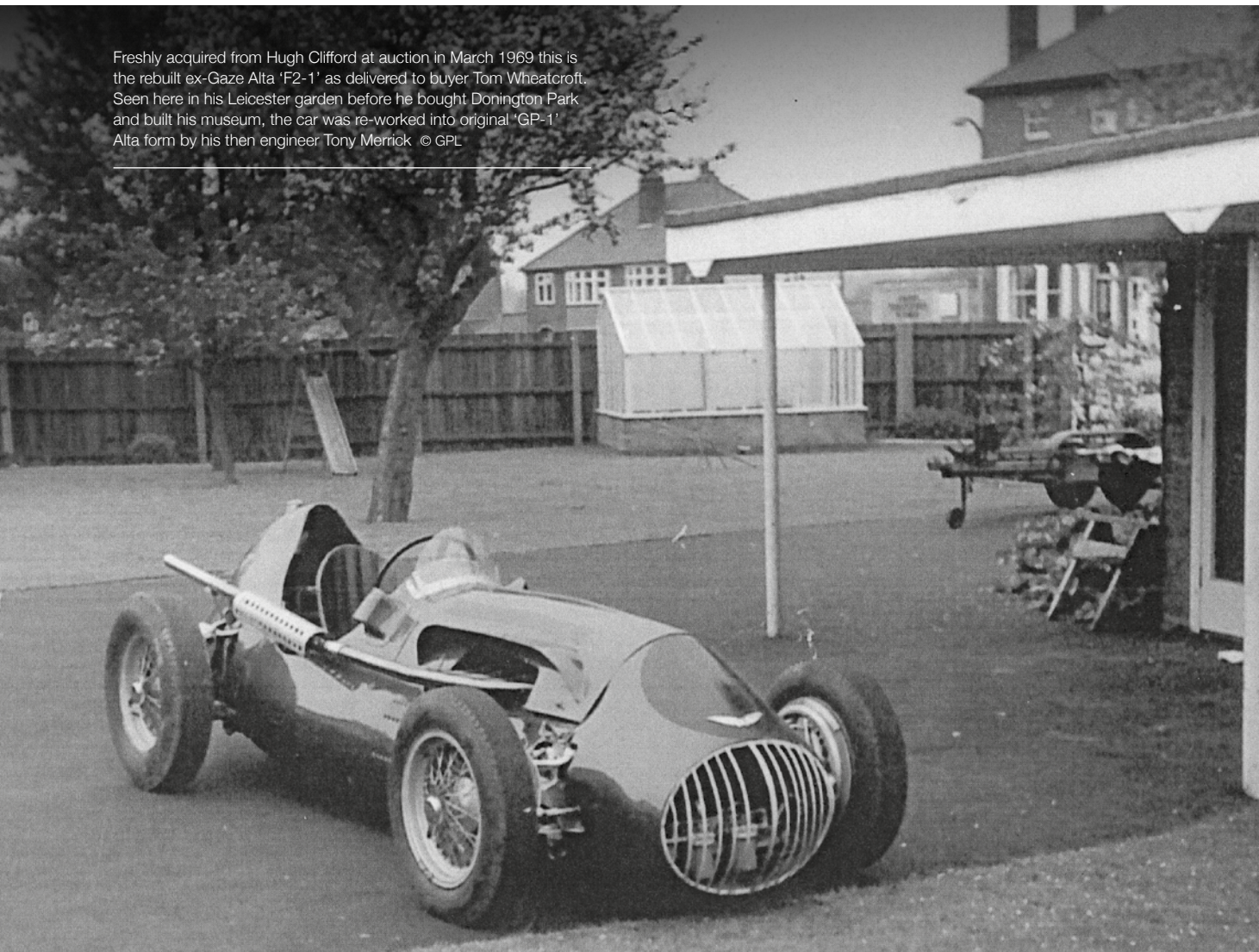
Tony Gaze then exchanged this Alta for an ex-works 1951 HWM which he then used for the remainder of the Formula 2 season while also pursuing a sports car programme in Europe

During 1953, John Heath of HW Motors' high-profile racing team telephoned Tony Gaze to say that one of his clients - well-known HWM-Jaguar hill-climb specialist Phil Scragg "had a friend" who wanted to acquire a similar car to Scragg's. That friend was one John Forbes-Clark and it was for him that John Heath initially exchanged an ex-works team 1951 F2 HWM with Gaze for his then-ageing F2 Alta – with the intention of converting it into a Jaguar-engined sprint and hill-climb special.

The project also became delayed, however. Through 1954-55 it was then Phil Scragg himself who commissioned HWM to build a revised and updated 'HWM-Jaguar' for his own use, based upon the chassis of the Gaze F2 car, while instead selling his already up-and-running original hybrid hill-climb car to Forbes-Clark. Scragg's new ex-Tony Gaze chassis sports car with cycle-wing bodywork then started upon the British hill-climbing scene before he decided to have its chassis/suspension assembly replaced within it by a new and more up-to-date HWM frame and suspension set designed by HWM engineer Eugene Dunn.

Lacking only its cycle-wing sports car bodywork, this then-redundant ex-Gaze F2 chassis was advertised for sale in *Autosport* magazine, priced at £775 inclusive of "Jaguar D-Type mechanicals", together with a 3.8-litre 6-cylinder Jaguar engine rebuilt to new standards and "since unused", for £785.

Freshly acquired from Hugh Clifford at auction in March 1969 this is the rebuilt ex-Gaze Alta 'F2-1' as delivered to buyer Tom Wheatcroft. Seen here in his Leicester garden before he bought Donington Park and built his museum, the car was re-worked into original 'GP-1' Alta form by his then engineer Tony Merrick © GPL



The buyer was British Racing Drivers Club member Ken Yeates who made several appearances in the Jaguar-powered Alta before selling it as an engineless rolling chassis to confirmed Alta enthusiast and prominent Vintage Sports Car Club member Hugh Clifford. He built-up the car using GP Alta parts taken from the Alta-Jaguar hybrid sports car and clothed it in the bodywork from original GP Alta 'GP-3' which had been retrieved from 1950s Irish owner/driver Joe Kelly by fellow VSCC luminary, Ray Fielding of Forres, Scotland.

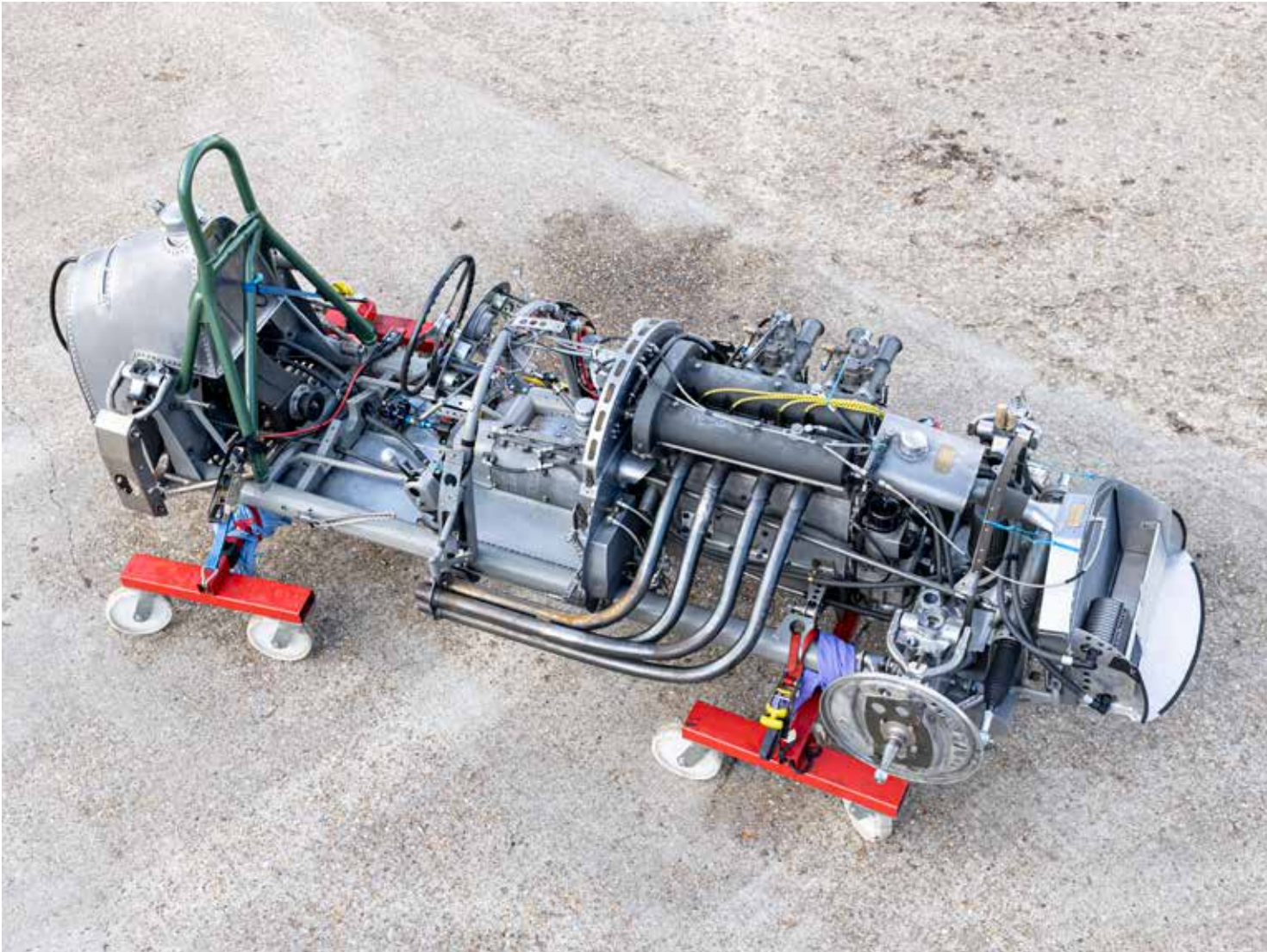
Through 1964 this revived Alta single-seater raced at Oulton Park in the hands of Hugh Clifford and David Gardiner, before it was acquired by John Roberts. It went subsequently to dealership Vintage Autos of Northampton and passed to a Mr Russell. It finally re-appeared in public at the E.J. Brooks & Son auction sale of March 22, 1969, at Blenheim Palace, at which it was knocked-down to Tom Wheatcroft to join his personal racing car collection at his home in Wigston, Leicester, eventually to become his Donington Collection from its subsequent opening.

Renowned restorer Tony Merrick – then early in his career – had adapted the car with additional body panels from original Grand Prix Alta 'GP2'. He also lengthened the chassis' round-section main longeron tubes from the car's 1951-specification Formula 2 wheelbase length of 7ft 9ins to full GP car dimension of 8ft 3ins, while retaining the car's F2-specification front suspension towers and lower wishbones.

It was then in May 2005 that this remarkable car was acquired from the Collection by Alan Ede, who then set about modifying the chassis and body further to return it to what he described as 'GP-F2-1' specification. Although Tony Gaze had only campaigned the car from 1951 in contemporary Formula 2 guise, Mr Ede's researches had confirmed to him the supercharged Grand Prix or Formule Libre form that the Australian and Geoffrey Taylor of Alta had originally envisaged, and he became intent upon doing precisely the same with his new acquisition.

Sadly – after some 15-16 years of sporadic work – Mr Ede became terminally ill, and this pet project is now offered here unfinished, though not far off completion. He left voluminous documentation with the car (which is now included within multiple files and folders – featuring many contemporary photographs – as part of this Lot). In part this documentation explains his finding that not only the first three postwar Alta single-seater chassis were all built to the Grand Prix car specification set by the original prototype of 1948, but that a fourth frame was also completed, to fulfil that original 1949 Tony Gaze order.

While the Formula 1 Alta prototype 'GP-1' was raced widely through 1948-49 by George Abecassis, John Heath's partner in their HW Motors business (the initials reflecting 'Hersham & Walton Motors'), car 'GP-2' emerged as private owner/driver Geoffrey Crossley's and 'GP-3' fellow-independent Joe Kelly's.



When Tony Gaze opted to have his car completed in pure F2 configuration Mr Ede found that his originally GP-length wheelbase chassis had then (for 1951) been shortened some 6-inches, with bodywork modified to match the F2 design's. This was the chassis/wheelbase modification which Tom Wheatcroft's engineer Tony Merrick had reversed during his restoration twenty years later.

Bonhams|Cars recommends the closest possible inspection of this almost completed restoration project. Work upon it has clearly been carried out to very high standards. For an as-yet unfinalized project it is yet extremely advanced and beautifully presented. It offers tremendous potential for a return to frontline Historic and American Vintage-style racing – or for any collector's fun circuit day use – or indeed to be returned to contemplative display within a private collection or museum. It is what Alta enthusiasts and we seasoned specialists alike would describe with reason as being "just a lovely old lady". And a handsome one to own, and drive.

£50,000 - 70,000
€59,000 - 82,000



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.

150

Formerly the property of '10cc' founding member and guitarist Eric Stewart

1959 JAGUAR XK150 'S' 3.8-LITRE COUPÉ

Registration no. 7290 RE
Chassis no. T825120 DN
Engine no. VAS 1077-9
Body no. J 10732

- Matching numbers including the registration
- Professionally restored between 1997 and 2003
- Numerous desirable upgrades
- Present family ownership since 2008
- Well documented and maintained



The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars, of which only 115 were right-hand drive fixed-head coupés like this example.

Representing the XK150 in its ultimate configuration, with the 3.8-litre 'S' engine and overdrive gearbox, right-hand drive chassis number 'T825120DN' was manufactured on 9th December 1959 and first registered on 11th January 1960. Distributed via P J Evans Ltd of Birmingham, the car is known to have had at least four owners in the UK - including Jeremy Broad of Broadspeed, who raced it - before being exported to France in June 1979 (full list on file).

Owned since 1979 by one Dr. Didier Bourdas, the car was found in France in 1997 by XK enthusiast Eric Stewart, guitarist and one of the founding members of the rock band '10cc'. The vendor's father purchased the car from Eric Stewart in 2008. When found by Mr Stewart, the bodywork and interior were shabby and the engine had seen better days, but the car was all original and well worth a 'ground upwards' restoration. It was brought back to the UK and taken to Marina Garages, the Bournemouth Jaguar specialists, who started the restoration in 1997. The engine was sent to Les Trafford, the Jaguar engine specialist in Tewksbury, and he set about a total rebuild, including upgrading the valve seats to make it lead-free compatible.

In the meantime, Marina Garage had stripped out the interior, and the body and chassis were sent to Downton Engineering in Christchurch for restoration. The body was taken off the chassis and all poor metalwork was cut out and replaced, before undercoating and respraying the chassis in black and painting the body Old English White.

The XK was then returned to Marina where the engine was refitted, and all ancillary parts including the brakes, steering, fuel tank, wiring loom, etc were refurbished or replaced. The cooling system was overhauled, with the addition of a Cambridge Sports alloy radiator (the original Jaguar radiator has been kept). All brightwork was re-chromed or replaced with original Jaguar parts, and a new set of 5Jx16 black enamel wire wheels was fitted. The interior was then completely retrimmed in black leather with matching carpets and cream headlining, and the steering wheel replaced. Other upgrades made since 2008 include a new set of 6Jx16 chromed wire wheels, a dynator; EZ electric power steering; stainless steel exhaust system; 4-pot brake callipers (from SNG Barrett); period-correct seat belts; and a fire extinguisher. The result of these upgrades is a car more driveable and a pleasure to be in.

Two large files of history accompany the car, listing all servicing, repairs and parts purchased stretching back to 1979 together with noted mileage totals (close inspection recommended). Original and other components offered with the car include the black-painted wire wheels; radiator; steering wheel; and a small quantity of spares. The XK also comes with a Jaguar Heritage Certificate and V5C document. In short: this XK150 'S' has been sensibly upgraded for driveability, with well documented past history and presented in Very good condition throughout.

£80,000 - 100,000
€94,000 - 120,000

151

1909 RENAULT TYPE BX 14/20HP LIMOUSINE

Coachwork by Henry Binder

Registration no. BF 5150

Chassis no. 359

Engine no. 3384

- *Rare surviving mid-Edwardian Renault*
- *Delivered new in Paris and exported to Argentina*
- *Restored in the 1990s*
- *Present ownership since 2008*



Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¼hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first, followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Messrs Renault Frères exhibited five different models at Olympia in 1905, ranging from the twin-cylinder 8/12hp AX to the four-cylinder 35/45hp model. The 14/20hp was powered by a conventional, four-cylinder sidevalve engine of a little over 3 litres capacity, and featured the traditional Renault 'coal-scuttle' bonnet, rear-mounted radiator, semi-elliptic suspension, rear-wheel brakes, cone clutch and a three-speed gearbox. This model was still in the range in 1909 as the 'BX', although the days of its 'paired cylinders' engine were numbered, and by this time was being built with a four-speed gearbox.

With a wheelbase of over 3 metres, the BX was capable of supporting a wide range of bodies, and this particular example carries exceptionally handsome open drive limousine coachwork by the well respected Parisian *carrossier* Henry Binder, where the chauffeur sits in the open front compartment protected by a canopy.

Noted for his stylish landaulets and coupés de ville, Henry Binder was one of the masters of classical French coachbuilding from the automobile's earliest days right up until the start of WW2. Binder concentrated almost exclusively on bodying luxury cars, including some 200-or-so Hispano-Suizas during the 1920s and 1930s and one of the six Bugatti Royales.

Chassis number '359' is believed to have been purchased by its Argentinean industrialist first owner through Renault's Paris showroom as one of a pair to be used at the gentleman's town house in Buenos Aires and his summer retreat in Mar del Plata, where it was discovered in 2004 by a former owner. It is understood the Renault was restored in the late 1990s. The current vendor purchased the car in 2009 and describes it as 'all good' throughout. Accompanying paperwork consists of a V5C document and a Society of Automotive Historians dating certificate.

Finished in traditional green livery above black wings, this sympathetically renovated car remains outstandingly original; the rear compartment retains its original upholstery with twin folding occasional seats, horn handles and bevelled glass carriage windows, while the matching BRC Alpha acetylene headlamps are particularly worthy of note.

Renault's engineering integrity was second to none at this period. Its cars were made to the highest of standards but relatively few of these larger models survive and even fewer from the mid-Edwardian period.

£65,000 - 75,000

€76,000 - 88,000

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.

Converted to Manual transmission by Aston Martin Works

2007 ASTON MARTIN VANQUISH S 2+2 COUPÉ

Registration no. NX07 LWD

Chassis no. SCFAC14387B502471

Engine no. AM06/19013

- Present ownership since 2022
- Recently serviced by Aston Martin Works
- Nearly £50,000 spent with Aston Martin Works on the manual conversion and trimming
- Quicksilver sports exhaust
- Circa 14,000 miles recorded



"A proper manual gearbox makes the Vanquish the car it always should have been" - *Autocar*

An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Styled by Ian Callum, the man responsible for the DB7, the Vanquish employed chassis-construction techniques more advanced than those of any contemporary road car, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality. The interior featured Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand.

In the mid-2000s the major manufacturers of supercars were making the move to F1 style automated manual transmissions, with Ferrari, Lamborghini and of course Aston Martin moving away from the traditional 'stick shift'. In recent years however the desirability of the traditional driving experience has been realised, and manual conversions have started to be offered for some of the world's most iconic cars. As the Vanquish was only ever offered when new with a paddle shifted transmission, it fell to Aston Martin Works to develop a conversion kit, utilising the original gearbox but doing away with the paddles and actuators to fit a traditional gear stick and clutch. When the conversion was released, reviewers raved about it, saying that it allowed the Vanquish to unlock its true potential.

Offered here is the 2+2 version of the revamped Vanquish S that superseded the original following its debut at the Paris Auto Show in 2004. Chief upgrade concerned the engine, which now produced 514bhp, an output good enough to make the Vanquish S a genuine 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S.

This Vanquish S has belonged to the current owner since 2022 and comes with an extensive history file. The most significant invoice being one from Aston Martin Works relating to a manual gearbox conversion and interior re-trim carried out in 2015 at a cost of nearly £50,000. A few months later the car returned to Aston Martin Works to receive a Quicksilver Sports exhaust. The mileage at the time was circa 10,500.

Finished in metallic grey with beige leather/suede interior, the Vanquish displays a total of circa 14,000 miles on the odometer and is described by our vendor as in very good condition throughout. It was recently serviced by Aston Martin works and MOT'd, with the MOT valid until 2025. The car is offered with a V5C document, and comes complete with all handbooks, tools, keys, etc.

£80,000 - 120,000

€94,000 - 140,000

153

1905 DE DION BOUTON 10HP TYPE AB TONNEAU

Registration no. H 1302

Chassis no. 449

Engine no. 2282B

- *Early history known*
- *Featured in Rare and Exciting Cars by Daphne Brampton*
- *Restored in the 1950s*
- *Considerable mechanical refurbishment in recent years*



Inextricably linked with the motorcar's pioneering years, Messrs De Dion and Bouton began developing what was, in effect, the first high-speed internal combustion engine in the early 1890s. Engineer Bouton's power units developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that they were adopted by many other motor manufacturers, influenced no doubt by their success in endurance races. Early De Dions were rear-engined and of the vis-à-vis type but from 1902 the firm adopted what would become accepted as the conventional layout for a motorcar. By this time, De Dion's fast-revving, single-cylinder engines were offered in 4½hp, 6hp and 8hp variants and were noted for their reliability, which is borne out by the number surviving. The company's first twin-cylinder engine was introduced in 1903 and the first four in 1904. Today De Dion Bouton is by far the most popular London-Brighton Run marque, its cars being attractive, light in weight, simply constructed and a joy to drive.

This twin-cylinder De Dion 10hp Type AB was purchased by a Wiltshire farmer who used the car regularly for 20 years. Thereafter it deteriorated steadily and was in poor condition when purchased in the 1930s by Mr Bill Sanders, a motor dealer in Swindon, Wiltshire. When Mr Alfred Cooper of Swindon purchased the De Dion in 1938, it was a wreck. No serious attempt was made to restore the car until Alfred Cooper's eldest son John returned from Army service in the early 1950s.

Eventually all the necessary information and correct parts were obtained with the exception of the carburettor, a circa 1910 Claudel-Hobson being used instead. The De Dion was restarted for the first time in some 30 years in August 1955.

Mr Cooper went on to enter the De Dion in numerous Veteran Car Club events. It was subsequently put on display at the head office of Coopers Marshgate (Holdings) Ltd.

While owned by our vendor the De Dion has benefited from extensive mechanical refurbishment: in 2005 the engine was rebuilt (crank-shaft and connecting rods overhauled; bearings re-white metalled; big-end and mains bearings redone). In 2006 on a VCC rally, the De Dion was being overtaken by 1903 vehicles! The noisy gearbox was judged to be responsible. In 2007 the gearbox was stripped and rebuilt by Henal Engineering, and the wooden wheels stripped, rebuilt and repainted. Replacement tyres and inner tubes were fitted in 2008. In 2009 the De Dion was sent to The National Motor Museum's workshop at Beaulieu for various works, including replacing the automatic inlet valve spring and valve gaskets.

While the engine was being rebuilt in the 1950s, the crankshaft had needed to be straightened. On recommendation from the VCC, who thought the straightened crankshaft remained a weak point, a new improved crank was designed and installed in 2013 together with con-rods and pistons. In 2014 an optical timing system was installed to replace the non-original timing method fitted back in 1956. When the De Dion was first rebuilt in 1956, a 1912 Claudel-Hobson carburettor was fitted. Although starting easily enough, this carburettor does not allow for adjustment and is thought to be responsible for a certain lack of power when the engine is under load. Offered with sundry bills, a VCC dating certificate, and a V5C.

£30,000 - 40,000
€35,000 - 47,000

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

1927 LANCHESTER 23HP SALOON LIMOUSINE

Coachwork by Maythorn

Registration no. UA 2000

Chassis no. 3497

Engine no. 3504

- *Regular attendee of Lanchester Register, VSCC and other events*
- *Engine upgraded (electric water pump)*
- *Safety upgrades (flashing indicators, brake lights)*



This fine Lanchester was offered - and sold - at the recent Bonhams Beaulieu sale in September. The buyer at that sale was unable to complete the purchase and it thus presents another opportunity to the many collectors who expressed an interest at Beaulieu. The estimate of £22,000 - 32,000 remains the same and, apart from this disclosure, the catalogue description also remains the same.

Lanchester recommenced civilian production after WWI with a single model, the luxurious 40hp, which was even more expensive than the Rolls-Royce Silver Ghost, but like their rivals at Crewe was soon offering a smaller and cheaper alternative. Introduced in 1923 at the Olympia Motor Show, the 21hp newcomer was powered by a 3.0-litre overhead-camshaft straight six. The latter was Lanchester's first engine with a detachable cylinder head while the conventional (as opposed to epicyclic) gearbox and four-wheel brakes were likewise new departures for the firm. In 1926 the engine was enlarged to 3.3 litres (rated at 23hp) and in this form the model continued in production until 1931. The top speed was comfortably in excess of 60mph.

Equipped with the 3.3-litre engine, this 23hp model was built in 1927 and registered in 1928. Its elegant Maythorn coachwork includes rotating occasional seats, drawers beneath the front seats, curved glass panels and a vertically opening glass division. Its first owner was Mr Wilson, an architect, who drove the car regularly until WW2. In 1954 the engine was restored and all other components thoroughly checked.

In 1963 the Lanchester was sold to Roger Halliwell of Halifax. It is believed to have been licensed every year since, attending many shows and rallies including annual Manchester/Blackpool tours, and being used as a wedding car. Three vintage silver-plated telephones were installed in 1970 (currently unconnected), with aluminium wheel discs being fitted to the wire wheels that same year.

The Lanchester was restored by Roger Halliwell between 1988 and 2006, the engine being rebored and rebuilt with new pistons, main bearings, big-end bearings and gudgeon pins. Other works included refurbishment of the front wheel bearings, brake drums (new), brake linings, radiator (renewed). In more recent years the electrics were rewired, with new ignition switch, distributor, fuse box, 12v connector, brake lights and flashing indicators. In addition, the engine has been fitted with a 12v electric water pump with manual switch. This luxurious car is ready to use with fresh anti-freeze added. Some bills are available.

The car comes complete with the following: handbook; jack and wooden blocks; wire wheel hub nut spanner; wheel disc spanner; complete second spare wheel and tyre; spare paint for bodywork; and a complete, new set of The Lanchester Legacy (four volumes). The history file contains details of the first owner; photographs of the car in its various colour schemes; detailed maintenance and mileage records for the period 1988-2006; and some original Lanchester parts drawings. The car has been a regular attendee of Lanchester Register, VSCC and other rallies, tours and events.

£22,000 - 32,000

€26,000 - 37,000

155

1934 ROLLS-ROYCE 20/25HP BROUGHAM DE VILLE

Coachwork by Park Ward

Registration no. BGW 227

Chassis no. GMD36

Engine no. T2Z

- *First owned by the American heiress Mrs Evelyn St George*
- *Formerly owned by Sir Hugh Casson*
- *Unique coachwork*
- *Restored in the USA*
- *Cherished by Rolls-Royce collectors and well maintained*



Boasting uniquely flamboyant coachwork, 'GMD36' one of the very few Rolls-Royces built with sham cane-work and opera lamps from new (as listed on the original coachwork order form). The original specification includes the long chassis; Carl Zeiss headlamps (still present); louvred bonnet; rear-mounted spare; Parisian side lamps (opera lamps); black paintwork (now Coffee Bean Brown) with sham cane-work panels; rear companion sets in the quarter panels; and silver inlaid woodwork.

This very special car was built for the American heiress Mrs Evelyn St George, whose father was the banker G F Baker. Reportedly he was the third richest man in the USA, and on his death in 1931 she inherited five million dollars (approximately equivalent to 93 million dollars today).

When Mrs St George ordered this Rolls-Royce in 1934 she was living in London in Coombe House, Camden Hill, NW8, a mansion set in two acres of gardens. She must have cut quite a dash being seen chauffeured around London in the Rolls. She had a pet monkey who travelled with her everywhere, for which she commissioned Cartier to make a travelling cage covered in red and gilt-tooled leather.

In the 1950s and 1960s the car was owned by another connoisseur, Sir Hugh Casson, the famous artist and designer whose credits include the post of Director of Art for The Festival of Britain, President of the Royal Academy, and designer of the Royal Yacht Britannia's interior. There is a fascinating collection of service bills and letters sold with the car dating from Sir Hugh's ownership, including orders for numerous replacement mascots, the latter being easy targets for souvenir hunters when the car was left parked on the London streets. Eventually Sir Hugh part-exchanged the Rolls for a new Mini!

The car then went to the USA where it was restored, and came back to England in the 1970s to be displayed in Jack Barclay's famous London showroom. Other famous owners include the motor dealer Charles Howard, who describes it in his book *An Auto Biography*: "I hope the present owner understands what a little gem of a car it is." 'GMD36' was also owned by the colourful politician, diarist, and motoring enthusiast, Alan Clarke, MP. In recent years this car has been cherished by three Rolls-Royce collectors and has been well maintained. The previous owner attended the Warren Concours and numerous R-REC events including a Continental tour. Our vendor describes the car as in good condition throughout, with no modifications apart from flashing indicators.

The substantial history file contains a copy of Mrs Evelyn St George's biography; correspondence and bills from Sir Hugh Casson's ownership; a period photograph of Mrs St George; various bills and MoT certificates; and copies of the original factory build sheets and coachbuilder's instructions. Also on file are photographs of an engine rebuild carried out by Brunts of Silverdale, while recent works include a rebuilt steering box by Jonathan Wood (£3,500) and general servicing and attention to paintwork by Harvey Wash (approximately £3,500). A handbook and large tools are present.

£60,000 - 80,000
£70,000 - 94,000

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.

156

Single family ownership for the last 65 years

1936 LAGONDA LG45 RAPIDE TOURER

Registration no. EPH 716

Chassis no. 12170/R

Engine no. LG45/343R/S3 (see text)

- *A true supercar of its day*
- *One of only 25 built (24 surviving)*
- *Present family ownership since 1958*
- *Professionally restored in the early 1990s*





The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under the technical direction of the great W O Bentley, recently departed from Rolls-Royce, the big Lagonda became more refined, the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts, and centralised chassis lubrication among many other improvements. Intended as a prestige, upmarket model, the LG45 was aimed squarely at the Bentleys built by W O's erstwhile employer. Endowed with such impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, *The Autocar* declared: "The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable."

For some though, this more refined 4½-Litre had moved too far away from the original conception, among them being Lagonda company director and former racing driver Dick Watney, previously with Rootes. It was the perfectionist Watney who conceived the Rapide, considering that the big Lagonda had grown too sober; the 4½-Litre's obviously fine performance notwithstanding. Stylist Frank Feeley - whose fruitful post-war career with Aston Martin would commence with the DB2 - was briefed to create an eye-catching, four-seater sports car on the production LG45 chassis without either shortening the frame or employing too many special components. Announced in September 1936, less than six months after the company's takeover by Alan Good and Dick Watney, the result was the greatly lightened Rapide, powered by a 'Sanction 3' engine.



The latter incorporated the previous 'Sanctions' (improvements), adding a redesigned cylinder head and revised carburettor/induction arrangements to the package. For 'Sanction 3' the compression ratio was raised from 6.68:1 to 7:1, or 7.5:1 for any owner willing to prepare his own high-octane fuel! There was also an improved exhaust system.

Lagonda's own coachwork was among the most handsome offered by any manufacturer, and for the lightweight LG45 a 'no frills' open tourer body adorned with cycle wings was the only type specified. The most eye-catching British sports car of its day, the Lagonda Rapide went every bit as fast as its sensational looks suggested.

"The whole appearance of the car was flamboyant and extrovert, so much so there was some muttering about it being a car for a 'Promenade Percy'... This was dispelled forever when the top speed reached on road test was published... 133.5bhp at 3,400 rpm... 108.2 mph... rest to 50mph in 9.4 seconds and to 60 mph in 13.2... a eulogistic test..." - Davey & May, *Lagonda*.

The car we offer was ordered on 28th October 1936 for delivery within four weeks but was not despatched until 4th January 1937. It was ordered finished in black with Mulberry interior and a black hood. Also specified were bonnet locks, an extension to the tonneau cover, and a concealed ignition switch.

The Record Card notes: "Rear seat cushions and rear squab are to be fitted with press button attachment so that both of these can be left at home by the owner when he wishes to carry excess luggage."

'12170/R' has been in our vendor's family's possession since June 1958, as confirmed by the two old-style logbooks on file. Before that the car belonged to one Richard A Pryce of Yeovil, Somerset (from 1953), who had bought it from Davies Motors. Prior to Mr Pryce it was with a Dr Glyn Owen of Eccleshall, Staffordshire from the late 1940s.

The Lagonda Club's Arnold Davey has confirmed that '12170/R' is a genuine Rapide tourer. It is believed that a G10 gearbox was fitted in the 1950s prior to the vendor's ownership. There is a good history file with the car containing a (not complete) mileage and service log from 1959, the mileage at that time being estimated as 42,000 (current total 87,000).

In the early 1990s the Lagonda was restored by marque specialist Cedar Classics (Derek Green and David Ayre), including a replacement cylinder block (original with car). There are photographs of a bare-metal repaint on file together with older photographs taken pre-restoration when the car was painted black. Also on file are bills from the vendor's local workshop, Gillams of Wincanton, for further bodywork repairs in the 1990s.

Completing the paperwork are copy instruction/handbooks; copy build sheets and factory service records; Lagonda Club registers, spares books and correspondence; press cuttings and road tests; *Profile Publications' Lagonda*; some old MoTs; and a V5C document.

One of few 1930s automobiles capable of comfortably exceeding 100mph, the Lagonda LG45 Rapide was one of the most exciting and elegant British sports cars of the period and a true supercar of its day. With so few made, '12170/R' represents a possibly once-in-a-generation opportunity to acquire an original and well documented example of one these fabulous cars.

£450,000 - 600,000
€530,000 - 700,000



157

**1967 ASTON MARTIN DB6 4.2-LITRE
VOLANTE CONVERSION**

Registration no. FNC 113F

Chassis no. DB6/3296/R

Engine no. 400/3363

- *Converted from a saloon*
- *Extensively restored by Bell Classics in 2012*
- *Numerous desirable upgrades*
- *Illustrated record of the rebuild available*





In 2012 the team at Bell Classics embarked on a project to extensively restore this Aston Martin DB6 Volante conversion, with every component dismantled in order to rebuild the car to a standard higher than when it left the factory. Engine capacity was uprated to 4.2 litres with lightweight high-compression pistons, and during the rebuild all components were meticulously measured, engineered and balanced for smooth operation and long life. The engine was dynamometer-tested for precise and optimal tuning of the carburettors, needle profiles and cam timing, ensuring progressive power delivery across the entire rev range and a steady idle. The maximum power reading was 316bhp (results sheet on file). In order to ensure the engine does not overheat in stationary traffic on a hot day, and that it can be relied upon to start first time in very cold weather, it was successfully tested in both of these conditions.

The chassis was strengthened to overcome the notorious flex associated with open cars for a solid feel with no creaks, while the rear suspension was fitted with upgraded telescopic shock absorbers. The result is handling that feels assured and predictable.

Considerable attention was given to the installation of the hood to ensure it remains watertight and windproof even when driving quickly in wet conditions. The carefully sealed interior is complemented by a ventilation system that provides a strong blast of warm air when required and properly demists the windscreen in cold and damp conditions.

The hood's aesthetics were considered important, and it was subtly re-profiled for a sportier look without compromising rear passenger comfort. Bell Classics worked hard to ensure the hood folded away completely below the level of the boot area for a neat appearance, with no bulges in the hood bag. The raising and lowering of the hood were designed for in-seat operation, and the hydraulics were upgraded for fast and reliable service. The quarter-lights do not whistle in the wind.

A modern combined radio, sat-nav and hands-free unit was discreetly concealed in the speaker box with the microphone carefully concealed in a dashboard button. The speakers, six in all, were carefully positioned and concealed for best sound, and the DAB/FM aerial was installed out of sight. Other upgrades include modern window motors for quick and reliable operation; electrically assisted power steering; upgraded brakes for reliable stopping; and a re-engineered brake servo for long life. Finished in Aston Martin Meteorite Silver, this beautifully restored and sensibly upgraded DB6 Volante Conversion comes with Bell Classics' illustrated record of the restoration.

£250,000 - 300,000
€290,000 - 350,000

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

THE FOLLOWING FOUR LOTS ARE FROM THE ALASTAIR CALDWELL COLLECTION



158
1961 BMW 700 SALOON
 Registration no. 675 XUK
 Chassis no. 10337
 Engine no. 775505

This BMW 700 really is in fine shape, The body shell is in unrestored condition with no corrosion, and has never needed any welding or panel work. The running gear is in fine fettle too: great engine, recent brake overhaul and carburettor rebuild. The interior, though, would benefit from some attention to bring it up to the standard of the rest of the car. The BMW has hardly been used over the last 10-12 years. Alastair writes: "The 700 is a great little car. When it arrived, unseen, and having been described by the dealer as perfect in every way, it had no brakes and had not been started for a long time. After a new battery, new fuel and new plugs it started up fine but when we attempted to drive it a driveshaft fell out onto the road! As a consequence it has had new everything in a rebuild, plus drilled drums and electric fan cooling for front drums. I won the Liège-Brescia-Liège rally in it outright in fine style, against stiff competition from works BMWs and FIATS. It really is a fantastic little car: great fun and with a huge heart; sadly, I just do not use it." Offered with a V5C document and current MoT.

£10,000 - 15,000
€12,000 - 18,000
No Reserve



159
1982 PORSCHE 928 COUPÉ
 Registration no. ACV 368X
 Chassis no. WP0ZZZ92ZC5800317
 Engine no. M28108C5182

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body used aluminium for the doors, bonnet and front wings, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated in the nose and tail. The V8 engine - Porsche's first - displaced 4.5 litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928 'S' with 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 'S4'. Today this underrated modern classic is increasingly seen as offering exceptional value for money. Finished in maroon with tan interior, this automatic transmission Porsche 928 was purchased from New South Wales, Australia in May 2021 and imported into the UK. The previous owner had the car for over seven years and in 2014 it won the Porsche Club of NSW Concours d'Elegance. The car has just had new brake discs, pads and handbrake shoes fitted, and is described as in fine running order and in great condition both inside and out. However, it is seldom used and thus is offered for sale. The car comes with a V5C document and current MoT.

£15,000 - 20,000
€18,000 - 23,000
No Reserve



160

1981 TOYOTA FJ40 LAND CRUISER 4X4

Registration no. CFM 493W

Chassis no. FJ40 330081

Engine no. 2F 487212

- *Iconic Japanese off-roader*
- *4.2-litre straight six petrol engine*
- *Manual transmission*
- *Purchased in Greece in 2022*
- *Serviced and ready to go anywhere*



In WW2 Toyota was charged with developing a Jeep-like four-wheel-drive off-road vehicle for the Japanese military, but it was not until the Korean War that this type of product began to assume any degree of importance for the firm. Commissioned by the United States government, the Toyota Jeep BJ that first appeared in 1951 was both larger and more powerful than the Willys Jeep that had inspired it, boasting a 3.4-litre six-cylinder overhead-valve engine. Following the end of the Korean War in 1953, Toyota began exploring the civilian potential of its new off-roader, introducing a more refined version powered by a 3.9-litre engine – the 20 Series – in 1955, by which time the evocative 'Land Cruiser' name had already been adopted. In 1960 the concept was updated as the 'FJ40', which for the first time incorporated a low-range auxiliary transmission complementing the existing three-speed synchromesh gearbox, giving six forwards speeds in total.

Toyota's iconic Land Cruiser is one of the few (possibly the only) 4x4 whose reputation compares favourably with that of the Land Rover. The Land Cruiser's impact has been considerable in the developing world.

Countless versions, both two- and four-door, have been built over the years on different wheelbase lengths and with either petrol or (from 1974) diesel engines, while some have been made with two-wheel drive only. The Land Cruiser was also built in Brazil as the 'Bandeirante' up to 2001.

Dating from 1981, the restored Land Cruiser offered here is powered by the 4.2-litre, straight six petrol engine and has manual transmission. As such it is a relatively late example of the original Land Cruiser family, which was superseded in 1984 by the J70 series. This Toyota FJ40 was purchased in Greece in January 2022, initially to compete in Greek classic rallies, and was imported into the UK very recently. Initially registered in Indonesia, it was used in Greece before being purchased by Alastair to use there for classic rallies. Unusually, it has fitted air conditioning, which is fully working. Since its arrival in the UK the vehicle has been returned to its factory suspension setup with new road springs and shock absorbers, and is serviced and ready to go anywhere. A 'must have' for the serious 4x4 collector/enthusiast. Offered with a V5C document and current MoT.

£20,000 - 25,000

£23,000 - 29,000

No Reserve

161

1967 CITROËN DS19 PALLAS SALOON

Registration no. RWF 721E

Chassis no. 444466S

Engine no. 0357009316

- *One of the most iconic motor cars of all time*
- *Left-hand drive*
- *Later short-stroke engine*
- *Manual transmission*
- *Restored in France in 2021*
- *Excellent condition throughout*



Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the futuristically styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival until very recently in the company's top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron.

Right-hand drive versions were assembled in England at Citroën's Slough factory up 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

A top-of-the-range Pallas model equipped with the manual transmission, this left-hand drive Citroën DS19 was purchased from Aix le Bains, France in May 2022. Alastair writes: "It had been subject to a complete restoration which was just fantastic as anyone looking at the car will see. A file of receipts is available. It is a wonderful car and needs to be used, which unfortunately it is not."

Finished in grey with tan leather interior - and described as in excellent condition in every respect - this beautiful modern classic is offered with the aforementioned restoration bills, a V5C Registration Certificate, and current MoT.

£15,000 - 20,000

€18,000 - 23,000

No Reserve

FURTHER PROPERTIES

162

1967 MORRIS MINI COOPER S WORKS RALLY CAR RECREATION

Registration no. SPC 9F
Chassis no. CA2S7 985390
Engine no. 9FSAY-45653

- Original Cooper S bodyshell
- Closely based on the works Mini 'LBL 6D'
- Bill Richards Racing 1,293cc engine
- Countless rare period-correct factory fittings
- Present ownership since 2010



Well known to the Chairman of the Works Register Robert Young, this Mini Cooper S 'Works Re-creation' was built for the previous owner by Kevin Clarke, builder of several very high specification works recreations and is well known in this field. The car's basis is an original Austin Cooper S bodyshell, built to Group 2 and Monte Carlo Appendix J regulations, with a considerable amount of detail taken and measured from the original Morris works car, 'LBL 6D', hence the 'Morris' badges. The bodyshell is strengthened around the subframe mounting points and around the handbrake; the cross-members are double skinned; and there is additional strengthening to the underside of the battery box. The correct Hydrolastic suspension is fitted. The car has two dip switches; Aaltonen could not reach the floor-mounted one so Stan Chalmers (BMC electrical wizard) fitted a column-mounted dip switch as fitted to this car. Correct Heuer watches and metal case Halda (cable connection not functioning) are installed, as is the correct capillary water gauge and Monte Carlo 200km/h speedometer with trip. The auxiliary lights are correct, with the middle two having the rare Continental lens and the fog lights on the outside (Lucas covers in door bin).

The original three-point John Alley roll cage is fitted, with hand-stitched padding and knuckle pad and original Irvin seat belts. The correct driver's bucket seat is trimmed in special red and grey cloth, while the seat frame for the driver's seat was specially made with the correct jubilee clip. The rare car jack as per the works Minis is mounted behind the driver's seat.

The navigator's seat has been extended in height and has an alloy seat base, not rubber diaphragms as on road cars, and there is a special headrest holding the belts in place.

There is padding to the doors, lock and 'B' post, all copied from the original car. The car rolls on Tech Del Minilite wheels shod with the correct Dunlop tyres .

On the rear seat there are the Monte Carlo over-centre clamps and 'T' piece protection for the fuel lines, with the correct fuel pump fitted under the seat. The rear seat is original, with red and gold brocade; however, the door bins are Newton. Rear shelf features helmets in the correct colours, 'T' braces, helmet pins, tool roll and leather straps to the rear seats. The boot rack is an accurate copy of the original, carrying the spare wheels.

The 1,293cc engine has been rebuilt to works rally specification by Bill Richards Racing. Running on twin 1.5" SU carburettors and displaying excellent oil pressure, the engine has fewer than 1,000 miles on its bores post-rebuild (none of them 'in anger'). Recently tuned by Tom Airey, it is said to start and run beautifully. Built by Bill Richards, the gearbox is a four-speed Quaife and at present a more usable 3.6:1 final drive is installed (see Bill Richards' accompanying booklet).

Forming part of the owner's private collection since circa 2010, and shown at events around the UK, the Mini was invited in 2011 to be centre stage with other rallying greats at The Essen Motor Fair celebrating 100 years of the Monte Carlo Rally (carrying 'LBL 6D' number plates, see photographs). Accompanying the car are three folders full of build details, invoices, photographs, MoTs, maintenance invoices, etc plus a separate folder detailing the engine specification, settings, etc.

£30,000 - 40,000
£35,000 - 47,000

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

163 Ω N

**2008 MERCEDES-BENZ SLR MCLAREN
'CROWN EDITION' COUPÉ**

Registration no. not registered
Chassis no. WDD1993761M001671

- *One of only ten Crown Editions made*
- *Kept on static display since acquisition by its first and only owner*
- *Recently recommissioned and serviced*





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.

In 2006 Mercedes-Benz introduced the '722 Edition, the '722' referring to the victory in the 1955 Mille Miglia of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.). The 722 Editions are highly sought after, with only 150 produced, and numerous upgrades over the standard car including a power boost to 641hp, revised dampers and aerodynamic upgrades.

The rare and ultra-exclusive "Crown Edition" was a run of 10 cars, picked from the production line and upgraded with 722-specification parts, including the uprated and modified engine, carbon fibre aerodynamic parts, stiffer dampers and 19-inch lightweight alloy wheels. The Crown Edition was truly a 722 in all but name.

Finished in White with Silver Arrow red leather interior, this SLR McLaren Crown Edition has had only one owner from new. Since acquisition the car has been kept on static display as part of the vendor's extensive private collection in the Middle East. The car has been recently recommissioned by Stratton Motor Company, which included service work, replacing various seals and an extensive overhaul of the fuel system to return the car to the road following its period on static display. It is offered with a copy of the 2008 purchase invoice.

£200,000 - 300,000

£230,000 - 350,000

No Reserve

Please note that this vehicle is not offered with a 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.

1965 LOTUS ELAN S2 SHAPECRAFT FASTBACK COUPÉ

Registration no. JBW 86D
Chassis no. 26/5808 LR908
Engine no. LP6192LBA



- Super-rare Shapecraft body conversion
- Single-family ownership for 50 years
- Lotus Replacement chassis
- Extensively refurbished in 2017 (in excess of £11,000 spent)
- Only 200 miles covered since
- Hitherto unknown to the register



The number of Elans converted by Barry Wood's Surbiton-based business is not recorded but the general consensus is that no more than 15 of his Shapecraft conversions were completed. Consisting of an aluminium top bonded to the original lower body section, the Shapecraft design soon found favour with the racing community due to its superior aerodynamics, with some reports suggesting a top speed improvement to in excess of 120mph.

'JBW 86D' was purchased from Gibson's Sports Cars in Christchurch, Dorset on 16th April 1973 for £695, a Mk2 Lotus Cortina being taken in part exchange (invoice on file). The new owner appears to have fitted some then-fashionable updates, adding a vinyl roof, Harry Moss radio and Revolution wheels. He enjoyed the car considerably, the mileage total increasing from 53,892 at time of purchase to 85,303 by October 1982 when it was deemed necessary to replace the engine. At around the same time, the ageing chassis needed renewal so a Lotus Replacement ('LR908') was fitted, with the DVLC being advised in order to update their records.

In the early 1980s, the Elan was gifted to the owner's son, its keeper ever since. While never completely 'mothballed', the car enjoyed a period of almost complete inactivity for many years until 2017 when it was decided to undertake some mechanical refurbishment in order to return it to the road. In excess of £11,000 was spent on bringing the car to a condition where it could be MoT'd and used again, albeit sparingly, with only 200 miles covered since.

While the Elan was undergoing repairs, it was viewed by another Shapecraft owner, who was able to authenticate the body conversion. An interesting observation was made regarding the lower roofline, which, until '26/5808' was discovered, was thought to exist only on the very first example before being raised on subsequent conversions. In late 2023, the Elan was subject to further mechanical refurbishment, although very little work was required for it to pass the MoT test again. Since then it has been exercised regularly and is running very sweetly.

Accompanying the car is the aforementioned invoice from 1973; recent maintenance invoices; the green logbook listing all the previous owners; and a current V5C document. There are also copies of email communications; a letter from Club Lotus chairman Graham Arnold, confirming this car to be a Shapecraft; and an online article chronicling Shapecraft's history and providing a register of known survivors. Unknown to the register and assumed lost many years ago, this is a truly historic find!

£35,000 - 45,000
€41,000 - 53,000

165

1997 MG RV8 ROADSTER

Registration no. P481 GPD

Chassis no. SARRAWBMBMG002070

- *Delivered new to Japan*
- *Exceptional condition*
- *Highly original*
- *Service booklet on file*



In 1992, 12 years after the last MG sports car had rolled off the Abingdon production lines, Austin-Rover made the inspired decision to revive this most charismatic of British marques by introducing an entirely new model: the MG RV8. The success of the Heritage replacement bodyshell for the MGB had demonstrated the continuing popularity of that car, so the decision was taken to base the new model on MG's most successful sports car, suitably re-engineered for the 1990s. The MG RV8 was announced at the 1992 Motor Show, its launch being timed to coincide with the MGB's 30th anniversary. Although recognisably related to its distinguished forebear, the RV8 was wider, lower and sleeker, featuring fully integrated body-coloured bumpers in the modern idiom.

Beneath the power-bulged bonnet there was the latest 3.9-litre version of the Rover V8 engine, a modern derivative of that used to power the MGB V8 back in the 1970s, mated to a Rover LT77 five-speed manual gearbox. With a maximum power output of 188bhp and capable of a top speed of 135mph, the RV8 was the most powerful MG ever at the time of its launch. The UK price on introduction was £26,500.

Only 1,983 MG RV8s were built in total, around 75% of which were exported to Japan, mainly to investors and collectors, with the remainder sold new in the UK. Many have since returned to this country like the ex-Japan car offered here. There was no left-hand drive version.

This quite exceptional example has covered a mere 687 kilometres (427 miles) from new and is in condition commensurate with the low mileage. It is understood the car had only one owner (a pharmaceutical company) in Japan and comes with the original service book recording four services (between 2000 and 2014 it covered only 124 kilometres). It has the optional full tonneau cover as well. It also has its original book pack and BMIHT certificate. It still has the original Michelin Pilot tyres fitted with the date 8/1995 on them, and even the 'pimples' still present on the tyre surface. It is highly unlikely that there is another example with such low mileage.

£35,000 - 45,000
€41,000 - 53,000

2010 FERRARI CALIFORNIA CONVERTIBLE

Coachwork by Pininfarina

Registration no. EU10 MVM

Chassis no. ZFFLJ65C000174598

- Ferrari's first V8 front-engined road car
- UK-delivered right-hand drive model
- Present ownership since October 2022
- Stored since acquisition



"The Ferrari California might just be the firm's most radical model. It's the first Ferrari road car to have a front-mounted V8 engine, the first to have a dual-clutch gearbox and, although not the first to have a removable hard-top, is the first to follow the current trend of having a fully retractable one that electrically folds into its boot." - *Autocar*.

Previously used for a limited series of exclusive coachbuilt soft-tops created on the 250 GT chassis in the late 1950s and early 1960s, the evocative 'California' name was revived by Ferrari in 2008 for its new 2+2 hardtop convertible. Featuring just two key sections, rather than the more commonplace three, the retractable roof was a particularly neat and compact example of the type, though the car had to be stationary before it could be operated. With the top in place, the California achieved the remarkable drag coefficient figure of 0.32, making it the most aerodynamic Ferrari to date. Inside, the customarily well-appointed Ferrari cabin featured an electronic handbrake and roof/gearbox controls on the curved centre console.

In its original incarnation the California's 4.3-litre V8 engine produced 453bhp, though from 2012 this was increased to 482bhp. Transmitted via a dual clutch to the seven-speed semi-automatic gearbox, those 453 horses made for a 0-62mph time of just 3.9 seconds and a top speed of 193mph. Performance was restrained by ceramic disc brakes all round.

This right-hand drive California was ordered via Ferrari GB dealership Jardine, Colchester, its original specification was Nero Daytona paint, Nero hide with Grigio stitching, Nero carpets, Daytona style seats, Giallo instruments, Carbon drivers and upper zones, Giallo brake calipers, Scuderia shields, rear panel in carbon and 20" Diamond polished alloys. The car has had six former keepers and has belonged to our vendor since 2nd October 2022 when it was purchased from Autostation in Elgin, Morayshire.

Not used since acquisition by the current owners, the Ferrari has been stored outside underneath a waterproof cover. Servicing may be required before further use. Accompanying paperwork consists of a V5C document; DVLA MoT history; and MoT to 18th September 2024. The current odometer reading is circa 33,000 miles.

£45,000 - 65,000
€53,000 - 76,000

167

1999 FERRARI 550 MARANELLO COUPÉ

Coachwork by Pininfarina

Registration no. T962 UCH

Chassis no. ZFFZR49C000114662

- Rare right-hand drive example
- Present ownership since 2015
- Garage stored since acquisition



"The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago." – *Car* magazine.

With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car.

Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. Interior highlights included perforated aluminium pedals, a polished aluminium gear lever, embossed shields to the headrests, and Daytona-style leather trim.

One of only 457 right-hand drive examples of a total production of 3083, the beautiful Ferrari supercar offered here was first registered on 3rd March 1999 and has had three former keepers. It was ordered via Ferrari UK and their dealer Glenvarigill, Edinburgh. The car was ordered in Rosso Corsa with Crema hide and Bordeaux carpets. The car has been owned by our vendor since November 2015. Since acquisition by our vendor the Ferrari has been garage stored and not used. Servicing will be required before the car returns to the road. Accompanying paperwork consists of an owner's handbook, a V5C document and DVLA MoT history. The current odometer reading is circa 44,239 miles.

£60,000 - 80,000
€70,000 - 94,000

2006 FERRARI 612 SCAGLIETTI F1 COUPÉ

Coachwork by Pininfarina/Scaglietti

Registration no. LF55 JDK

Chassis no. ZFFAY54C000145637

- *Right-hand drive example*
- *F1 semi-automatic transmission*
- *Present ownership since 2018*
- *Garage stored since acquisition*
- *Circa 32,000 miles recorded*



In naming its new four-seater Gran Turismo after Carrozzeria Scaglietti, Ferrari acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. Founded by Sergio Scaglietti in 1951 and now a wholly owned subsidiary, the company has been responsible for manufacturing many of Ferrari's most memorable cars.

The 612's design brief called for a car capable of accommodating four adults in comfort - rather than being merely a '2+2' - without sacrificing any of the superlative driving dynamics expected by dedicated Ferrariists. Introduced in 2004, the result was the biggest Ferrari road car ever, yet one that weighed less than the smaller 456M. The 'secret' lay in the 612's lightweight aluminium chassis, a mixture of extrusions, castings and panels, which replaced the traditional sheet-steel monocoque.

In styling the 612, Pininfarina paid homage to one of its most famous past creations: the fabulous 375 MM commissioned by renowned Italian film-maker Roberto Rossellini for his wife, Ingrid Bergman, the long nose and scalloped sides of which find echoes in the Scaglietti. No content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque.

The improved F1 semi-automatic transmission now changed ratios more quickly, while manual/automatic, 1st and reverse gears could now be selected using a gate on the centre console, rather than only by means of the steering-wheel paddles.

The 612 Scaglietti also featured active damping and adaptive suspension, its steering wheel-mounted controls enabling selection of either 'Normal' or 'Sport' modes, while the integrated Electronic Stability and Traction Control System (CST) is a Ferrari first. Lighter, more powerful and endowed with superior suspension and brakes, the 612 Scaglietti was around six seconds per lap quicker around Ferrari's Fiorano test track than the 456M. Its top speed? 196mph (315km/h).

A rare right-hand drive example, this 612 was ordered via Meridien Modena in Nero Daytona, with Crema hide, Nero carpets, Daytona style heated seats with Nero piping, Scuderia shields and Rosso brake calipers. The car was first registered (as '56 X') in January 2006 and has had four former keepers. The car has been owned by our vendor since November 2018. Since acquisition the Ferrari has been garage stored and not used. Due to its period without use, servicing may be required before further use. Accompanying paperwork consists of an owner's handbook, a V5C document and DVLA MoT history. The current odometer reading is circa 32,000 miles.

£50,000 - 70,000
€59,000 - 82,000

169

2007 FERRARI 599 GTB FIORANO F1 COUPÉ

Coachwork by Pininfarina

Registration no. RX56 NTV

Chassis no. ZFFFD60C000151956

- Rare right-hand drive example
- F1 semi-automatic gearbox
- Present ownership since September 2021
- Stored since acquisition
- Circa 36,000 miles recorded



"The Ferrari 599 offers mind-blowing pace and handling. Quite possibly the best Ferrari of its generation. We'll spare the 911 Turbo the ignominy of comparison times, because the Ferrari has moved the game onto another level." – *Autocar*.

Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track. In designing the 599, Ferrari abandoned the tubular steel chassis of the preceding 550/575, adopting a more advanced and lighter all-aluminium chassis of greatly increased stiffness. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'.

The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the front brake ducts and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Developed as part of Ferrari's Formula 1 programme, the paddle-shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599. A conventional six-speed gearbox was available also. Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers.

The right-hand drive example offered here was ordered via Maranello Sales, Egham and first registered January 25th, 2007. The original specification was Grigio Silverstone with Sabbia hide, Grigio Scuro carpets, Daytona style seats, carbon Drivers Zone, Bose Hi-Fi, Aluminium finish calipers, Scuderia wing shields and 20" Challenge wheels. The car has been owned by our vendor since September 2021. Kept on static display since acquisition as part of a collection, servicing may be required before further use. Accompanying paperwork consists of a V5C document and DVLA MoT history. The current odometer reading is circa 36,000 miles.

£60,000 - 80,000
€70,000 - 94,000

170

1987 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. L246 NMJ

Chassis no. ZFFAA17C000075642

Engine no. 10751

- *Single wheelnut example*
- *Rare right-hand drive example*
- *Present ownership since 2013*
- *Kept stored in a heated garage since acquisition*



Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' 512 Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine. Reflecting Ferrari's racing heritage, the latter had first appeared in 4.4-litre form in the 365 GT4 BB having been developed using experience gained from the Maranello firm's World Championship-winning, flat-12 Formula 1 and sports-racing units. As deployed in the Testarossa, this unique engine now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 290km/h (180mph).

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

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

This example of Ferrari's epoch-defining supercar was built in December 1987, by which time the early cars' controversial high single mirror (monospecchio), had been replaced by two conventional mirrors mounted lower down on the 'A' posts. Of the 7177 Testarossas produced a mere 419 examples were right hand drive. According to the accompanying letter from the Maranello Concessionaires Archive, the Ferrari supercar offered here was first registered E905 LYN on 19th January 1988 to a Mr Norton of Pacific Oil. The car was ordered via the H.R. Owen dealership in London in Rosso Fer 300/9, with Crema hide, Nero dashboard and centre console and red carpets. This example has had seven former keepers. The car has been owned by our vendor since June 2013. Since acquisition the Ferrari has been stored in a heated garage and not used. The bodywork, paintwork and interior are described by the vendor as in good condition; however, the car's mechanical condition is not known due to its period of static display. Servicing will be required before the car returns to the road. Accompanying paperwork consists of an owner's handbook, a V5C document, DVLA MoT history, and a file of past MoTs and service/repair bills. The current odometer reading is circa 29,955 miles.

£90,000 - 110,000
€110,000 - 130,000

171

1958 JAGUAR XK150 3.4-LITRE DROPHEAD COUPÉ

Registration no. VXH 300

Chassis no. S827180DN

Engine no. V4795-8

- *Original, right-hand drive, UK-delivered car*
- *Professionally restored between 2014 and 2015 (bills available)*
- *Numerous desirable upgrades*
- *Fewer than 2,000 miles since completion*



A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes: at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and automatic transmission were options.

Its accompanying JDHT Certificate reveals that this original right-hand drive XK150 drophead coupé was despatched new to Henlys, London on 14th August 1958. The car left the factory equipped with the overdrive gearbox and was finished in British Racing Green with Suede Green interior trim and black hood. The original registration was 'VXH 300', which is retained.

More recently this XK150 DHC has been comprehensively restored on a new chassis by recognised specialists and upgraded with sensible modifications to achieve a fast and dependable car without compromising that classic Jaguar character. Carried out between 2014 and 2015, these works include an engine rebuild by Foxcraft Engineering Ltd of Stockbridge; bodywork restored by Leaping Cats of Coventry; a bare-metal respray; and a complete interior re-trim and new hood by Suffolk & Turley.

Desirable upgrades include a Broadspeed five-speed gearbox and differential; Autospars wiring loom; Powerlite starter motor; aluminium radiator; Classicfabs exhaust manifold; and Coopercraft brake callipers. Around £70,000 was spent on this complete restoration and the car has covered fewer than 2,000 miles since completion. Documentation on file includes the aforementioned JDHT Certificate; extensive bills dating back to the 1990s; a UK V5C Registration Certificate; and a photographic record of the Leaping Cats bodywork restoration. The original chassis is with the vendor and can be collected post-sale together with the original gearbox (both in a poor state).

£75,000 - 95,000
€88,000 - 110,000

1987 PORSCHE 911 CARRERA 3.2-LITRE TARGA

Registration no. YIA 590
 Chassis no. WP0ZZZ91ZHS140305
 Engine no. 63H0766

- *Matching numbers*
- *G50 example*
- *Engine rebuilt in 2010 at 85,800 miles*
- *Very well maintained (huge file)*



Porsche revived the evocative Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the title to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine, from the start of the 1984 model year. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. An ECU controlled the fuel and ignition systems for the first time on a 911, enabling the engine to be both more powerful and less thirsty. As a result, this enlarged and extensively revised power plant now produced 231bhp, 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph (244km/h) with 100mph (160km/h) reachable in a breathtaking 13.6 seconds.

No major changes were made to the bodyshell, though there was a new front spoiler with integral fog lamps, while the number of models on offer remained at three: Coupé, Targa, and Cabriolet. Thirty-plus years on, the Carrera 3.2 is now highly sought after and for very good reason, though finding one is not that easy.

Finished in classic Grand Prix White with black roof and grey/blue interior, this Targa model was delivered new in County Antrim, Northern Ireland by Isaac Agnew Porsche, and being a later model has the improved G50 five-speed manual transmission. Its first owner did not stint on the 'extras', the list of desirable factory-fitted options running to no fewer than 14 items (list available).

Circa 1988 the car was brought to mainland UK having covered approximately 10,000 miles. It comes with a most substantial maintenance history from new supporting mileage and condition, including MoTs from 1995 and invoices from 1991 to date. Points to note are repairs to the 'kidney bowl' areas around 2006; Targa roof refurbishment by JZM; and an engine rebuild in 2010 at 85,800 miles (the current odometer reading is 95,700 miles). The Porsche had belonged to the previous owner for 23 years and was purchased at 74,520 miles.

A highly original and well-presented example, the car is said to drive really well, the gearbox shifting smoothly and the lights, mirrors, seats and window electrics operating as they should. The paintwork is neat and the interior clean, with only a little wear, primarily to the velour on the driver's seat.

Accompanying paperwork includes the original service book and handbook, a V5C registration document, and a Certificate of Authenticity confirming matching numbers.

£38,000 - 48,000
€44,000 - 56,000

173

1949 LAND ROVER SERIES I 4X4 UTILITY

Registration no. HBT 371

Chassis no. R866615

Engine no. 866714

- Preserved in the early 1980s
- Restoration completed in 2020
- Many original components retained.



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.

This 1949 model was first registered in July of that year and delivered new to Armstrong's of Hull. In the early 1980s a group of local enthusiasts preserved the vehicle on account of its high degree of originality. An extensive restoration was completed in 2020, retaining many of the Land Rover's key features. All importantly this example retains its original engine, gearbox, axles.

During the restoration the chassis was shot blasted and repaired, and the bodywork was renewed and repaired where required. The engine and gearbox and axles were refurbished. The engine was fitted with new pistons and valves. The radiator was fitted with a new core. Electrics were refreshed, including the wiring loom. The brakes and fuel system received new hoses and pipes, along with a new fuel tank and fuel pump. Girling brakes were fitted.

The speedometer was changed during the rebuild (current odometer reading is circa 00001 miles). This restored 'Landie' is finished in red, suggesting it may have been an Auxiliary Fire Service vehicle during its early working life. Offered with a V5C document. A post-restoration shake down and service is recommended after a period in storage.

£27,000 - 35,000

€32,000 - 41,000

No Reserve

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



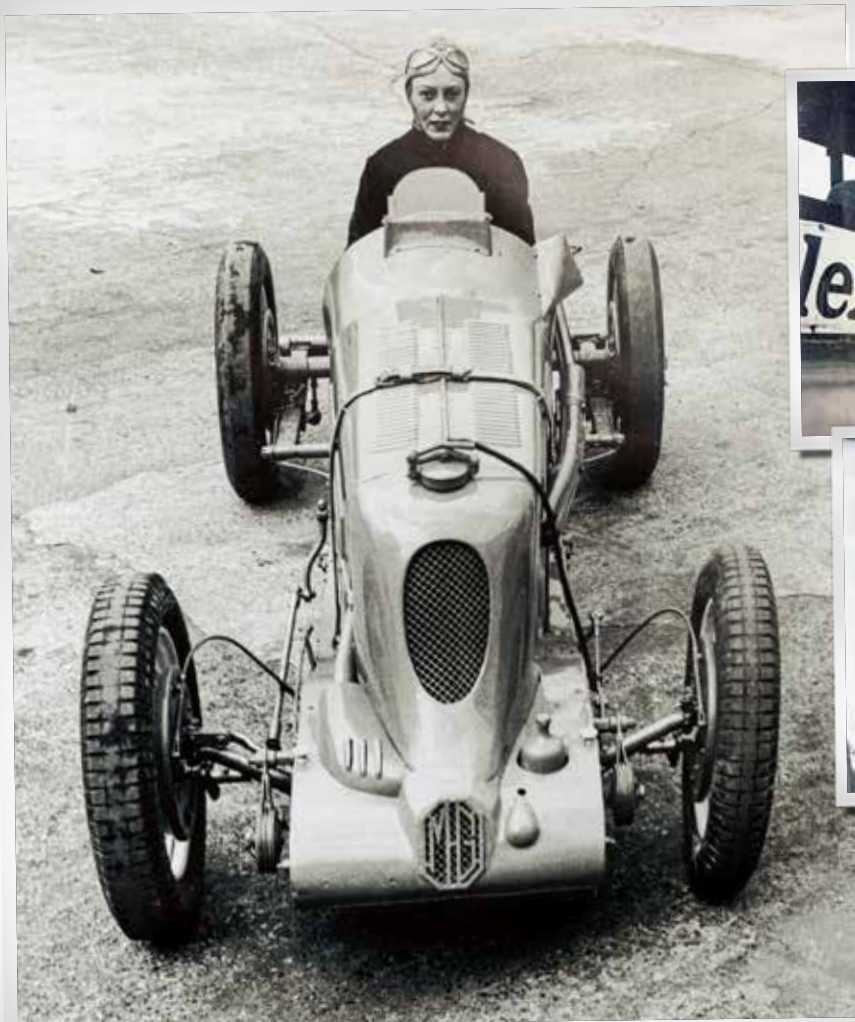
This remarkable MG was offered - and sold - at the recent Bonhams Goodwood Revival sale in September. The buyer at that sale was unable to complete the purchase and it thus presents another opportunity to the many collectors who expressed an interest at Goodwood. The estimate of £140,000 - 180,000 remains the same and, apart from this disclosure, the catalogue description also remains the same.

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.



One of the leading female racing drivers of 1930s. Doreen Evans was the youngest child in a motor-racing family whose business, the Bellevue Garage in Wandsworth, was a leading MG agency © Alamy

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 Montlhéry 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.

Notwithstanding the fact the car has been validated by the Pre-War MG Register and has been exposed in historic racing and articles, we acknowledge the car has been adapted and altered extensively throughout its life. Accordingly bidders should recognise we are unable to confirm what parts of the motor car are original. An exceptionally rare car with a fascinating history, and a most unlikely survivor, this historic MG racer will surely delight the fortunate next owner.

£140,000 - 180,000
€160,000 - 210,000

175

1912 DELAHAYE TYPE 43 LANDAULETTE

Coachwork by Chabrol Jeune, Toulouse

Registration no. XZ 48

Chassis no. 7041

- Imported from France in 1991
- Restored in 1992
- Dry stored since acquisition in 2000
- Requires recommissioning



This fine Delahaye was offered - and sold - at the recent Bonhams Beaulieu sale in September. The buyer at that sale was unable to complete the purchase and it thus presents another opportunity to the many collectors who expressed an interest at Beaulieu. The estimate of £45,000 - 55,000 remains the same and, apart from this disclosure, the catalogue description also remains the same.

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1895 and later branched out into commercial vehicle manufacture. Emile Delahaye himself designed the early cars and remained with the company he had founded after its sale in 1897. He retired in 1901 due to ill health, leaving Delahaye in the capable hands of production manager Charles Weiffenbach and chief engineer Amédée Varlet. The firm built single- and twin-cylinder models initially, and introduced its first four-cylinder car – the Type 11 – in 1903. In 1909, H M Hobson began importing Delahaye vehicles into the UK, while in 1911 Varlet invented and pioneered the V6 engine in the Type 44.

By the outbreak of The Great War, Delahaye had established a reputation for quality and reliability and was ranked in the top ten of French carmakers. During WWI, Delahaye manufactured military trucks, FN rifles and parts for Hispano-Suiza aero engines.

Powered by a 3.0-litre four-cylinder overhead-valve engine driving via a four-speed gearbox, this Delahaye Type 43 was imported from France in 1991 by the previous owner and underwent a restoration the following year. The current owner purchased the car in 2000 and it has been kept in dry storage ever since.

We are advised by the vendor that both the engine and transmission will require light recommissioning before the car returns to the road. Otherwise, the Delahaye is described as in excellent condition, with good electrics. Accompanying documentation consists of photographs of the 1992 restoration, an old-style logbook and a V5C Registration Certificate.

£45,000 - 55,000

€53,000 - 64,000

176

1974 JAGUAR E-TYPE SERIES 3 V12 COMMEMORATIVE ROADSTER

Registration no. GKD 444N

Chassis no. 1S2843BW

Engine no. 7S16493-SA

- One of the final limited editions of 50 V12 Roadsters
- Automatic transmission
- Five owners from new (three in the same family)
- Always garaged and maintained



The rare and exclusive E-Type offered here is one of 50 special V12 roadsters built to commemorate the end of the model's production in 1974. Chassis numbers commenced at '2822' and ended with '2872', all bar one of the 50 cars being finished in black.

Testing the E-Type Series 3 back in 1972, Road & Track magazine reckoned the new V12 power unit, "a sheer delight... a lovely piece of machinery, lovely to listen to and lovely to behold... The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range".

This superior refinement would have counted for little had the Series 3 proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp. Top speed was well in excess of 140mph, and further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, 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 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This commemorative model has had five owners including the current vendor, the three most recent being members of the same family. The E-Type was used only for pleasure and has always been garaged and maintained. There are bills on file issued by recognised specialists for various works dating back to 2003, including one from Don Law Jaguar Specialists of Stoke-on-Trent for a minor repair after hitting a gate post manoeuvring the car at home (£3,938) and another from Kelbrook Classics of Barnoldswick for new chrome wire wheels in 2023 (£1,678). Also present are other bills relating to general servicing and maintenance. This most collectible of V12 E-Types is offered with current MoT and a V5C document.

£85,000 - 125,000
£100,000 - 150,000

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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1954 BRISTOL 450 LE MANS TWO-SEAT SPORTS CAR WORLD CHAMPIONSHIP RACING AERODYNE COUPÉ RECREATION

Registration no. SIB 450

Chassis no. 406/5362

Engine no. 1192

- *Astonishing twin-finned type 450 Coupé recreation*
- *Construction costs in excess of £270,000*
- *Last used in competition at Silverstone in 2021 FISCAR*
- *Beautifully presented with restoration invoices available*
- *Winner in The Le Mans 24 hour Legends Class of the Special Jury Endurance Prize in the 2022 Art et élégance à Chantilly*





© Patrick Leveque and Classic & Sports Car



Any car-mad schoolboy of the early 1950s would have coveted the contemporary Dinky Toy model of this breathtakingly futuristic-looking aerodynamic Le Mans racing Coupé. At the 1954 edition of the renowned day-long French endurance race, the British factory team of three such Bristol 450s purred past the chequered flag to finish first, second and third in their 2-litre Category, and 7-8-9 overall. They were led home on distance completed only by one 3-litre class car, three 5-litres and two 8-litre runners...confirming just how much reliable efficiency had been hand-crafted into these space-age looking cars by the car division of the Bristol Aeroplane Company. The 1954-season works Coupés also did battle in that year's Reims 12-Hour race, and again finished in line-astern team order, on this occasion second, third and fourth in the 2-litre class and 10-11-12 overall.

Back again at Le Mans for the 1955 24-Hour challenge, the revised and updated team of Bristol 450C cars repeated their 1-2-3 clean sweep of the 2-litre class, and again took the chequered flag 7-8-9 overall.

In effect these identical back-to-back clean sweep results at Le Mans – in the world's most coveted endurance racing classic - represented 'mission accomplished' as far as the Bristol company's management was concerned, and, even though not involved in the disastrous accident during that 1955 race which causing so many spectator fatalities, the marque withdrew from further racing involvement thereafter.

Only one open-bodied 450 model survived the general dismantle-and-scrap decision that followed, so every one of the original sleek, twin-finned Coupé cars was broken up – and hence became long lost to posterity.

However, here Bonhams|Cars proudly offers this magnificently hand-crafted recreation Bristol 450 Le Mans, assembled from a rare combination of original and reproduction components and beautifully bodied in the historic former factory team's most sophisticated streamlined form.

Enthusiastic French Bristol 404 owner Olivier Boré master-minded this extraordinary project, and as quoted in a 2022 *Classic & Sportscar* magazine article on it he explained:

"Initially, I was looking for an aerodynamic car...and I've always been fascinated by this kind of streamliner, like the Bugatti Atlantic. But the cars that appealed to me were either impossible to find or too costly.

The idea of recreating a coupé slowly germinated in Boré's mind, and he commissioned Andrew Mitchell of Wiltshire-based Bristol and coachwork specialist Mitchell Motors to consider such a project.



"Andrew found a 406 chassis that was close to that of the late-1953 development mule," then sought a rare team-type '12-pipe' 6-cylinder Bristol engine, so named because it could accept three twin-choke carburettors instead of the single-choke Solexes of the touring version. Amazingly the quest proved successful, and the power unit was rebuilt close to original specification. No Le Mans-type transaxle gearbox could be found, so a 4-speed Bristol gearbox with overdrive was adopted, mounting in unit with the engine. Disc brakes were adopted instead of Alfin drums, and the advanced cast-alloy wheels were painstakingly remanufactured.

After tremendous, and ingenious, research and 3D digital imaging the supremely elegant and visually startling aerodynamic bodywork was recreated over a two-year period, hand-crafted again in aluminium and finished in the closest possible shade of 'grass green' to the 1954-55 original.

The curved Plexiglas windows were remade and the windscreen recut from an MGB original – risky operation in itself which saw two screens shatter before the third survived and was thankfully mounted within the new bodyshell.

Every aspect of the car's reproduction was conducted with painstaking attention to detail. Olivier Boré unearthed various artefacts from Bristol's racing programme, including the 1954 Le Mans trophy they won, an engraved mug and even the original steering wheel from the car driven by their most prominent driver (at the time), Jack Fairman. In fact for the 1955 race Bristol's reserve driver was an ambitious Australian newcomer – named Jack Brabham, later three-time Formula 1 World Champion, no less. Other original ex-team components embodied include the rev counter and speedometer, provided by the late Jack Fairman and also included within this Lot are his personal Driver pin (1953-1954 Le Mans, his autograph with portrait, the original 1954 Le Mans pewter tankard (Bristol Team), and his driver armband. Also included are an original 1954 Le Mans programme autographed by no less than race-winning Ferrari works driver José Froilan González, plus original 1954 photographs, a large colour engraving showing the Bristol 450 and autographs of Jack Fairman and the Bristol team.

Acquiring the steering wheel from Jack Fairman decided M. Boré to adopt upon the car race number '33', that of Fairman and Tommy Wisdom's works entry in the 1954 race. He also added the St Christopher medal now fixed to this car's dashboard which belonged to prominent racing driver/dealer Tony Crook, the Bristol agent who took over the marque in 1973.



The car is accompanied today by a sizable document collection including original invoices for construction costs, totalling £273,635,40 "for the total restoration of the Bristol 450".

This unique and supremely attractive aerodyne's active debut followed at Goodwood 2021, in a Bentley meeting at which it proved an absolutely riveting attraction. M. Boré also entered the car at Silverstone that August and at Castle Combe, before displaying it at the Paris Retromobile exhibition at which it headlined... It was also displayed at the highly regarded Art et élégance à Chantilly in 2022 featuring in the Le Mans Legends class, and winning the Special Jury Endurance Prize

A blast around the Le Mans circuit followed and at Monthléry highly respected French writer Serge Cordey drove it, reporting how: "... the race-spec straight-six starts with a thunderous noise and, after a 68-year wait, the Bristol tiptoes out onto the historic circuit... once up into fourth, a small switch on the dash allows you to flick in and out of overdrive.

"The steering becomes lighter but remains precise as the pace increases. Attacking the banked turns, it tracks to the millimetre and holds its line faithfully. The overall feeling is of a stable and balanced car...so true to the original that it's easy to imagine the drivers in period enjoying much the same sensations.

"For its owner, and all those who see the reborn 450 Le Mans, its extraordinary form is a key part of the accomplishment...what imaginative engineers could create at a time when the science of aerodynamics was still in its infancy."

Right here – right now – we offer this mouth-watering recreation of that startlingly futuristic early-1950s design – which we most emphatically recommend to the market. It would be wonderful to see the car grace further competition grids, paying homage to the original cars which no longer exist. Built at significant expense this is arguably as close to the real 450LM Coupe than anyone will ever get. Offered from a significant Bristol connoisseurs collection this is a car for the cognoscenti.

Interested parties should note that this Lot is sold with race equipment including: rims, tyres, roll bars, harness, cameras, circuit lap counters which will be available for collection at the buyers expense from marque specialist Andrew Mitchell workshop in Wiltshire. FIA HTP papers should be applied for by the new owner.

£140,000 - 240,000
€160,000 - 280,000

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1930 ASTON MARTIN INTERNATIONAL 2/4 1½-LITRE SPORTS TOURER

Registration no. GJ 5570

Chassis no. S39

Engine no. S39

- *Brooklands and Silverstone race history*
- *Restored by marque specialists Jim and Bruce Young in the early 1990s*
- *Present ownership since December 2007*
- *Serviced annually since acquisition*
- *Well documented history*



Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication, and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), only 81 Internationals were manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.



This 'short chassis' International ran at Brooklands on 25th July 1931 in the LCC Relay Race driven by C H Masters - Aston Martin's accountant. The car's first owner was one G Currie of Kensington, and the second - from 1948 - one J Smith of Leigh-on Sea, while others included Michael Pestell of Wembley, who campaigned the car in the St John Horsfall Race at Silverstone in 1953. 'GJ 5570' was later owned by Ian Todd of Purley from 1970 to 1989, when it was acquired by respected Aston Martin International restorers, Jim and Bruce Young. Restored over a five-year period for their own private collection, the car remained in the Youngs' ownership until December 2007 when it was purchased by our vendor at Bonhams' Olympia Sale (Lot 648).

The 'matching numbers' International had remained in highly original condition and great pains were taken to preserve this originality during restoration. Still containing its original crankshaft, the engine was fully stripped and rebuilt. The car sits on correct 21" wheels, while other features of note include the original worm drive rear axle, dry-sump lubrication system, Perrot brakes, German silver radiator, stainless-steel exhaust system, folding windscreen, two-piece tonneau and excellent hood. Finished in black (body) and Regency Red (chassis), the car boasts a red leather-upholstered interior featuring comprehensive instrumentation (restored by John Marks) including Jaeger 0-6,000rpm tachometer (Bertelli team car size), speedometer and clock.

Used sparingly since restoration, 'GJ 5570' is nevertheless well-known in AMOC and VSCC circles. The car won a 2nd class award at the VSCC's 65th Anniversary Concours at Malvern in 1999 and came 2nd in Class A at the AMOC's Upton House Concours d'État in 2001.

Since purchasing the International our vendor has given the car an extensive service every year regardless of the mileage covered, it has been part of a large private collection and professionally stored. They also fully rebuilt the gearbox, serviced the car and restored the carburetors in February of this year, a new and upgraded starter motor being installed at the same time.

Described by our vendor as in excellent condition throughout, 'GJ 5570' is offered with a V5C document, and a photographic record of its 'as found' condition and subsequent restoration.

£125,000 - 150,000
€150,000 - 180,000

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1970 FERRARI 365 GT 2+2 BERLINETTA

Coachwork by Pininfarina

Registration no. UIG 363

Chassis no. 13857

Engine no. 13857

- *Rare right-hand drive example*
- *Brought to the UK in 1974*
- *Believed restored in the early 1990s*
- *Recently recommissioned by Autofficina*
- *Under 40,000 miles from new*





By the mid-1960s, 50 percent of all Ferraris produced were being built with four seats, and following on from the success of its first such model, the 250 GTE of 1960, Ferrari introduced the 330 GT 2+2 in January 1964. The newcomer's steel tube chassis was 2" longer in the wheelbase than that of its predecessor and featured independent front suspension and a live rear axle. Beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4-litre V12 coupled to a four-speed overdrive gearbox. Its replacement, the 365 GT 2+2, was launched at the Paris Salon in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date. A total of 800 cars had been completed by the time production ceased in 1971.

Endowed with fine handling and a supple ride, the 365GT 2+2 was rated by *Car* magazine as "the most civilised Ferrari yet". Impressed by the car's build quality, *Car & Driver* reckoned it, "prototypical of the new Ferraris where everything fits and falls together accurately, as needs must if Ferrari is to survive in the US market". The respected American magazine found the overall effect to be "one of a very real and serious, ultra luxurious, high-speed touring machine," yet no compromises had been made in the handling department: the 365 GT 2+2 remained very much a driver's car in the traditional Ferrari manner. *Road & Track* agreed: "Out on the open road this car really comes into its own, as does any Ferrari; the power steering makes it seem light on its feet and the giant Michelin XVR tyres furnish high cornering power with little fuss."

Factory records show that this matching numbers 365 GT 2+2 was sold new to TECO in Hong Kong (believed to be the Taipei Economic and Cultural Office) and first owned by one J Tuby. The car was delivered in right-hand drive configuration equipped with air conditioning and Voxson radio, and was finished in Oro Kelso (gold metallic) with Nero (black) Connolly leather interior. In September 1974 the Ferrari was shipped to the UK, enjoying a further four owners in this country (list on file) before passing on one G Swarbreck in 2003 at 37,435 miles. Previously registered 'GPF 946J', the car would appear to have been restored in the early 2000s while owned by Mr G Swarbreck (there are numerous invoices of file from Nick Cartwright Specialist Cars and other firms). Mr Swarbreck owned the Ferrari for the next ten years, and in April 2013 it crossed the block at Bonhams' RAF Museum Hendon Sale (Lot 385), passing to a Dr J Hull.

Since its recent acquisition by our vendor the car has been sent to London Ferrari specialists Autofficina where it was recommissioned at a cost of £13,000 (bills on file). Fewer than 100 miles have been covered since the works' completion out of the fewer than 40,000 miles the car has covered from new.

£135,000 - 165,000
€160,000 - 190,000

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

180 Ω N

Number '001' of 240; one owner and circa 200km on the odometer

2009 ASTON MARTIN V8 VANTAGE N400 ROADSTER

Registration no. not UK registered

Chassis no. SCFBF04G48GD10867

- Built to Swiss specification
- Various bespoke upgrades
- Offered from an extensive private collection
- Recently recommissioned by Stratton Motor Company



"The special edition Aston Martin V8 Vantage N400 commemorates the success of the V8 Vantage N24 production race car in the legendary Nürburgring 24 Rennen, a gruelling 24-hour race. This race-bred production car uses a more potent version of Aston Martin's 4.3-litre engine, raising peak power to 400bhp, hence the 'N400' name..." - Aston Martin.

Aston Martin tests all its production models at the fearsome Nordschleife circuit, so its achievement at the 2006 Nürburgring 24 Rennen, when an N24 Vantage finished a highly creditable 4th in class, is perhaps not so surprising. Introduced for the 2006 model year, Aston Martin's V8 Vantage Coupé had been launched at the 2005 Geneva Motor Show, a convertible Roadster following later that year. Although it resurrected a famous model designation from the Company's past, the latest Vantage was all-new, featuring a 4.3-litre quad-cam V8 engine loosely patterned on Jaguar's 'AJ' unit and equipped in its Aston guise with dry-sump lubrication.

As well as being 20bhp more powerful than the standard production model, the N400 featured numerous chassis and suspension upgrades and lightweight 20" forged alloy wheels. Coupé and roadster versions were available and there was a choice of six-speed manual or 'Sportshift' semi-automatic transmissions. The N400 was available in three special paint colours: Bergwerk Black, Lightning Silver and Karussell Orange, and each car came with a numbered plaque and perforated leather trim, the latter featuring a map of the Nürburgring stitched into the centre armrest.

Only 480 were made (240 coupés and 240 roadsters), making this track-orientated model one of the rarer and more collectible of recent Aston Martins. (480 was chosen as the production figure as that represents the N400's Nürburgring lap time in seconds.)

Ordered new by our vendor, one of Aston Martin's VIP clients, the N400 we offer is number '001' of the 240 roadsters made (the chassis plate states that it conforms to all applicable Gulf/Saudi motor vehicle standards). Finished in Lightning Silver with Obsidian Black leather interior, this car has the Sportshift transmission option and incorporates several upgrades requested by the vendor (see bill on file). Kept on static display as part of the vendor's extensive private collection, the Vantage benefits from recent recommissioning by Stratton Motor Company which included service work fluids, filters etc. Accompanying documentation consists of copies of the original sales invoice and photocopy Swiss Carte Grise. A duplicate original Swiss Carte Grise has been applied for and it is hoped this will be available at the time of auction.

£40,000 - 60,000

€47,000 - 70,000

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 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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1937 ROLLS ROYCE PHANTOM III SEDANCA DE VILLE

Coachwork by Barker & Co

Registration no. MNM 425W (Isle of Man)

Chassis no. 3-CP-186

Engine no. A68C

- Displayed on the Barker & Co stand at the 1937 Earls Court Motor Show
- Known ownership history
- Present ownership since 2009
- Maintained by pre-war Rolls-Royce specialists Silver Chalice, Sheffield
- Recently repainted and re-chromed
- Dry stored between 2018 and 2022



This magnificent Phantom III was built for the Motor Show of 1937, the first to be held at Earls Court, where it was exhibited on the Barker & Co stand. First registered as 'CWR 450' on 9th November 1937 to British Ropes Ltd of Doncaster, South Yorkshire, the Phantom passed through the hands of HR Owen, London in 1945 and circa 1946 was registered to one Fredrick Lawrence of St Ives, Cornwall. Mr Lawrence was followed by Captain Wilson Filmer of Little Weighton, Hull in 1947, and from 1959 by Ray Rutherford-Smith. The Rolls-Royce subsequently passed through various hands until it was acquired in 1976 by Stanley Thompson of Wisbech, Cambridgeshire, who owned it until 1993. John Breheney of Beccles Norfolk owned the Phantom from 1993 to (possibly) 2005 when it passed to one J R Moore of St Marks, Isle of Man where it was registered as 'YMN 111'. The current vendor purchased the car in 2009 at an auction in the Isle of Man.

The Phantom is believed to have been used by the Lord Mayor of London from 1965-1967; there is a letter on file from 'The Private Secretary to the Lord Mayor' concerning the car in 1979. Also present are extensive records dating back to the time of manufacture: copies of original build sheets, buff logbooks, letters and notes from past owners, photographs, etc. Among them is a letter and invoices from Rolls Royce Ltd, Willesden relating to service history from the 1940s to the 1960s.

Also on file is a copy of an article in *Motor* (26th May 1979 edition). The magazine's tester was obviously enamoured of the Phantom: "I have this vision of how I would use CWR 450 were she mine. I would use her every year for a two-week summer jaunt to the French Riviera. We would spend the first week driving down there, and the second week driving back; we would travel entirely by country roads, lunching on French bread and Beaujolais by the roadside; we would amble along in our own good time, with dignity, and in comfort and silence; and we would have absolutely no doubt that the old girl would get us there and back without faltering. She inspires that kind of faith, for the quality really does endure."

During present ownership the car has been maintained by pre-war Rolls-Royce specialists Silver Chalice in Sheffield. Recently the Phantom was resprayed in cream over black and the brightwork re-chromed, the works being completed in 2018. Stored between 2018 and 2022, though regularly run up to temperature, the Phantom is described as in great condition both inside and out.

£40,000 - 60,000

€47,000 - 70,000

1957 MGA COMPETITION ROADSTER

Registration no. 148 DRB
Chassis no. HMK1329760
Engine no. 16JL-V-L11892

- *Built and raced successfully by Derek Baker between 1980 and 1992*
- *MG championship-winning car*
- *Present ownership since 2001 (bought from Derek Baker)*
- *Driven to many events including Le Mans and Le Mans Classic*



The MGA roadster offered here is a former competition car which is road legal. The engine is an MGB race five-bearing 1,932cc unit, fed by a Weber 45 DCOE carburettor, which is fitted with a stainless steel big-bore exhaust system with tubular competition manifold. The engine is cooled by an MGB wide-core radiator ducted from the grille, and has an additional one-gallon stainless steel header tank. Power (approximately 140bhp-plus) is delivered via a five-speed close-ratio gearbox with short shift to a limited-slip differential. The engine was built by Derek Baker of MG tuning specialists BHB Engineering in Southampton. A detailed listing of its specification is available.

The MG rolls on Realm Engineering 15" Dunlop alloy wheels shod with 185/65R tyres. The front suspension features negative camber, Spax telescopic shock absorbers, lowered road springs, a 'heavy' anti-roll bar, and 'V8' wishbone bushes, while at the rear there are anti-tramp radius arms (Rose jointed), a Watts linkage, Spax shock absorbers and solid bushes. Braking is looked after by competition discs/pads and stainless steel hoses up front, with vented brake drums and competition shoes at the rear.

The front and rear wings are lightweight hand-built aluminium, as are the bonnet, boot and doors, while a firewall has been incorporated between the boot and cockpit. The latter is fitted with two race seats and FIA-approved harnesses, with protection provided by a roll cage and head support mounted to the chassis. Up front is a purpose-made Sebring valance with ducts for the 13-row oil cooler and front brakes. The MG is painted in British Racing Green with white roundels on the bonnet and doors, and the whole car weighs around 762kg.

Rebuilt in 1980, '148 DRB' was raced by Derek Baker up to 1992, winning three MG championships overall and with many other wins to its credit. Retired from racing in 1992, the car was used by Derek occasionally until sold to the current enthusiast owner in July 2001, since when it has always been kept in its own heated workshop. According to our vendor: "This is a very quick car and is at home on the track. The handling is excellent and perfectly balanced. Since in my ownership it has been slightly de-tuned to make it more comfortable for road use. I have really enjoyed owning and driving this car to events including Le Mans and Le Mans Classic on many occasions."

The original gearbox, a set of Minilite 14" wheels/tyres, and some other spares are included in the sale. The car has been serviced and MoT'd in March 2024 prior to the sale.

£22,000 - 28,000
€26,000 - 33,000

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1955 JAGUAR XK140 COUPÉ

Registration no. NWO 500 (see text)

Chassis no. S804083DN

Engine no. G3135-8

- One of only 843 right-hand drive XK140 fixed-head coupés
- Last used on the road circa 1970
- Offered from an important collection
- Engine recently recommissioned and running



Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. As before, three model types were offered: 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-tryed, 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 while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.

One of only 843 XK140 fixed-head coupés made in right-hand drive configuration, this original and unrestored example is a rare find indeed. Presented in its original colour scheme of Birch Grey with red leather interior, it is believed to have last been on the road around 1970 (the last MoT on file expired in 1971). The odometer reading is 26,610 miles, which may well be correct.

The XK sits well and the engine runs; however, for the last 50 years it has formed part of at least two important collections, seeing little or no use. As the car had been unused for some time, a minor service was carried out recently, which included new fluids, spark plugs, ignition points, etc. The engine now shows good oil pressure and is running well; nevertheless, more thorough recommissioning would be advised before further use.

The car comes with a small history file and the original buff logbook showing two keepers. Although not shown in the photographs, the rear wheel spats are with the car. It should be noted that the registration 'NWO 500' is not recorded in either the HPI or DVLA databases. Accordingly, prospective purchasers should satisfy themselves with regard to this car's registration status prior to bidding.

£60,000 - 70,000
€70,000 - 82,000

184

**1936 LAGONDA LG45 4½-LITRE FOX & NICHOLL
LE MANS TEAM CAR REPLICA**

Registration no. CXW 120

Chassis no. 12070

Engine no. LG45/217/S1

- *Originally a saloon bodied by Lagonda*
- *Replica Rapide body fitted over 60 years ago*
- *Extensively restored during the present ownership*
- *Known to the Lagonda Club*





In 1934 a team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright. The 'Team Car' has been a popular conversion for 4½-Litre Lagondas ever since.

Chassis '12070' started life as a saloon by Lagonda, first registered on 8th May 1936. It had the replica Rapide body fitted at sometime between 1959 and 1963. In 1963 it belonged to one G M Harris, who lived at Fitzjohn's Grange, Rugby. In 1993 the Lagonda featured in the TV programme Claret & Classics, repeated in 1995. In 2015, the Lagonda Club issued an ID plate saying (under 'Type') 'S B' (for saloon body) to avoid any misrepresentation.

The Lagonda was somewhat neglected when the vendors took delivery. They had it inspected by Jeremy Brewster of Brewster Mudie Ltd and as a result had the engine completely rebuilt. At the same time the gearbox received new bearings and seals. Jeremy was of the opinion that the cylinder head had been performance modified, probably by the factory.

The chassis was stripped, straightened to remove a minor kink in the left front spring mount, and repainted. The springs were reset to equalise and lower the car by 25mm, and the Armstrong hydraulic front shock absorbers rebuilt. The front axle was modified to reduce the positive camber.

The wheels were rebuilt with new splined hubs and/or replaced with new correct offset ones. All four axle hubs were replaced due to worn splines, and new spinners fitted. The brakes were all relined and the drums skimmed, and the linkages replaced with new. The steering box was rebuilt with new bearings, and adjusted. A complete new period-style wiring loom was made and fitted, complete with additional indicators, and the headlights were re-silvered.

The bodywork was stripped to bare aluminium and any dents removed before being etch-primed and repainted. The front seat leather was cleaned up and kept original, while the rears were re-trimmed in matching leather. Accompanying documentation consists of restoration bills and a V5C Registration Certificate.

£100,000 - 130,000

€120,000 - 150,000

1994 JAGUAR XJS 4.0-LITRE CONVERTIBLE

Registration no. not registered
 Chassis no. SAJJNAFD7EJ197478
 Engine no. to be advised

- Retained by Jaguar Cars
- Never registered
- 310 miles from new
- Offered from a private collection within Jaguar
- New clutch



Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so a Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof.

Having demonstrated that there was indeed sufficient demand to justify production of an open XJ-S, Jaguar grasped the nettle and proceeded to develop a conventional full convertible. For the latter they turned for assistance to coachbuilders Karmann in Osnabruck, a firm with considerable expertise in the manufacture of open cars. As well as developing the host of new panels and associated tooling required, Karmann also designed the hood, which was electro-hydraulically operated and featured a full lining and glass rear window complete with heating element.

At first the Convertible was only available with the 5.3-litre V12 engine, but following the introduction of a 4.0-litre version of the AJ6 24-valve six in the XJ6/XJ40 saloon, this new unit became available from 1991, the model designation changing to XJS at around this time. The XJ-S/XJS would go on to become Jaguar's best-selling sports car ever, with well in excess of 115,000 sold by the time production ceased in April 1996.

This manual transmission XJS 4.0-Litre Convertible has remained with Jaguar since it was completed on 21st September 1994, covering a mere 310 miles from new, and retains that 'new car' smell. The car has formed part of a private collection within Jaguar and has never been registered. It is finished in Black with Nimbus Grey leather interior and black soft-top and is described by our vendor as in very good 'as new' condition throughout: the engine in running condition and benefiting from a new clutch and slave cylinder, fitted by JLR Classic Works. The original books, manuals and service book are all present, and the car also comes with a current MoT. A unique opportunity for the serious Jaguar collector.

£100,000 - 120,000

€120,000 - 140,000

186

1960 JAGUAR XK150S 3.8-LITRE DROPHEAD COUPÉ

Registration no. 445 AYN

Chassis no. T827640DN

Engine no. VAS1279-9

- One of only 69 right-hand drive 3.8 'S' drophead coupés
- Owned by the vendor's important private collection since 2014
- Kept in dry storage
- Little used in recent years
- Requires recommissioning/restoration



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

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars, of which 69 were right-hand drive drophead coupés like this example.

Representing the XK150 in its ultimate configuration, with the 3.8-litre 'S' engine and overdrive gearbox, this rare drophead has formed part of more than one large collection and has seen little or no use in recent years; recommissioning is advised before returning the car to the road. Alternatively, it would make an excellent candidate for a full restoration. Finished in black with a tan leather interior, '445 AYN' comes equipped with chrome wire wheels, a period luggage rack, and driving lights. The XK had had only three previous keepers prior to joining our vendor's large and important collection in 2014. Sold strictly as viewed, '445 AYN' represents a wonderful opportunity for the serious Jaguar collector to own a rare example of one of the most powerful limited-production XKs manufactured by Jaguar Cars. Offered with sundry receipts, DVLA paperwork, and a V5C registration document.

£80,000 - 100,000

€94,000 - 120,000

187

**1954 BENTLEY R-TYPE 4.9-LITRE
CONTINENTAL SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. RXY 3

Chassis no. BC38D

Engine no. BCD37

Body no. 5752

- *One of only 208 produced*
- *Automatic transmission*
- *Original colour scheme*
- *Known ownership history*
- *Present ownership since 1980*
- *Extensive mechanical refurbishment in 2014*
- *Recent cylinder head overhaul*





"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 'BC38D' was completed on 26th August 1954 and left the factory finished in Regal Red with beige interior trim and equipped with automatic transmission. Other notable features specified included sun visors covered in leather; armrests; slit pockets in doors; and an organ type accelerator pedal offset $\frac{3}{4}$ " to the right. Sold via George Newman & Co, the Continental was first owned by one Sam Harris and originally carried the registration 'YY 1'. The Bentley Continental Register lists a further eight owners including our vendor, who acquired the car in January 1980 (see file). The registration was changed to 'RXY 3' in 1956. The Register records an engine overhaul by A D Forshaw in January 1970; a gearbox replacement in 1972; and a respray in original livery circa 1972. The mileage total in January 1978 is recorded as 175,677.

Recent works by well known marque specialists Clark & Carter, whose most recent bill for £18,879 is dated August 2014 (inspection recommended). The amount reflects the extensive nature of the mechanical refurbishment carried out, which included a specialist repair of the cylinder block; replacing the water pump; replacing the front brake wheel cylinders; overhauling the brake servo; overhauling the front suspension; and repairing the exhaust system.

Used sparingly in recent years, the car has been professionally stored, rarely venturing out. Smartly presented and finished in the same colours as when built, the Continental has just returned from Ghost Motors following mechanical repairs to the engine's cylinder head. An owner's handbook comes with it.

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.

£450,000 - 550,000
€530,000 - 640,000



188

**1965 ROLLS-ROYCE SILVER CLOUD III
FLYING SPUR SALOON**

Coachwork by H J Mulliner

Registration no. RWY 65

Chassis no. SJR79C

Engine no. SR2895

- *One of only 35 right-hand drive cars*
- *Known ownership history*
- *Splendid colour combination*
- *Recently recommissioned with no expense spared*





Virtually all Flying Spur coachwork was built on the Bentley Continental chassis and only a handful - estimated at 54 - were made for the Rolls-Royce chassis; this car is one of only 35 right-hand drive examples made. The arrival of the unitary-construction Silver Shadow in 1965 signalled the end of the true coachbuilt Rolls-Royce, making these exclusive, hand-built, last-of-the-line Silver Clouds all the more desirable.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and HJM, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and a generously proportioned boot.

The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's (and Silver Cloud III's) four-headlamp front end following their introduction in 1962. Owner of Park Ward since 1939, Rolls-Royce had taken over H J Mulliner in 1959, and by the time chassis number 'SJR79C' was completed in 1965, the pair had been merged as H J Mulliner, Park Ward Ltd, thus securing the future of Britain's two largest surviving coachbuilders.

Originally ordered by Carl Ross of the seafood company Ross Group Ltd, Grimsby and delivered on 11th February 1965, in desirable dark green coachwork with matching upholstery. The car cost £9,000 new compared with £5,500 for the standard steel Silver Cloud III saloon. Two months later, Carl Ross left the company following an acrimonious boardroom battle and the car was sold to Mr Anthony Leader of Hendon, London NW4. Mr Leader kept the Rolls-Royce until 1970 when it was sold to Mr Hugh Denton of Northamptonshire. In 1973 the car was sold again on this occasion by the famous London marque specialists Frank Dale & Stepsons to Maurice and Beryl Sharp of Essex, who kept it for a further 47 years. During that period the couple enjoyed the car regularly and used it for Continental touring as well as attending R-REC events.

Following their deaths, the Flying Spur was purchased by the vendor, who has completed an extensive programme of recommissioning following a period of inactivity. Over the last 10 years the car has had a high quality bare-metal respray and all the woodwork has been repolished (the leather upholstery and headlining remain original). Approximately £15,000 has been spent over the last two years on recommissioning and servicing by renowned Rolls-Royce specialists Harvey Wash Ltd of Kelvedon, Essex. Supplied with all tools (small and large), the car comes with copies of the original Rolls-Royce build sheets; an original HJ Mulliner sales brochure; the original green logbook; a V5C document; owner's handbook; and a history file of bills, old logbooks, old MoTs, etc. A change of audio equipment is the only notified deviation from factory specification.

£100,000 - 120,000
€120,000 - 140,000

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

Registration no. 926 XVE

Chassis no. 878588

- *Delivered new to Italy*
- *Left-hand drive*
- *Resident in the UK since 2019*
- *Extensive professional refurbishment (bills available)*



Introduced at the Geneva Salon in March 1961 to universal acclaim, the Jaguar E-Type was built in 'Series 1' form until 1968. It was at the time, and still is, the most iconic British sports car ever made. Series 1 cars were powered initially by the legendary 3.8-litre XK straight-six engine producing around 265bhp, which was good enough for a top speed of 150mph with the 0-60mph dash achieved in just 6.4 seconds; performance figures that were simply astonishing at the time. The E-Type also featured a Moss four-speed manual gearbox; power-assisted four-wheel disc brakes; and Jaguar's innovative coil-sprung independent rear suspension, while the interior boasted aluminium surfaces; leather bucket seats; a leather-trimmed dashboard; and a beautifully crafted wood-rim steering wheel. The Jaguar E-Type represents the perfect harmony of design, technological innovation and superlative performance, and will forever live on as one of Britain's finest contributions to automobile design; indeed, even Enzo Ferrari, no less, was forced to concede that the E-Type was 'the most beautiful car ever made'.

Left-hand drive chassis number '878588' was delivered new to Italy in 1962 and remained there for the next 57 years, although little of its early life was documented. However, FIVA papers on file reveal that the car was registered with the Automotoclub Storico Italiano while in previous ownership.

Finished in Signal Red with black leather interior, this car has matching engine and chassis numbers and was purchased by the current keeper and brought back to the UK in 2019. The owner's main objective was to achieve a mechanical restoration: within the car's first four months in the UK, over £16,000 worth of work had been completed by Classic Motor Cars Ltd. CMC went through the mechanicals and made sure that period-correct replacement parts were fitted, ensuring that the E-Type would be ready to go on any occasion.

Since then, the car has been looked after predominantly by Winspeed Motorsport, the Guildford-based Jaguar specialists, and also by Classic Performance Engineering (there are invoices totalling another £24,000 on file). As part of its preparation for sale the car was treated to a paint correction, engine bay detail, underside clean, and fabric roof clean with Gtechniq hood sealant applied.

£80,000 - 100,000**€94,000 - 120,000**

190

1974 FERRARI 365 GT4 2+2 BERLINETTA

Coachwork by Pininfarina

Registration no. 9999 NX

Chassis no. 17835

Engine no. 17835

- One of only 524 made
- One of only 94 RHD UK-supplied cars
- Long-term single-family ownership (1974-2021)
- Club Trophy winner at the Hampton Court Concours in 2022
- Ferrari Classiche certified



"Most important was the double overhead cam engine. Like Rolls-Royce, no horsepower figure was quoted, but surely it was at least 320. More important was its massive amount of torque. Taken together with the turbine-like characteristics of the V12 engine, it mattered little which gear one was in or at what speed." – Stanley Nowak on the 365GT4 2+2, Ferrari on the Road.

Introduced towards the end of 1972, the 365 GT4 2+2 was the biggest and best equipped four-seater Ferrari so far. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365 GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings. A total of only 524 had been completed by the time production ceased in 1976, of which only 94 were supplied to the UK.

A rare, right-hand drive, manual transmission model, this fine example of the ultimate Ferrari of its day was supplied new in the UK via Maranello Concessionaires to a Mr Hitcham of Warwickshire (since deceased). Delivered on 1st June 1974, the car was finished in Azzuro Hyperion with dark blue leather interior and had a base price of some £12,960, making it around £4,000 more expensive than a Daytona. The Ferrari was first registered on the private plate '9999 NX', which to this day remains the only registration it has ever carried.

When Mr Hitcham died in 2007 the Ferrari passed to his wife, its second keeper. In 2008, a Ferrari Classiche Inspection was carried out, confirming the car's matching numbers. In June 2021 a new clutch and stainless-steel exhaust system, including manifolds, were installed and an extensive service, including new HT leads, was carried out. Some 550 miles later (at 25,276 miles recorded), the Ferrari was purchased at a UK auction by the current vendor in 2021. A measure of this car's exceptional quality may be gauged from the fact that it won the Club Trophy at the Hampton Court Concours the following year.

As beautifully presented as the car, the history file contains the original warranty card, service book and instruction manuals, together with older invoices, more recent bills and the all-important Classiche 'Red Book'. The car also comes with its original jack, tool kit and keys; amazingly, even Maranello Concessionaires' original (and unused) 'top-up' oil is still present. With so few owners and documented from new, this immaculately presented and very special Ferrari 365 GT4 2+2 is worthy of the closest inspection.

£60,000 - 80,000
€70,000 - 94,000



191

1952 CROSLY ALMQUIST SABRE ROADSTER

Registration no. MXS 542

Chassis no. CD400546

Engine no. A15

This Crossley was converted into an Almquist Sabre racer in 1957 and vintage-raced on circle tracks in Monterey and Sonoma, Ohio until 2013. Almquist Engineering's glassfibre body kit was advertised in racing magazines and was designed to bolt to a Crosley chassis. This car has a period tube chassis and is powered by a 1939 Ford 'Flathead' V8-60 engine. The glassfibre bodywork is reportedly in good overall original condition for its age; however, there are various stress cracks and other marks to the paintwork. The engine bay is tidy. Exterior equipment includes a small windscreen for the driver, two rear-view mirrors, and working quad tail lights from a 1958 Chevrolet Impala. A rectangular Crosley instrument cluster houses working temperature, oil pressure and fuel gauges, though the speedometer is not currently connected. Both doors are said to be operable. Chassis and suspension work were reportedly carried out with help from Norm Rap and Jim Correia during previous ownership. Steering modifications include a rebuilt and reversed Corvair gearbox and a solid Heim-jointed drag link. All recent racing was done by the previous owner, who reportedly saw speeds of up to 110mph on the front straight at Laguna Seca. Pictures of the Crosley in recent vintage race magazines are included in the documentation together with original Almquist sales literature, period advertising and order forms, copies of photographs, various patches, service manual supplement for the Goodyear-Hawley hydraulic disc brakes, the car's Historic Motorsports Association log book, with entries from May 1, 2009 to August 18, 2013, two Vintage Motorsports catalogues for 2012 and 2013, and a copy of the 2007 Coronado Speed Fest catalogue and more. The car is road registered and comes with a V5C document. The seller has indicated the engine runs strong, cleanly and cool with good, even cylinder compression and good oil pressure when hot (35-40 psi idling). Work will be required to use the vehicle as the pedal box was removed to be relocated for driver comfort. A new race pedal box is supplied with the car. A more in-depth specification breakdown is available in the online catalogue.

£10,000 - 20,000

€12,000 - 23,000

No Reserve



192

1987 VOLKSWAGEN TYPE 2 PANELVAN

Registration no. D955 UJJ

Chassis no. 9BWZZ21ZHP013735

As readily recognisable as the immortal 'Beetle' itself, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. Three models were available in 1950: the Panelvan, Microbus and Kombi, the latter a multi-purpose design featuring additional seats that could easily be removed to enlarge the load-carrying area. The first major revision of this outstandingly successful design occurred in 1968, by which time almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Imported by the vendor, this left-hand drive Type 2 Panelvan has been extensively restored by them and is described as a good and solid example that did not require any structural changes. The vehicle is fitted with a Cyclops searchlight on the cab roof, while the interior seats are wine coloured with cream piping. The 1,600cc engine is said to be very good and during the rebuild had parts that needed refurbishment either replaced or reconditioned. This classic Volkswagen would surely be the perfect addition to any Porsche racing team, and would look at home in the paddock of many of the world's iconic circuits.

£12,000 - 16,000

€14,000 - 19,000

No Reserve

193

1960 COOPER T52-LANCIA FORMULA JUNIOR MONOPOSTO

Chassis no. FJ/16/60

- *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 ERSA) 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 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.

£60,000 - 70,000
€70,000 - 82,000

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.

1959 FIAT-ABARTH 750 GT ZAGATO 'DOUBLE BUBBLE' COUPÉ

Coachwork by Carrozzeria Zagato

Registration no. 977 UYO

Chassis no. 696265

Engine no. 258942 (originally 752245)

- Delivered new to California, USA
- Formerly part of the Stolze Collection in The Netherlands
- Maintained by marque specialists Middle Barton Garage
- Sale includes spare, period-correct, 747cc engine and exhaust



Originally finished in Rubino Chiaro with beige interior, this FIAT-Abarth 750 GT Zagato 'Double Bubble' Coupé was exported to Burbank Sports Cars, California by Jim 'JP' Parkinson, then importer for Abarth North America, in 1959. Its early history is unknown but the car is recorded in John de Boer's comprehensive *The Italian Car Registry*.

Produced in limited numbers in period, believed to count circa 500 examples, the Double Bubble achieved racing success in the form of an historic 1-2-3 in class at the 1957 Mille Miglia. They were, however, built primarily for racing and fast road use, so very few survived unscathed. This Series III example is consequently rare in its own right, but to include all its road trim features – front and rear bumperettes, wind deflectors and headlight trim – puts it in highly exclusive company.

In 2006 the Abarth was acquired from the Stolze Collection in The Netherlands, and between 2007 and 2010 was restored in Noosa, Australia. In 2010 the car was a finalist in the Australian Classic Car 'Restoration of the Year' contest, and at the Noosa Classic 2010 received the 1st place award in the 'European Sports Cars' category. The car returned to Europe circa 2014 and in 2015 was acquired by the current owner who completed the restoration, returning many components to factory specification. Our vendor has covered circa 1,700 miles in the car since acquisition.



The chassis, aluminium body and all glass (excluding one quarter window) have been confirmed as original to the car, which has been reunited with its restoration log containing receipts and an extensive digital photographic archive of works. The engine currently installed is an 843cc unit with 36DCD Weber carburettor, and features a bespoke, period-correct 'Stinger' exhaust and headers fabricated by Middle Barton Garage (original header and exhaust included in sale).

The Abarth is registered with the FIVA, certifying its correctness in all material respects. The car has been maintained to concours standard by the owner and Tony Castle-Miller at Middle Barton Garage. It has featured in *Octane* magazine (June 2020, on file); *Auto Italia* (August 2017, on file); and *FIAT Avanti* (2010, prior to current ownership). The Abarth has also been invited to and shown at many major UK concours and events, including the 2019 Goodwood Festival of Speed 'Cartier Style et Luxe' and the 2018 London Concours in the grounds of the Honourable Artillery Company.

Other events attended include the following:

- The Silverstone Classic 2016
- The Warren Classic 2017
- Goodwood House Annual Vehicle Display 2017
- St John's Wood Classic & Supercar Pageant 2017
- Abarth UK Historic & Classic Abarth Display 2017

Belying its diminutive size, this beautifully designed car has enough interior space for two adults with overnight baggage and so lives up to its Gran Turismo credentials. At 6'4", the current owner can fit comfortably, even whilst wearing a helmet, and it has been put through its paces at various circuits in recent years.

Acquired and rebuilt with new-old-stock components, including a very rare original Abarth crankshaft, a factory-correct 747cc engine is included in the sale together with an original tool kit and jack, and a bespoke Classic Additions car cover. The car is Abarth Squadra Storica certified and comes with a UK V5C registration document and FIVA identity card.

£80,000 - 100,000
€94,000 - 120,000

195

1956 KIEFT 1100 SPORTS

Registration no. 322 UYY

Chassis no. 011-1-56

Engine no. FWB11754

- One of only six examples built
- The only one with an aluminium body
- Delivered new to the USA
- In-period race history
- Extensively restored, including a new body, 2014-2018
- Currently fitted with a 1,500cc Coventry Climax FWB engine (spare FWA included)
- Eligible for prestigious historic racing events such as Goodwood, Monaco, Le Mans Classic, Mille Miglia, etc



Cyril Kieft's first racing car – a mid-engined Formula 3 design – appeared in 1950, making a significant impact on the class the following year thanks to a certain Stirling Moss. In 1954, Cyril Kieft developed a Coventry Climax-engined two-seater with a complete bodyshell in glassfibre: believed the very first automotive application of this material. Six of these two-seaters were built between 1954 and 1956, the car offered here being the only one with an original aluminium body which was put on in the USA.

These Kiefts were powered by the 1,100cc Coventry Climax FWA engine, originally designed to power a fire pump, which Cyril Kieft had realised would make a good lightweight power unit for his race cars (Kieft was the first manufacturer to use the Climax FWA, before even Colin Chapman at Lotus). The engine delivered 72bhp at 6,400rpm and drove via a Moss gearbox, endowing the Kieft with a maximum speed of at least 110mph and a fuel consumption of 50mpg. The chassis was fabricated from 3¼" steel tube, forming a ladder frame. Suspension was independent all round with coil springs and wishbones at the front and a transverse leaf spring at the rear. The braking was by 11" cast drums, which also served as hubs, while the steering was rack-and-pinion. With its sleek, low-drag body, the Kieft was at the cutting edge of contemporary sports car design.

An early competitor in Historic Formula Junior with a Kieft, our vendor purchased '011-1-56' in 2013 from Howard Banasak Jnr in the USA, its owner since 1993. The first Kieft built in 1956, the car had been sold new in the USA to William 'Bill' Bowman of Minnesota (see hand-written list of four races competed in with various drivers between 1956 and 1958). The Kieft was later modified to accommodate a Chevrolet V8 engine, which was removed in 1968 and replaced with a Ford Consul Mark II unit, necessitating further modifications. As purchased it still had an aluminium body, albeit one obviously made in the USA. It was apparent that the car would require complete restoration.

A qualified engineer, the owner was keen to keep the car as original as possible during restoration, although, as it is eligible for the Mille Miglia, the supply of certain items relating to safety or reliability was entrusted to specialists.



The US-built body having been judged below an acceptable standard, a new one to original specification was commissioned in aluminium from Roach Manufacturing of Romsey, who also made a new fuel tank, collector tank, prop-shaft cover, and passenger-side tonneau cover. A new roll bar was made by Robinson Race Cars of Stratfield Turgis, plus a second (removable) one for the passenger side, enabling the car to compete in the Mille Miglia. Robinson's also installed some side-impact protection. The original magnesium brake drums were deemed unsuitable for reuse and had to be replaced. As luck would have it, Typecast Foundry of Leicester had made a set for a customer the previous year and so had the patterns.

The car comes with a Coventry Climax FWA engine in pieces, ready for rebuilding, but currently has a 1,500cc FWB installed. The gearbox is the original Moss unit, which has been overhauled by specialists J.P. Race Shop at Silverstone and subsequently uprated with new gears by Billy Bellinger at JB Sports Engineering. The US-built body and chassis parts that had to be replaced are included in the sale together with an additional set of wheels shod with race tyres, and race front springs and dampers. The Kieft's painstaking restoration was completed in 2018 but, sadly, ill health has prevented the vendor from racing it. In addition to Monaco, Le Mans Classic and Goodwood, this Kieft is eligible for the new HSCC '50s race, FISCAR, VSCC and the Mille Miglia.

Accompanying documentation includes correspondence from former Kieft employee, Keith Packmore; a letter from Kieft Club registrar Duncan Rabagliati confirming the chassis' originality; and a copy of an article in the *The Automobile* magazine (October 2018 edition) by Michael Ware. The car also comes with a UK V5C Registration Certificate and historic technical Passport valid until 2028.

1950s sports-racing cars are more and more prized and rightly so: they are beautiful and remarkably good fun to drive, often lively but nevertheless easy to use and maintain. Presented in restored condition with various spares, and possessing an interesting history, the Kieft we offer is a superb example of this mythical barchetta which is, of course, eligible for many of the most important historic events.

£80,000 - 120,000
€94,000 - 140,000

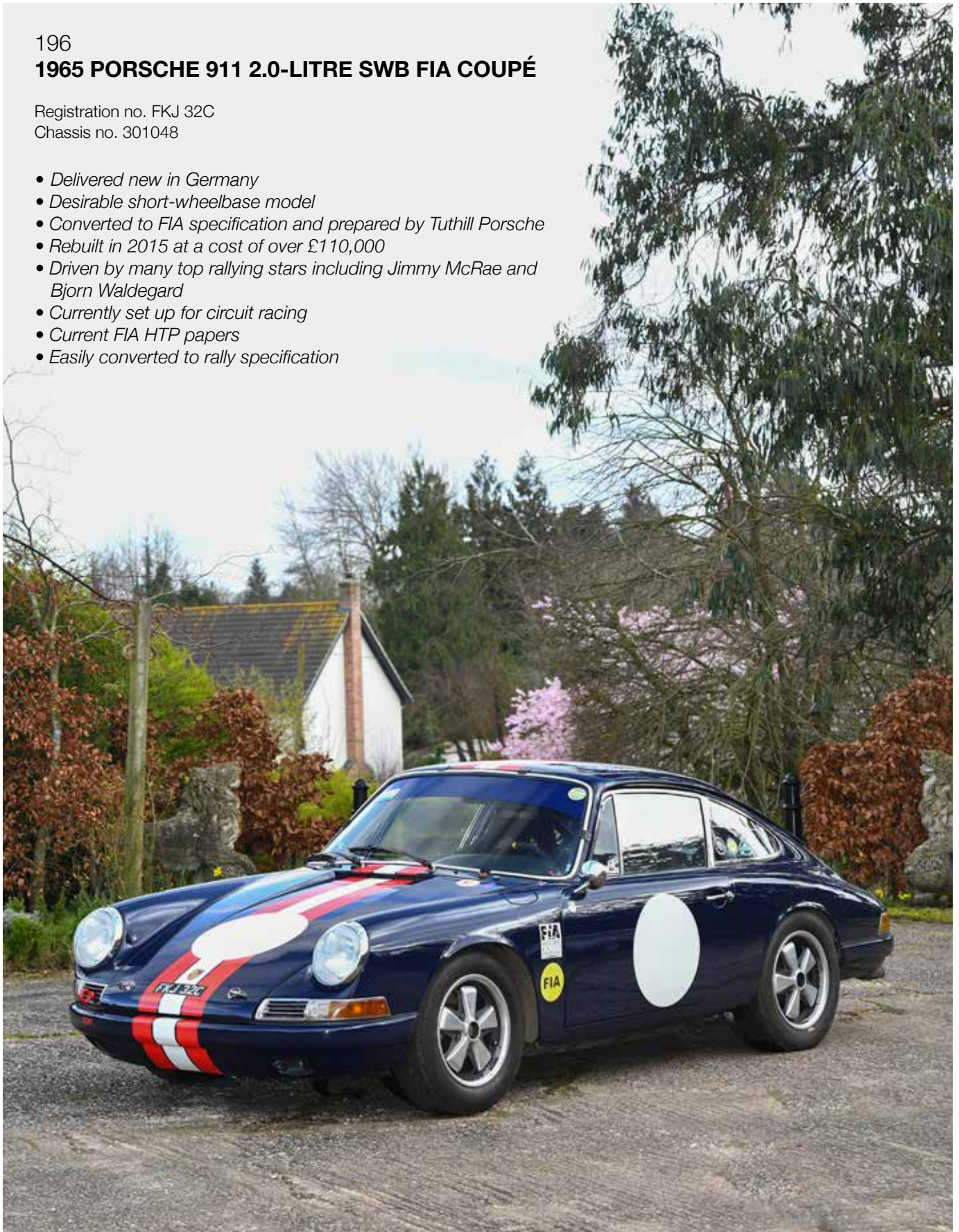
196

1965 PORSCHE 911 2.0-LITRE SWB FIA COUPÉ

Registration no. FKJ 32C

Chassis no. 301048

- *Delivered new in Germany*
- *Desirable short-wheelbase model*
- *Converted to FIA specification and prepared by Tuthill Porsche*
- *Rebuilt in 2015 at a cost of over £110,000*
- *Driven by many top rallying stars including Jimmy McRae and Bjorn Waldegard*
- *Currently set up for circuit racing*
- *Current FIA HTP papers*
- *Easily converted to rally specification*





An early example built in May 1965 on the short-wheelbase chassis, '301048' was delivered new to Cologne, Germany. Subsequently the 911 was exported to the USA before arriving in the UK where it was prepared to FIA rally specification by Tuthill Porsche, who have developed and maintained it throughout most of its competition career. The car competed successfully throughout the 1990s, driven by rally stars such as Stig Blomqvist, Jimmy McRae, Bjorn Waldegard and Billy Coleman to name but a few, finishing on the podium on numerous occasions.

The previous owner acquired the car in 2013, despatching it the following year to Tuthill Porsche for a comprehensive upgrade to race specification, with the option of being able to convert it to rally use. Accordingly, the car was stripped to a bare shell and rebuilt from the ground upwards incorporating all the latest upgrades. These included rebuilds of the engine, gearbox and differential; installing an FIA-approved roll cage from Custom Cages; and fitting a new wiring loom. The rebuild was completed in 2015 at a cost of more than £110,000.

Since completion the Porsche has performed impeccably, setting many fastest stage times in the FIA European Rally Championship, with outright victories at Ypres in 2015 and 2016.

Since then the 911 has been set up for circuit racing with lowered suspension, enjoying a successful outing at the Algarve Historic Festival. The car is currently fitted with an 80-litre lightweight ATL bag tank for rallies (which enables a spare wheel to be carried) alongside a 20-litre tank sufficient for up to two hours' circuit racing. A zero-hours 'circuit' race gearbox is currently fitted.

The comprehensive history file contains current FIA HTP papers valid until 2025; several past FIA papers; service invoices dating from the 2000s; records of results throughout its competition life; press cuttings and photographs showing the car in action; and documentation of its UK owners.

The current vendor purchased the Porsche from a well-known UK dealer just before the Covid-19 lockdown with the idea of competing in the forthcoming season's racing. Unfortunately, due to work commitments abroad post-Covid, he has not been able to realise his dream. With a proven track record in international racing, this supremely versatile and competitive FIA Porsche wants only for a talented new owner to continue its winning ways.

£140,000 - 180,000
€160,000 - 210,000

197

1968 MERCEDES-BENZ 280 SE CONVERTIBLE

Registration no. 123 HOC

Chassis no. 22001298

Engine no. to be advised

- Only three previous owners
- Present ownership for the last 14 years
- Used sparingly
- Good history file



Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280 SE saloon shared its bodyshell with the 'New Generation' 280 S, the 280 SE Coupé and Convertible retained the elegant looks of the outgoing 250 SE that had debuted back in 1959 on the 220 SE, designed by Paul Bracc.

The 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the seven-bearing M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph with the automatic, an increasingly popular choice, not far behind. Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient emissions control. The suspension was essentially the same as that of the equivalent saloon model, albeit reconfigured for a lower ride height, with braking courtesy of discs all round. Plush and well appointed, the interiors featured a leather-covered dashboard, (usually) leather upholstery, Becker radio, and round speedometer and rev counter flanking vertically stacked gauges. The thickly padded convertible top was manually operated, while air conditioning, electric windows, central locking and power assisted steering were among the several options listed.

Production of the 280 SE Coupé and Convertible totalled a little over 5,000 units between 1968 and 1972 when production ceased, and today these timeless elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

This Mercedes-Benz 280 SE Convertible has had only three previous owners. An automatic transmission model, the car belonged to the immediately preceding owner for 25 years and was acquired by our vendor 14 years ago. It has only ever been taken out on special occasions and never been rallied. Benefiting from a new hood cover, the car was last serviced pre-Covid, circa 2020, and has rarely been used since. It comes with a good history file containing numerous service invoices, an old-style logbook; original owner's manual; original bill of sale; and a V5C document. It is worthwhile noting that the 280 SE Convertible is the next most desirable variant after the now prohibitively expensive 280 SE 3.5 Convertible, with very little difference in performance in the real world.

£70,000 - 90,000

€82,000 - 110,000

198

1976 ROLLS-ROYCE PHANTOM VI LIMOUSINE

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. LUU 983P

Chassis no. PRH4843

- *Exported to Japan in 1986*
- *Imported by the vendor*
- *The last word in motoring luxury in its day*



Surely, there can be no other automobile in the world quite like the Rolls-Royce Phantom VI, embodying as it does the very best of British tradition and unmatched craftsmanship while maintaining an air of understatement suitable for any grand occasion.

Introduced at the same time as the new V8-engined Silver Cloud II and Bentley S2, Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stable-mates, though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear together with West of England Cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment, while electric windows and air conditioning were among the other options.

Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of H J Mulliner, Park Ward Ltd, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce. Only 374 Phantom VI limousines were built, with fewer than 40 produced during the model's final decade.

The last word in motoring luxury in its day, this magnificent Phantom VI comes with extensive history including copies of the original build sheets and purchase orders. This example was supplied new in the UK in July 1976 and shipped to Japan in 1986 where it was understood to have been used by the Japanese diplomatic service. The car is finished in Masons' Black over garnet with black-piped red hide upholstery up front and dark red Parkertex in the rear. Little used in recent years it was purchased by the current owner, brought back and kept on static display. In his ownership the car has had a gearbox overhaul, with the invoice on file for over £8,000.

£40,000 - 60,000
€47,000 - 70,000

2016 ABARTH 695 BIPOSTO ROSSO OFFICINA

Chassis no. 0J596011

Registration no. LV16 LDL

- *Number 80 of just 99 examples produced*
- *Less than 7,500 km recorded*
- *Rarest and most desirable of the Biposto range*
- *190hp pocket-rocket*
- *Manual 5-speed gearbox*



Considered the rarest and most desirable of the Biposto range, this pocket-rocket is not to be confused with the regular Ferrari Tributo of 2011. The Rosso Officina models were special Ferrari dealership 'Service Cars', designed as a courtesy car for Ferrari dealers with a strict no sale clause for its first six months of service. They were based on the Abarth 695 Biposto having been subject to a comprehensive diet, with everything from the rear seats to the audio system removed and door cards to headlamps replaced with light weight items.

The turbocharged 4 cylinder engine produces close to 190hp and is transferred to the road via a 5-speed manual gearbox to 18in OZ alloys shod from new with bespoke 215/35 Goodyears. The 0-62mph of 5.9 seconds was impressive, particularly when combined with the thrilling and provocative note from the Akrapovic exhaust system.

This splendid example, number 80 of 90, is finished in the only available colour of Rosso Red. It was first delivered to Germany, and then exported to the UK where it has resided since 2017. Purchased by our Italian vendor at a renowned London based dealer in July last year, it was destined for his personal use when in the UK but due to his work schedule he never used the car and it always remained in a professional storage facility, hence it is offered for sale with us now.

The car currently registers less than 7,500km. It comes with V5C registration document, service book and manual, certificate of authenticity issued by Abarth, and various service invoices. A rare chance to purchase what must be the ultimate incarnation of the Fiat Abarth Biposto catalogue, and certainly a great deal of fun.

£35,000 - 45,000

€41,000 - 53,000

200

1927 ALVIS TG 12/50HP SALOON

Coachwork by Carbodies

Registration no. FR 8693

Chassis no. 11087

Engine no. 6555

Beginning in 1922 and using the 10/30 as a starting point, Alvis's newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established the firm's reputation: the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the 200-Mile event. The production version went on sale later that same year priced at £550. Sporting coachwork predominated on the early chassis, with tourers and saloons appearing as time went on. If not over-burdened by weighty coachwork, most were capable of around 75-80mph. A 1,598cc engine became available in 1924 together with front-wheel brakes, while a four-speed 'crash' gearbox was used throughout the model's life. From 1926 onwards the 12/50 benefited from a significantly stronger platform chassis. Carrying six-light saloon coachwork by Carbodies, this Alvis 12/50hp was sold new by dealers Brown & Mallalieu of Blackpool to one George Stephenson on 8th December 1927. Alvis Register stalwart, the late John Burnell, acquired the car from Mr Stephenson on 8th May 1999. 'FR 8693' was used to tour Scotland and Wales and for regular visits to Prescott and Brooklands. The car retains its original interior and trunk complete with suitcases, and is fitted with a wind-down jacking system and Barker dipping headlights. The old buff logbook and old MoT certificates are on file together with a copy of the factory build sheet, a copy instruction book, and two Alvis bulletins featuring the car. The file also includes photographs of 'FR 8693' when acquired, after restoration, and in use. The Alvis was in good driving condition but has not been used for a few years; it is thought that only minor recommissioning should be required to make it useable again.

£12,000 - 16,000

€14,000 - 19,000

No Reserve



201

1929 ALVIS TG 12/50TG 12/50HP ATLANTIC SALOON

Registration no. VR 859

Chassis no. 12246

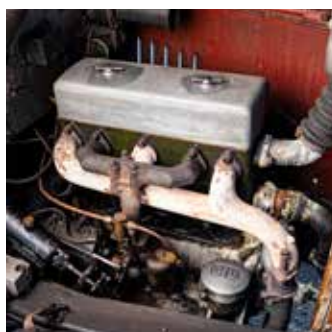
Engine no. 7503

Beginning in 1922 and using the 10/30 as a starting point, Alvis's newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established the firm's reputation: the immortal 12/50. A model of exceptional importance for Alvis, the 12/50 was briefly superseded by the front-wheel drive models but swiftly reinstated, remaining in production until 1932, by which time it was being built with a new 1,645cc engine. Well designed and well built, the Alvis 12/50 was robust and easily maintained, qualities that only encouraged enthusiastic appreciation among its owners. This essential durability, plus the fact that the factory continued to offer support until it ceased car production in 1967, has made for a relatively high survival rate. Today the Alvis 12/50 is one of the most highly sought after of pre-war sporting cars, with an enthusiastic following worldwide. Carrying the factory's own four-door Atlantic saloon coachwork, this Alvis TG 12/5hp was purchased new by one William Donnet and comes with the original factory guarantee. The car was acquired from Mr Donnet by Alvis Register stalwart, the late John Burnell, on 6th March 1963 for £20. The accompanying file contains numerous old MoT certificates, old tax discs, petrol coupons, a wiring diagram and a copy handbook together with many photographs of the car from the 1960s. 'VR 859' remains highly original, even retaining its original interior complete with Ladies and Gents companion sets and trunk. The Alvis was in good driving condition before being laid up due to ill health, and it is thought that only relatively minor recommissioning should be required to make it useable again.

£12,000 - 16,000

€14,000 - 19,000

No Reserve



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



202

**1930 ALVIS SA 16.95HP SILVER EAGLE
TOURER PROJECT**

Coachwork by John Selway of Gainsborough
Registration no. not UK registered
Chassis no. 8055

Despite the somewhat conservative image Alvis has today, the Coventry manufacturer produced some technically innovative cars in the inter-war period, pioneering front-wheel-drive technology and championing small-capacity, high-performance engines. Engineer T G John had founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – 'Alvis'. The first Alvis car - the 10/30hp - appeared in 1920. "An 80mph car, in which refinement and high performance have been combined" was how *The Motor* magazine summed up the new 16.95hp Alvis Silver Eagle SA sports saloon in December 1929. Newly introduced that year, the Silver Eagle was powered by an overhead-valve six-cylinder engine displacing 2,148cc and equipped with triple SU carburettors. This Alvis Silver Eagle has led an interesting life, having been sold new to an Army officer and shipped to India. The car was originally fitted with an Alvista sports saloon body although this was soon discarded in favour of more sporting coachwork. The Alvis was raced by a Major Broadway in Burma, winning several events, and also by Robin Jackson at Brooklands. It subsequently went to Malaya where it raced before being shipped to Canada. Eventually the car arrived in Newcastle, UK and in 1998 was purchased by Alvis Register stalwart, the late John Burnell. Since being acquired by John the chassis has been stripped and rebuilt; a reconditioned engine fitted; the original gearbox and rear axle overhauled; and a new aluminium body fabricated by John Selway of Gainsborough. The car is offered for completion by the new owner. There is a huge file of correspondence tracing the car's history; photographs of it racing; copies of the spare parts catalogue and copy handbook; and an HMRC import document showing tax paid on import in 1998, which should assist the next owner with registration with the DVLA.

£8,000 - 10,000

€9,400 - 12,000

No Reserve



203

1951 BENTLEY MARK VI SALOON

Registration no. GEA 333
Chassis no. B379MB

The classically styled 'standard steel' bodywork proved very successful, making up 80% of total production of this first post-war Bentley. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (and Rolls-Royce Silver Dawn) measuring 10' exactly. Other notable features were independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring inlet-over-exhaust valve gear and breathing through a single Stromberg carburettor (Rolls-Royce) or twin SUs (Bentley), though Bentleys destined for export had the Stromberg. This 'standard steel' Mark VI was owned for much of its life by glamorous high-society whirlwind Princess Ama Rigamonte Tasca Di Cutò, daughter of Prince Alessandro Tasca Di Cutò, the Italian-born Hollywood movie producer and close associate of Orson Welles among others. Princess Ama used the Bentley to transport antiques from her London home in Ennismore Gardens to their family seat in Sicily. On file is a three-page article about her life written by Zoe Dare Hall. The Bentley was sold at the MPH Sale in July 2021 (Lot 15) at which time we said the following: "Purchased by the enthusiast vendor in 2016, this is an older restored example with an original interior. It is running and driving well but has not been used since 2019." Recommissioning was recommended. Our private vendor took the car in part exchange against his Silver Wraith in 2022. Restored at various dates, the car is described by our vendor as in fair-to-good condition. Accompanying paperwork includes an old-style logbook; old MoT certificates; a V5C document; MoT to 2025; and general service bills including itemised restoration costs. Special tools are housed in a compartment under the dashboard, while the original jack and other tools are in the in boot.

£15,000 - 18,000

€18,000 - 21,000

No Reserve



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Chassis no. 27241

Ex-Robert Arbuthnot, Edward Mayer, CWP Hampton

**1928 MERCEDES-BENZ 26/120/180 S-TYPE
SPORTS TOURER**

Chassis no. 35985

Engine no. 72191

Ex-Warner Brothers President John Calley

1955 MERCEDES-BENZ 300 SC CABRIOLET

Chassis no. 188.013-5500028

Original Rudge wheel example

1955 MERCEDES-BENZ 300 SL GULLWING

Chassis no. 198.040-5500152

Late series, disc brake example

1962 MERCEDES-BENZ 300 SL ROADSTER

Chassis no. 198.042-10-002997

Channel Islands since new and just 13,215 miles recorded

**1968 MERCEDES-BENZ 280 SL ROADSTER
WITH HARD TOP**

Chassis no. 113.044-22-000845

Rare right-hand drive example

1971 MERCEDES-BENZ 280 SE 3.5 CABRIOLET

Chassis no. 111.027-22-003944

1937 MORGAN 4/4 ROADSTER

Chassis no. 265



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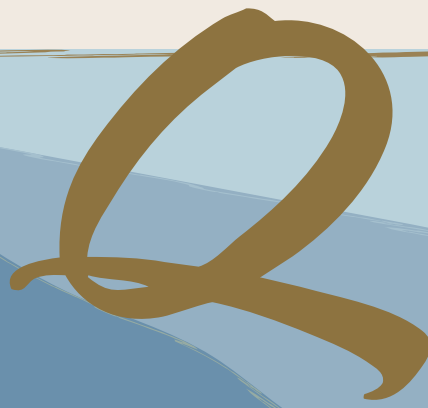
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1929 BENTLEY 4½-LITRE SUPERCHARGED VANDEN PLAS-STYLE TOURER

Coachwork by Robinson

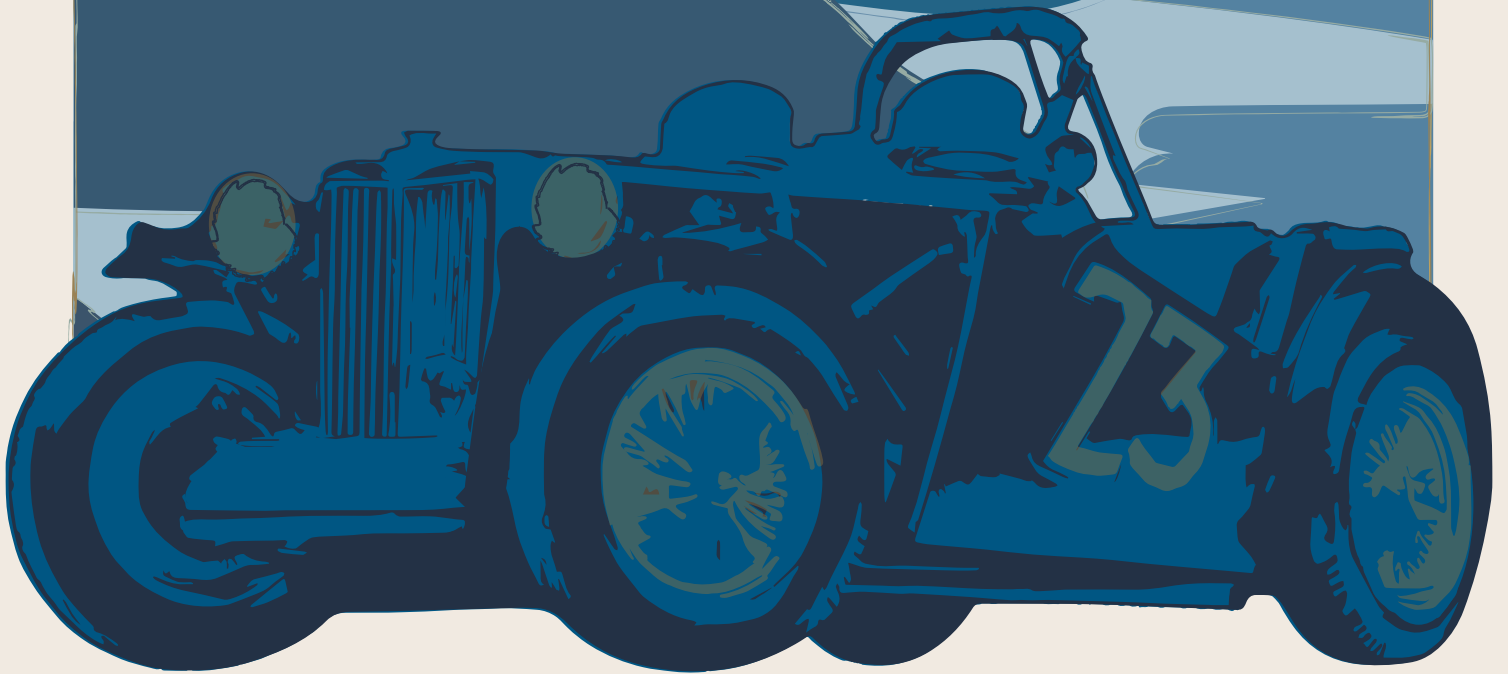


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This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). 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, the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended. 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.

<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, Deaneay Road, Bristol BS1 5AH

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a Lot under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description of a Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any Lot or any *Description* or *Estimate* made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the - of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. *Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S5B' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held. Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutichinsky

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

2. A diamond brooch, signed Kutichinsky

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

3. A diamond brooch, mounted by Kutichinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

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

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

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

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

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

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the Auctioneer's sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

- CB – Châteaueu bottled
- DB – Domaine bottled
- EstB – Estate bottled
- BB – Bordeaux bottled
- BE – Belgian bottled
- FB – French bottled
- GB – German bottled
- OB – Oporto bottled
- UK – United Kingdom bottled
- owc – original wooden case
- iwc – individual wooden case
- oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artist's Resale Right Regulations 2006, as amended. 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, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

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

Under this contract the Seller's liability in respect of the quality of the Lot, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
 - 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
 - 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
 - 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary); the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
 - 2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
 - 2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and

which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* *Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
 - 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for

your breach of contract;

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

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
 - 9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
 - 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
 - 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability

to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

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

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or

personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 We will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.
- ## 2 PERFORMANCE OF THE CONTRACT FOR SALE
- 2.1 You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- ## 3 PAYMENT AND BUYER WARRANTIES
- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, His 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 His 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 His 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 you as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the Sale, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the *Lot* is a *Forgery* and details of the Sale and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of Sale to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the Sale (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant Sale (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the Sale and *Lot* number sufficient to identify the *Lot*; but not if:
- the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or
- the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or
- it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
- the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams*' officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit

of Bonhams' holding company and the subsidiaries of such holding company and the successors and assigns of Bonhams and of such companies and of any officer, employee and agent of Bonhams and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/ or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Account" the bank account of Bonhams into which all sums received in respect of the Purchase Price of any Lot will be paid.

"Additional Premium" a premium, calculated in accordance with the Notice to Bidders, to cover Bonhams' Expenses relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended, 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 pounds.

"Auctioneer" the representative of Bonhams conducting the Sale.

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a Bidding Form.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. Bonhams is also referred to in the Buyer's Agreement, the Conditions of Business and the Notice to Bidders by the words "we", "us" and "our".

"Book" a printed Book offered for Sale at a specialist Book Sale.

"Business" includes any trade, Business and profession.

"Buyer" the person to whom a Lot is knocked down by the Auctioneer. The Buyer is also referred to in the Contract for Sale and the Buyer's Agreement by the words "you" and "your".

"Buyer's Agreement" the contract entered into by Bonhams with the Buyer (see Appendix 2 in the Catalogue).

"Buyer's Premium" the sum calculated on the Hammer Price at the rates stated in the Notice to Bidders.

"Catalogue" the Catalogue relating to the relevant Sale, including any representation of the Catalogue published on our Website.

"Commission" the Commission payable by the Seller to Bonhams calculated at the rates stated in the Contract Form.

"Condition Report" a report on the physical condition of a Lot provided to a Bidder or potential Bidder by Bonhams on behalf of the Seller.

"Conditions of Sale" the Notice to Bidders, Contract for Sale, Buyer's Agreement and Definitions and Glossary.

"Consignment Fee" a fee payable to Bonhams by the Seller calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, Business or profession.

"Contract Form" the Contract Form, or vehicle Entry form, as applicable, signed by or on behalf of the Seller listing the Lots to be offered for Sale by Bonhams.

"Contract for Sale" the Sale contract entered into by the Seller with the Buyer (see Appendix 1 in the Catalogue).

"Contractual Description" the only Description of the Lot (being that part of the Entry about the Lot in the Catalogue which is in bold letters, any photograph (except for the colour) and the contents of any Condition Report) to which the Seller undertakes in the Contract of Sale the Lot corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Seller" the person who offers the Lot for Sale named on the Contract Form. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the Contract Form acts as an agent for a principal (whether such agency is disclosed to Bonhams or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The Seller is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a Lot by a specialist on the Lot.

"Stamp" means a postage Stamp offered for Sale at a Specialist Stamp Sale.

"Standard Examination" a visual examination of a Lot by a non-specialist member of Bonhams' staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the Buyer's Agreement (as appropriate).

"Storage Contractor" means the company identified as such in the Catalogue.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the Sale in the United Kingdom.

"Website" Bonhams Website at www.bonhams.com

"Withdrawal Notice" the Seller's written notice to Bonhams revoking Bonhams' instructions to sell a Lot.

"Without Reserve" where there is no minimum price at which a Lot may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on Sales of that work subsequent to the original Sale of that work by the creator of it as set out in the Artist's Resale Right Regulations 2006, as amended.

"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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INDIGO BLUE EUROPEAN

Bonhams|Cars

'Safe, Secure, Reliable', Worldwide door to door shipping and bespoke storage for all vehicles.



- Single vehicles or, an entire collection with spares and motorcycles
- We can organise world-wide shipping by land, by sea and air
- UK and European transport using fully enclosed trailers and trucks
- Satellite tracked which enables you to watch the delivery of your car
- Secure vehicle storage in discreet temperature-controlled facilities



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T: 01420 477223

Registration and Bidding Form

(Attendee / Absentee / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

Data protection

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

We may from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box

Notice to Bidders.

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title:	Goodwood Members' Meeting	Sale date:	14 April 2024
Sale no.	29331	Sale venue:	Chichester, West Sussex

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