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RM AUCTIONS in association with Sotheby's





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EVENT INFORMATION

LOCATION

Battersea Evolution

Chelsea Bridge Entrance, Battersea Park London, SW11 4NJ, UK

DATES & TIMES

Tuesday, 26th October

Preview	10:00 am - 5:00 pm
Drinks Reception	6:30 pm - 8:30 pm

Wednesday, 27th October

Preview 10:00 am - 4:00 pm Auction Start 4:00 pm

"KISS KISS BANG BANG" DRINKS RECEPTION

Strictly by invitation only. RM Auctions would be delighted to invite its consignors and registered bidders to a complimentary drinks reception at 6:30 pm on Tuesday 26th October, to preview the automobiles and memorabilia on offer at the 2010 London auction. Please call Catherine Bunch on +44 (0) 20 7851 7070 or email cbunch@rmauctions.com for further details.

ADMISSION

Admission to this event requires the purchase of an official auction catalogue for ± 50 . The catalogue admits two persons and must be presented at the entrance of Battersea Evolution to be granted entry.

BIDDER REGISTRATION

Bidder registration costs £90 and includes an official auction catalogue and admission for two to the previews, drinks reception, and auction. You can register to bid on the preview days and day of the auction by presenting a valid passport (or ID) and credit card at the bidder registration desk, or any time leading up to the sale by telephone, email or fax. *(See Buyer Information , page i.)*

GENERAL AUCTION INFORMATION

Europe

46a Carnaby Street London, W1F 9PS, UK Tel: +44 (0) 20 7851 7070 Fax: +44 (0) 20 7851 7079

North America

One Classic Car Drive Blenheim, Ontario NOP 1AO, Canada Tel: +1-519-352-4575 Fax: +1-519-351-1337 Toll Free within the USA: 800-211-4371

SALE PRODUCED BY

RM Auctions Ltd

46a Carnaby Street London, W1F 9PS, UK

This auction will be conducted by RM Auctions Ltd in accordance with the terms and conditions printed in this catalogue. All questions and comments relating to the operation of this sale or to its content should be addressed to RM Auctions Ltd.

Property In Which RM Auctions Has Ownership Interest

Lots with this symbol indicate that RM Auctions owns the lot in whole or in part or has an economic interest in the lot equivalent to ownership interest.



EVENT LOCATION

AUCTION VENUE:

Battersea Evolution

Chelsea Bridge Entrance, Battersea Park London, SW11 4NJ, UK

Battersea Evolution is located inside Battersea Park. The park is on the south side of the River Thames between Albert Bridge and Chelsea Bridge.

ARRIVAL BY CAR

Enter through the Chelsea Bridge entrance and proceed down North Carriage Drive to a small roundabout and take the second exit to the left. Battersea Evolution is located outside of the congestion charging zone.

PARKING

Extremely limited parking directly outside Battersea Evolution is available for RM clients. RM clients should call our UK office in advance to secure a space and obtain a parking permit.

Otherwise the Riverside car park is publicly available (a minute's walk to the event). Charges are as follows: 9:00 am - 5:00 pm £1.80 per hour for the first 4 hours, £20.00 for 4 hours plus, and then free of charge from 5:00 pm.

ARRIVAL BY LONDON UNDERGROUND

The nearest London Underground Tube Station is Sloane Square (District and Circle Lines). From here Battersea Park is a 5-10 minute taxi or bus ride. If opting for the bus, please take the 137 or 452 numbered buses and alight at the bus stop just after Chelsea Bridge.

ARRIVAL BY TRAIN

The nearest overground train stations are Battersea Park (one or two stops from Victoria mainline station) and Queenstown Road (one or two stops from Waterloo mainline station). The easiest way to access Battersea Evolution from both of these stations is to head up Queenstown Road towards Chelsea Bridge and turn left into the park and follow the signs to the event.



HOST HOTELS

We would like to recommend the following hotels where special rates are obtainable for RM Clients:

The Cavendish 81 Jermyn Street London, SW1Y 6JF

The Dorchester 53 Park Lane London, W1K 1QA

For more information on these hotels and to reserve a room, please contact Catherine Bunch in our Client Services department on +44 (0) 20 7851 7070 or email cbunch@rmauctions.com. Our Client Services staff would also be delighted to recommend other hotels, restaurants and sites to visit which will make your stay in London even more memorable.



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<i>Reguster</i>	
to bid at London	Search prices realized for Nerceles Bens



Unable to attend one of our auctions but still interested in bidding? **BECOME AN INTERNET BIDDER!** JUST LOOK FOR THIS GREEN BUTTON ON **RMAUCTIONS.COM**.

VAT, IMPORT DUTIES AND TAXES

Automobiles of London is an international event, and consequently lots are offered that have originated in many different countries and jurisdictions.

BUYER'S PREMIUM

The buyer's premium in effect at Automobiles of London is 12% on automotive lots and 17% on non-automotive lots. Since the sale is conducted in England, under the Auctioneers' Margin Scheme, RM must bear VAT on the buyer's premium and will therefore charge an amount in lieu of VAT at 17.5% on this premium. For example, a tax paid automobile purchased for a hammer (block) price of £100 000 will be invoiced at £114 100 (£100 000 purchase price + £12 000 buyer's premium + £2 100 VAT on the buyer's premium).

LOTS

As a bidder, it is your responsibility to be aware of the relevant taxes and duties due and payable, as well as import regulations that may apply to your purchase. These depend on a variety of factors, including your status as a person or a corporation, your residency and the particulars of the vehicle.

To assist you with this process we have provided information about the origin and documentation status of each lot. In the specifications column, you will find both a flag, which will provide a quick reference as to the origin of the lots, the customs status in England, and where available, a brief description of the type of ownership or registration papers that will be supplied with the lot. Bidders are strongly encouraged to inspect the papers in person for each lot of interest to clearly understand what is being provided. Please visit the auction office on site, or ask an RM representative for assistance.

IMPORT TO U.S.A.

Bidders are advised that most vehicles less than 25 years old cannot be imported to the U.S.A. Certain vehicles may be eligible for importation by individuals under "Show and Display" provisions, however interested parties are advised to make their own determinations prior to bidding on any lot in the sale. In any event, RM Auctions and its affiliates or its associates make no representations whatsoever regarding the importation requirements for any lot into any country, regardless of age.

IMPORT TO CANADA

Bidders are advised that most vehicles less than 15 years old cannot be imported to Canada. Import rules are subject to change and interested parties are advised to make their own determinations prior to bidding on any lot in the sale. In any event, RM Auctions and its affiliates or its associates make no representations whatsoever regarding the importation requirements for any lot into any country, regardless of age.

FLAGS OF ORIGIN



Signifies that the lot is Australian taxes paid and has been consigned from Australia, and is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of the EU on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT and import duties for the lot to remain in the EU.



Signifies that the lot is taxes & duties paid in Belgium.

Signifies that the lot has originated in Canada and is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of England on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT and import duties to land the lot in England.



Signifies that the lot is taxes & duties paid in Denmark.



Signifies that the lot is taxes & duties paid in France.

Signifies that the lot is taxes & duties paid in Germany.

Signifies that the lot is taxes & duties paid in Italy.



Signifies that the lot originates from Jersey and is in Free Circulation within the EU for duty purposes, but is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of the EU on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT for the lot to remain in the EU.



Signifies that the lot is taxes & duties paid in Luxembourg.



Signifies that the lot is EC taxes paid and originates from the Netherlands.

- Signifies that the lot is New Zealand taxes paid and has been consigned from New Zealand, and is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of the EU on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT and import duties for the lot to remain in the EU.
- Signifies that the lot is taxes & duties paid in the Republic of Ireland.



Signifies that the lot is taxes & duties paid in Sweden.

Signifies that the lot is Swiss taxes & duties paid and originates from Switzerland, and is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of the EU on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT and import duties to have the lot remain in the EU. All purchases returning to Switzerland will be subject to local VAT and import duties.



Signifies that the lot is taxes & duties paid in the UK.

Signifies that the lot has originated in the United States and is present at the sale under a temporary import bond, which must be cancelled either by exporting the lot outside of the European Union (EU) on an approved bill of lading with supporting customs documentation, or by paying the applicable VAT and import duties to have the lot remain in EU. Buyers should note that duty of 2.5% will be charged on re-importation of the lot back into the USA.





lot **101**



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CHASSIS NO. 09139

SPECIFICATIONS:

5,763 cc overhead valve V-8 engine, five-speed manual gearbox, independent front suspension with upper and lower wishbones with coil springs, adjustable shock absorbers and anti-roll bar, independent rear suspension with upper and lower wishbones, coil springs, radius rod and anti-roll bar, four-wheel vented disc brakes. Wheelbase: 99"



ESTIMATE: £40 000 - £50 000 €47.000 - €59.000 \$60,000 - \$77,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation



1979 DETOMASO PANTERA GROUP 3

A successor to and improvement on the earlier Mangusta, the mid-engined Pantera made its world debut in 1970. Of the 7,260 Panteras produced over a 20-year run, Competition Coupés are the rarest examples, built for the FIA Group 4 sports car racing class (where it would contend with Ferraris and Porsches) as well as the less demanding Group 3 specification, which catered to the privateer gentleman drivers.

As rules mandated that few items could be changed on Group 3 cars, these cars, in contrast to their Group 4 siblings, were completely road legal. The Cleveland V-8 remained in place, fitted with a free-flow exhaust system and built to the same spec as the European Panteras, developing 300 bhp. Improvements included reinforced wishbones and a heavier duty clutch, to name a few modifications, as well as lightweight bucket seats. For racing, the client could request a number of additional upgrades from the factory, including a roll cage, quick fuel filler, retaining straps for the rear bodywork and more. Later on in production, flared wheel arches, a chin spoiler

One of very few factory Group 3 Panteras built Late production example with more aggressive Group 4 bodywork Matching numbers Complete with copy of original invoice and 10-inch wide rear wheels could be ordered as well. The Group 3 Panteras proved themselves extremely successful race and hill-climb competitors throughout the 1970s. Although the exact number built is unknown, many sources quote 36 as the total number.

Chassis 09139, the stunning Pantera offered here, is one of the limited few factory Group 3 cars built, and as a late production example, it was fitted with the more aggressive, optional Group 4 bodywork, including flared wheel arches and wider wheels. Delivered new to Vienna, Austria, the car was fitted with a special high compression 400-bhp V-8 engine with an improved valve train, large 12-litre oil pan, stronger oil sump, Group 3 exhaust and four-piston Girling brakes. It was reportedly used in a few club races before being sold to another Austrian owner in 1984. The car was fully restored in the late 1980s. We are informed the car runs and drives very well and comes complete with a copy of its original invoice and Austrian papers. 09139 offers the sports car enthusiast the best possible combination of qualities - a sexy Italian body, a reliable and powerful American V-8 and the rarity of limited production. All this Group 3 Pantera requires now is another gentleman driver with a penchant for hill climbs and club racing.



1954 LANCIA AURELIA B20 GT COUPÉ

The Vittorio Jano-designed Lancia Aurelia was a truly revolutionary design, combining high levels of performance luxury into one attractive and compact package. First offered in 1950 in B10 Berlina guise and joined by the B20 GT two-passenger coupé in 1951, the Aurelia created an immediate sensation. The brainchild of Lancia engineer Francesco de Virgilio, it is also considered the first production automobile to utilise V-6 power. Mechanically identical to the B10 but with a larger engine, the B20 GT was designed by Boano, and series production bodywork was carried out by Pinin Farina.

Racing success came swiftly, and in action, the B20 GT silenced any doubts as to its sporting prowess by finishing second in the Mille Miglia in 1951, piloted by Giovanni Bracco and Umberto Maglioli, followed up by victories including first in class and 12th overall at Le Mans. A stunning 1-2-3 finish at the 1952 Targa Florio was followed by another high profile win at the Liege-Rome-Liege Rally in 1953.

The Lancia offered here is a desirable secondseries B20 GT, which benefits from the relative simplicity and sophisticated mechanical specifications of the earlier models without the added weight of the later-series cars. Its original old English 'buff-log' book indicates it was first registered on 23rd November, 1954. It has more recently been acquired by its owner, an enthusiast and experienced driver who regularly competes in various historic racing events. She acquired this B20 specifically to compete in historic rallyes and has done so very successfully, even appearing on the cover of *La vie de l'Auto*.

Since acquiring the car, she has commissioned a great deal of mechanical work to prepare it for winter rallyes. More specifically, the heater was rebuilt, the windshield wiper motors were replaced, the steering box was rebuilt, as were the front drum brakes. and the car was fitted with a new clutch. air filter, Bilstein shock absorbers and four new wheels. Driving lights were added, and the bumpers were removed from the car to lend a more sporting appearance, but they accompany the car in the sale. Finally, the interior was equipped with a Tripmaster, rally clock and fire extinguisher. In fact, the car retains its original UK registration 5CMY. Prepared and modified by an experienced racing driver, this Lancia B20 is fully sorted and an ideal entrant for any number of historic racing events.



CHASSIS NO. 3271

ENGINE NO. **3874**

SPECIFICATIONS:

118 bhp, 2,451 cc V-6 engine with overhead-valves, four-speed manual gearbox in rear transaxle, sliding pillar independent front suspension, independent rear suspension with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 96.5"



ESTIMATE: £50 000 - £60 000 €59.000 - €71.000 \$77,000 - \$92,000

DOCUMENTS:

See page 13 for VAT status explanation

LOT 103



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CHASSIS NO. 222371BW

SPECIFICATIONS:

Est. 240 bhp, 4.2-litre inline six-cylinder engine with dual overhead camshafts, five-speed manual gearbox, independent front suspension with wishbones and coil springs, rigid rear axle with cantilever springs, and large-diameter, four-wheel hydraulic disc brakes. Wheelbase: 107.4"

ESTIMATE: £50 000 - £60 000 €59.000 - €71.000 \$77,000 - \$92,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation.



1963 JAGUAR MK II BY VICARAGE

For 1960, Jaguar's refined Mk II saloons were available in 3.4- and 3.8-litre form, setting new standards for style, comfort and performance, with the 3.8 Mk II renowned as the world's fastest four-door saloon. In short, the Mk II offered discerning buyers a luxurious, wood-trimmed alternative to more conventional family cars, all in a sportier package.

In addition to standard disc brakes and improved instrumentation, the Mk II introduced a larger rear-window, brightly trimmed window frames and thinner windscreen pillars. The 3.8 added such standard features as a tachometer, a limitedslip differential, and a four-speed gearbox with overdrive. The Mk II was impressive in competition, breaking four world records in 1961 in the 3-to-5-litre class, averaging 106.58 mph over 10,000 miles. It was also very successful in such racing events as the Tour de France, which the Mk II dominated from 1960 to 1963. It has also lent itself very well to upgrades for today's demanding enthusiasts who wanted the timeless Mk II styling with more modern mechanicals. Vicarage Limited has specialised in upgrading and modernising these cars since 1984. This 1962 Mk II, dramatically finished in black with burgundy hides, features beautifully restored bodywork by Pavesi in Italy. In 1991, following its cosmetic restoration, the Mk II was sent to Vicarage Limited for a complete mechanical restoration and systems upgrade.

A larger 4.2-litre XJ six-cylinder engine was mated to a new five-speed manual gearbox, allowing the driver to fully exploit the engine's potential. A specially upgraded performance suspension was added as well, along with a set of large-diameter disc brakes. Other upgrades included power steering and a stainless-steel exhaust system, plus modern electrics including new windscreen wipers, electric window lifts and more. The total cost of the improvements reached CHF 180,000, with the impeccable results displayed here.

In short, this very satisfying MK II embodies the best that is Jaguar, retaining its classic good looks and offering many modern upgrades to enhance the driving experience of what was already an extraordinary sports sedan.

The world's first true sports sedan Comprehensive upgrades by Vicarage with no expense spared Superb colours

LOT 103



Visit **rmauctions.com** to view all phot

CHASSIS NO. 222371BW

SPECIFICATIONS:

Est. 240 bhp, 4.2-litre inline six-cylinder engine with dual overhead camshafts, five-speed manual gearbox, independent front suspension with wishbones and coil springs, rigid rear axle with cantilever springs, and large-diameter, four-wheel hydraulic disc brakes. Wheelbase: 107.4"



ESTIMATE: £50 000 - £60 000 €59.000 - €71.000 \$77,000 - \$92,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Swiss Permis de Circulation

See page 13 for VAT status explanation.



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1974 FERRARI 365 GT4 BERLINETTA BOXER

Ferrari's radical 365 GT4 Berlinetta Boxer first appeared at the Turin show in 1971, and its exotic mid-engine DOHC flat 12 layout was to set the company's high performance course for the next 20 years. The engine was derived from the company's three-litre Formula 1 car, and the 365 BB was designed to meet the challenge of the Lamborghini Miura, Countach and the Maserati Bora. The BB series was also Ferrari's last entirely handbuilt production car.

Production of the 365 GT4 BB began in late 1973 as a '74 model, and 387 were built before they were superseded by the 512 in 1976. Collectors prefer the earlier 365, which is significantly more rare. *Road & Track* magazine called it "the fastest road car we've ever tested" when it recorded 175 mph in 1975.

This car fulfils Ferrari expert John Apen's absolute requirement of Boxers in that it has 100 percent complete paperwork. Records show the car was first registered by Maranello Concessionaires in April 1975 and used by none other than Col. Ronnie Hoare for six months, then sold to Ronald Symondson of Leatherhead, who kept it for 12 years and 24,000 miles. Anthony Hall in 1987 and M.J. Pearce in 1988 briefly drove it 1,000 miles apiece, and then Colin Pinson bought #18267 in March 1990, showing 26,000 miles, and kept it until July 1995. At 28,369 miles, John Grant was the next owner, and he drove #18267 for 10 years,

selling it to the present owner in November 2005, indicating 35,936 miles. The engine was rebuilt in 1995 and fully documented in the car's history file with the relevant invoices and photos of the work carried out. Everything was changed, down to the new pistons. Most all of the work conducted on the car was carried out by well known specialist Nick Cartwright. Belts were replaced in 2005, new Konis installed in 2006, and the car received a major service in 2008. Its provenance is complete and includes all records, owner's handbook, workshop manual, parts catalogue and tools.

This car remains in excellent original condition with air conditioning and even its 8-track player and still has its original tools as well as the spare parts catalogue for the car. It is fitted with the desirable wider rear wheels, but the originals come with it. The car drives very well and has been enthusiastically driven by the present owner to numerous car events, including a recent trip to Le Mans and the Ferrari Parade on the track. This is one of the best documented Ferrari 365 GT4 BBs that we have had the pleasure of offering.

LOT **104**



Visit rmauctions.com to view all photos. Photography: Tom Wood

CHASSIS NO. F102AB18267

ENGINE NO. F102A000000261

SPECIFICATIONS:

344 hp, 4,390 cc DOHC alloy flat 12 engine, four Weber downdraft carburettors, five-speed manual rear transaxle, independent front suspension by unequal length A-arms with coil springs and anti-roll bar, similar rear suspension with twin coil springs, hydraulic disc brakes front and rear. Wheelbase: 98.4"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £75 000 - £95 000 €85.000 - €110.000 \$115,000 - \$145,000



See page 13 for VAT status explanation.

Ferrari's first road-going flat 12-cylinder "Boxer" design 46,000 original miles, complete history file, with all owners RHD, in original Blue Chiaro with tan leather and air conditioning

1973 MERCEDES-BENZ 600 PULLMAN LANDAULET CONVERSION

A full generation after it was built, the Mercedes-Benz 600 remains an engineering and stylistic masterpiece, as exclusive and visually imposing as ever. In its day, it was a favourite of the world's wealthy and well-connected, used by everyone from Elvis Presley to the Pope. Powered by an all-alloy 6.3-litre 300 bhp V-8 engine, the 600 propelled itself with prodigious acceleration. A comprehensive hydraulic and pneumatic system powered the selflevelling suspension, assisted the brakes, helped open the massive doors and smoothly and silently operated the windows, trunk, seats and sunroof. With characteristic attention to detail, each Mercedes-Benz 600 was to all intents and purposes custom-built. It was available in both 3.200 mm and 3.900 mm wheelbases, the latter of which was available in four- and six-door form as well as a Landaulet

Whereas production of the "short" wheelbase 600 amounted to 2,190 units, the long-wheelbase cars, known as "Pullmans," are considerably rarer, with only 429 built. Rarest of the 600s was the Pullman Landaulet, of which only 59 cars were produced. Principally the province of popes and potentates, the Landaulet had a collapsible convertible top over the rear passenger compartment. It was available in both four- and six-door versions, of which each could be ordered with a longer convertible top that extended to the middle partition. Custom paint, interior design and special equipment ensured that no two cars were identical. The 600 we have the pleasure of offering here is particularly unique in that it is believed to the only long wheelbase Pullman ever converted to Landaulet configuration. As such, it is frequently referred to as "number 60 of the 59 built." The conversion was carried out by Crayford in the UK sometime in the early 1980s, just after production of 600s had ceased. Founded in the 1960s, Crayford specialised in all types of body conversions on coupés, saloons and cabriolets, and the workmanship on this particular car is superb. It is finished in characteristic black with a cream leather interior, with opposing seats at the rear.

The current owner acquired the Landaulet from the United States in 2004, shipping it directly to New Zealand, where it joined his extraordinary collection, which also includes three other 600 Pullmans and two short-wheelbase 600 limousines. The Landaulet arrived in superb condition, with the exception of minor paint imperfections and a couple cracks in the upholstery – both of which are easily rectified. Other than that, the car is in excellent mechanical and cosmetic condition and simply requires ongoing adjustments to the comfort hydraulic system, as do all other 600s. The air suspension stays fully up for months on end without losing pressure, and the car has been comprehensively maintained by a mechanic who worked on 600s when they were new.



LOT **105**



Visit **rmauctions.com** to view all photo

CHASSIS NO. 1000141200235





With only 59 built, Pullman Landaulets rarely come to market, and when they do, they regularly command well over £500 000. Just last year, RM had the pleasure of selling an

Believed to be the only 600 Pullman converted to Landaulet configuration Conversion by Crayford Four-door configuration, long wheelbase chassis "Number 60 of the 59 built"

unrestored example for £308 000. Given these record auction prices as well as the immense cost of Landaulet conversion, the offering of this superb 600 is most certainly a once-in-a-lifetime opportunity to acquire one of Mercedes-Benz's most desirable collector cars, offered here at a very attractive price point.

SPECIFICATIONS:

245 bhp, 6,332 cc V-8 engine, four-speed automatic gearbox, double-wishbone air spring independent front suspension, swing axle rear suspension with air springs and four-wheel power-assisted hydraulic disc brakes. Wheelbase: 153.5" (3,900 mm)



ESTIMATE: £150 000 - £200 000 €175.000 - €235.000 \$230,000 - \$310,000

DOCUMENTS:

ee page 13 for VAT status explanation





1989 ASTON MARTIN V8 VOLANTE "PRINCE OF WALES"

Launched in 1972 to update the mechanically identical DBS V-8, the Aston Martin V-8 was the final model development during the David Brown era, and it became the longest-running model in the company's glorious history. A true four-seater with the potential for 160-



mph speeds, this hand-built British grand tourer was without doubt one of the fastest and most elegant cars of its generation.

Penned by talented designer William Towns and based upon his design for the original DBS, the V-8 continued the bespoke traditions of its predecessors, while simultaneously upping the ante on performance. It was powered by the sophisticated all-alloy, quad-cam 5,340 cc V-8, engineered by Aston's legendary Tadek Marek, with Bosch fuel injection available for the first time in 1986. Powerful disc brakes and highly developed underpinnings enhanced the sophisticated ride of this iconic gentleman's express. The V-8 also continued the company's famous relationship with the James Bond film franchise, and it was featured in 1987's *The Living Daylights*, starring Timothy Dalton as Her Majesty's Secret Agent 007.

With an eye to satisfying American demand, the V-8 Volante convertible debuted in 1978, but it was not available in higher-performance Vantage specification until 1986. This option added the uprated Vantage engine, an aggressive

bonnet bulge, flared wheel arches, a rear spoiler, a deep front air dam and more. While the aggressive V-8 Volante Vantage styling appealed to many, others preferred the crisper, more understated appearance of the standard Volante. HRH the Prince of Wales specified his Volante with the Vantage-specification engine and raised bonnet, but without all the other Vantage-specific accoutrements. Following this special car, the factory produced a strictly limited run of 25 similar cars, based on the car for the Prince of Wales, with the variant being referred to as such. The cars were the final Vantage Volantes produced, when V-8 production finally ceased in December 1989. Today, many regard this model as the ultimate Aston Martin V-8

The right-hand drive "Prince of Wales" V-8 Volante offered here is one of the most desirable of the V-8 series, and it was first registered on 1 January, 1989. Beautifully finished in Rolls-Royce Graphite Grey with burgundy leather upholstery, it is certainly one of the very best original POW available today, having covered just 14,000 miles from new. The prior owner acquired it in May 2000, accumulating some 500 miles during their ownership tenure. Always well maintained, the POW was factory-serviced by Aston Martin Lagonda in its earlier years, including a front suspension service in 1994, air conditioning service in 1996, and the installation of a 3.06:1 final-drive ratio and a recalibrated speedometer.

The current owner acquired it in 2007 with just 12,500 miles indicated and since then has invested over £30 000 with RS Williams to ensure that it is perfect in every respect. Offered complete with a history file, a fresh MoT and RS Williams service, this is one of the finest examples we've ever seen, seamlessly blending Aston Martin Vantage performance with the understated elegance worthy of its "Prince of Wales" designation.





LOT 106

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CHASSIS NO. SCFCV81C2KTR15733

ENGINE NO. V/580/5733/X

SPECIFICATIONS:

Est. 309 bhp, 5,340 cc light-alloy, dual overhead-camshaft V-8 engine with Bosch electronic fuel injection, ZF five-speed manual gearbox, independent front suspension with upper and lower control arms, coil springs and anti-roll bar, de Dion rear axle with Watt linkage, trailing arms and coil springs, and four-wheel hydraulic disc brakes. Wheelbase: 102.8"



ESTIMATE: £125 000 - £155 000 €145.000 - €180.000 \$190.000 - \$240.000

DOCUMENTS:

See page 13 for VAT status explanation



Only 14,000 miles from new; one of just 25 produced The ultimate iteration of the Aston Martin V-8 concept Fresh MoT and RS Williams service; very well maintained High-performance Vantage specification with clean styling



1929 CHRYSLER IMPERIAL L80 CONVERTIBLE COUPÉ

Coachwork by Locke & Co.

This Chrysler Imperial L80 was originally supplied new to the UK and is a rare right-hand drive version. It retains its original UK registration number and features the optional redhead 112-horsepower engine, the most powerful of the three options offered. Of the total of 2,400 cars produced, only 142 were fitted with the elegant but sporty Convertible Coupé body by Locke of New York. This two-seater drophead coupé with a dickey seat



was distinguished by a number of features, including an unusual and elegant separate door to access the rumble seat, wind-up windows and a fully lined and weatherproof three-position top. It is estimated that less than 25 L80s of all types survive and only four with this body.

The car was taken off the road in 1959 and stored in a barn for a few years before being pushed into a field where it was rescued in 1966. It was then partially dismantled and stored again until 1998 when the prior owner bought the car and started a restoration. The vendor bought the car in January 2009 and completed the rebuild, at the same time upgrading it for use in the gruelling Peking to Paris rally. Medical issues have prevented the vendor from participating in the rally, which is taking place at the time of this auction.

The car has been subject to a total body-off and groundup restoration. The engine has been re-bored and features new pistons, new valves, new valve guides, new main bearings and new big ends (all white metal). The crankshaft was also reground. The water pump and starter motor were rebuilt and the dynamo upgraded to 12 volt. The car has been rewired throughout and the gearbox restored with new bearings. All lights and bumpers were re-chromed, and the window frames, radiator and radiator shell were rebuilt. The rear axle was rebuilt with 3.77:1 ratio, with new crown wheel and pinions and new bearings and seals.

An overdrive was installed to help ease the load on the engine for long distances and to permit relaxed highway speeds. The hydraulic brakes feature 15-inch drums, and the suspension has been beefed up with heavier springs for the Peking-Paris with new rubber trunnions throughout. The chassis frame was shot blasted and stove enamelled. The ash body frame and body panels have been renewed as necessary before repainting, and the interior was retrimmed in high quality automotive leather with new wool carpets. The hood material is new, lined with grey wool headlining. The instruments have been rebuilt or are new old stock. Stronger wire wheels were custom built for the Peking-Paris Rally in the style of the optional period Imperial wire wheels (there were originally five styles of optional wheels). The original wooden wheels, which are good condition, accompany the car as well.

This car is on the button, restored and upgraded at tremendous expense. It is now ready for its long awaited world tour with a new owner.







Photography: Tom Wood

CHASSIS NO. RR 143 P

ENGINE NO. **L5098**

SPECIFICATIONS:

110 bhp, 309 cu. in. side valve inline six-cylinder engine, three-speed manual transmission, leaf spring and solid axle front suspension and leaf spring and live rear axle rear suspension, four-wheel hydraulic drum brakes. Wheelbase: 136"



ESTIMATE: £50 000 - £70 000 €60.000 - €80.000 \$70.000 - \$100.000

DOCUMENTS:

ee page 13 for VAT status explanati



Rare right-hand drive example One of only 142 Locke Convertible Coupés One of only four believed to survive Complete body-off restoration



1934 LAGONDA M45 TOURER

The Lagonda M45 is the archetypal 1930s British sports car. Handsome, rugged and fast, this expensive motor car caught the rich sporting fraternity's imagination. Although only in production for two years, it continues to have a tremendous following, especially after a mildly modified M45 run for the factory by the Fox & Nicholl team won the 24 Hours of Le Mans in 1935.

This car, an M45 Special Bodied Tourer, is an elegant and fast four-seater on a shortened 10-foot chassis,



combining both great performance and stylish lines. Prewar Lagonda service records confirm that M45 chassis Z11226 originally carried a closed factory body. Sometime in the late 1940s or early 1950s, the car entered the vast collection of Harry Ellard, who stored nearly 100 cars at his factory, some owned for nearly 50 years prior to his death at the age of 87 in 1984. His entire collection was subsequently auctioned, and this car was acquired at that time by Tony Longmate, proprietor of respected classic car restorers Oaklands, for his own use.

At the time the rolling chassis had not been run in decades, and the saloon body had deteriorated. In 1985, Oaklands started a slow but comprehensive 15-year restoration, finally completed in 2000. The ash-framed, fabric-covered body now on the car was based on a sporting three-litre Lagonda of the early 1930s and features a re-trimmed interior, a new double-duck hood and tonneau.

The engine (no. 12670/2976) is a correct M45 Meadows 4½-litre unit but is not original to this car. It was fully rebuilt during restoration and had only accumulated 1,500 miles when it was acquired by the current owner

in 2008. It is mated to an original four-speed Lagonda gearbox (T8 322/5485) and has a high ratio 3.3 rear axle for fast touring. All components, instruments, etc. are correct, period Lagonda. As the car had been off the road for a considerable period, its original registration number BGT 269 had to be reapplied for and was granted by the DVLA in 1995. There is a photographic record of the rebuild and a log book detailing every outing made by Mr. Longmate.

The current vendor has spent in excess of a further £60 000 over the last two years in cosmetic and mechanical upgrades on the car to prepare it for mild competition, long-distance touring and shows. The work was carried out by Greenwood Motorsport, who have maintained the car in top-notch condition. The engine, brakes and suspension were tweaked, the crown wheel and pinion replaced, the car rewired, an overdrive unit fitted for relaxed cruising at 90 mph, correctstyle spats fitted to the front wings, and twin spare tyres fitted for rally use. In addition, an ingenious hidden compartment was created behind the seats to carry the full set of side screens.

The car was much admired in the paddock at the 2008 Le Mans Classic, where the vendor used it as his support vehicle, and she performed impeccably in the gruelling Flying Scotsman Rally from London to Edinburgh. The car is on the button, cosmetically sharp and has a VSCC buff form and MOT.



ENGINE NO. 12670/2976

Z11226

SPECIFICATIONS:

4½-litre inline six-cylinder engine, four-speed Lagonda gearbox, live rear axle. four-wheel mechanical brakes. Wheelbase: 120"



ESTIMATE: £90 000 - £120 000 €100.000 - €140.000 \$130,000 - \$180,000

DOCUMENTS: UK V5





Comprehensive Oaklands restoration Photographic record of restoration Comprehensively maintained, recent cosmetic and mechanical upgrades On the button, ready to drive

LOT 108



1964 ASTON MARTIN DB5 CONVERTIBLE

The new DB5 arrived in the autumn of 1963. Though it retained the basic chassis, body style and running gear of the late-model DB4s, the new DB5 was different in many respects. It would be produced for just two years but



became one of the most famous of all Aston Martins. A specially-equipped DB5 would serve as super-spy James Bond's personal car in the Hollywood film *Goldfinger*, giving the car international star status. Arguably one of the best product placements in the history of merchandising, Aston Martin was vaulted to immediate recognition and given untold amounts of free global advertising of which manufacturers can only dream.

The DB5 maintained the 98-inch wheelbase, pressed steel platform chassis, basic dual overhead cam sixcylinder engine and the choice of four-seat coupé or convertible of its predecessor. However, a 4-mm bore increased engine displacement from 3,670 cc to 3,995 cc. In standard form with three SU carburettors, the engine was rated at 282 horsepower, good for zero-to-sixty times of 8.1 seconds with a top speed of 141 mph. Cabriolets would adopt the covered headlamps of the coupés, and a detachable steel hardtop would continue as an option. In total, 170 detail modifications completed the transformation from DB4 to DB5. Initially the car was to be available with a four-speed manual David Brown gearbox with optional overdrive or a three-speed Borg-Warner automatic. The DB5 offered an optional all-synchromesh ZF five-speed manual in which the fifth gear was effectively an overdrive. After the first 50 cars were produced, the five-speed manual became standard, and the four-speed with overdrive was no longer offered.

All told only 898 coupés would be built and only 123 convertibles: 19 left-hand and 104 right-hand drive versions.

The stunning right-hand drive DB5 Convertible pictured here was purchased new by Cavendish Shop & Business Properties Ltd. and delivered new on 16th April, 1964. It was the 27th DB5 Convertible built, originally finished in Platinum with dark blue Connolly leather and a navy blue Duracol hood. The only non-standard feature was chrome wire wheels. Registered on number AUC 565B, the car was fitted with triple SU carburettors and a manual gearbox.

The car was formerly owned by Major Hugh Marrack, and it is believed he owned the car for guite some time, perhaps even since the early seventies. In 1987, Major Marrack had the engine removed and overhauled by Goldsmith and Young Ltd. Tragically he passed away shortly after the work was completed, and the car remained at Goldsmith and Young until it was sold as part of his estate to a new owner who took the car to Sweden. This enthusiast apparently drove the car three to four times per week and reported that it was "totally reliable." Mileage remained very low, however, and by 1990, over 25 years since the car was built, the car had only accumulated 26,460 miles.



LOT 109

Photography: Simon Clay

CHASSIS NO. DB5C/1285/R

ENGINE NO. 400/1472

SPECIFICATIONS:

4.2-litre dual overhead cam inline six-cylinder engine, five-speed manual transmission, independent front suspension with coil springs, live rear axle, four-wheel disc brakes. Wheelbase: 98"





ESTIMATE: £320 000 - £375 000 €380.000 - €445.000 \$495.000 - \$580.000

DOCUMENTS:

See page 13 for VAT status explanation.



One of only 104 right-hand drive DB5 Convertibles built 4.2-litre upgrade A stunning low mileage example in Sierra Blue



One distinct advantage of the car going to Sweden is that it was a requirement to have the car completely rustproofed, which no doubt contributed to this car coming back to the UK years later in such good condition.

Upon its return to the UK in 1992, the car was inspected by John Goldsmith once more for prospective buyers, before eventually being bought by a dentist, Dr. Martin Irthel. The car was sold once more at auction four years later, purchased by The Garage on the Green, London. Griff Rhys Jones drove the car in a Charity Rally in April 1996 before it was sold to Anthony Parkinson later in the year.

In a letter from Mr. Parkinson, dated May 2005, he reported enjoying 13,000 miles of reliable motoring in his nine years of ownership. A blown head gasket soon after purchase resulted in the head being converted for use with unleaded petrol. Six pistons were installed from Aston Martin Dorset as well. Other work conducted on the car included two new brake servos, repairs to the master cylinder and a stainless steel exhaust system.

The car was used rather sparingly in 2004 and was sent to Bill Goodal at Newlands Motors in September of that

year in preparation for its sale. Initial work concentrated on overhauling and upgrading the suspension, repairing and tidying the exhaust manifolds and cam covers, and stripping down and reconditioning the electric windows. After much deliberation, Mr. Parkinson elected to have the car refinished in Sierra Blue, the same colour of the DB5 saloon his father has owned since 1972. Having driven his father's DB5 and experienced how his 4.2-litre re-bore transformed the car's performance, Parkinson sent this convertible back to Bill Goodal for a 4.2-litre upgrade and the fitment of a new black Everflex hood.

As offered, this DB5 Convertible now shows 46,000 miles, which are believed to be correct. It has just been issued with a fresh MOT certificate, and its file includes MOT certificates dating back to 1993. A hand-built thoroughbred in the best British tradition, the DB5 Convertible remains a landmark automobile today and a supremely elegant way to travel. This car, with its known history, proper maintenance and low mileage, is an excellent and immensely driveable example of the marque. It remains, unquestionably, one of the most beautiful Aston Martins ever built.





THE HOOPER CORPORATE COLLECTION LOT 110 - 132

"Hooper was, quite simply, *the best*; in any discussion of Britain's top coachbuilders, it was not simply on everyone's list, it was at *the top.*"

British Coachbuilders by Nick Walker

This was certainly no exaggeration. Coachwork by Hooper was not only beautifully designed and masterfully executed but supremely expensive, reserved only for Britain's wealthy and well-connected.

Founded in London's Haymarket in the early 19th Century, the company received the first royal warrants in 1830, building coaches for Queen Victoria and King Edward VII, a relationship with the royal family that continued for well over a century. With the advent of the automobile, Hooper was among the first coachbuilders to begin building bodies on motor car chassis and, as before, did so very successfully. No request was too outlandish, and if one could pay for it, Hooper's would find a way to fabricate it. From limousines and landauletes to sedancas and broughams, the firm's coachwork was renowned for its stately elegance.

Following the Second World War, the company continued in production, working largely with light alloy and producing a number of one-off London Motor Show cars. By 1959, however, it became clear that the Silver Cloud would be the last of the traditional coachbuilt cars; with the advent of unibody construction, Rolls-Royce could no longer supply bare chassis to Hooper for coachwork.

Since that time Hooper coachwork has arguably been even more exclusive and pricey, as the company has worked from completed Rolls-Royce and Bentley motor cars, which are then modified, re-fabricated and redesigned with any feature the client desires. As before, the result is a bespoke, elegant motor car that is specifically designed for the client but begun on a totally complete car.

The cars presented on the following pages are offered directly from Hooper's collection of motor cars, and many have been in the collection's care since the 1980s. RM Auctions is honoured to have been chosen to represent this collection, and we encourage all clients with an eye for design and an interest in the rare to peruse the following pages carefully.



1980 ROLLS-ROYCE CORNICHE TWO-DOOR SALOON

Coachwork by Hooper

Though Corniche Two-Door Saloon production officially ended in 1977, this vehicle was the last coupé Rolls-Royce produced and was delivered in 1979 after which it was transformed by its original and current owner, the Hooper Corporate Collection. The one-owner, one-off car was custom-built to the vendor's specifications with no expense spared at the time of construction. Everything is hand-crafted and bespoke to this particular Corniche. The cost of Hooper's custom coachwork far exceeded the original price of the car when new. The work took some 18 months to complete with thousands of hours of work and hundreds of major and minor changes.

In addition to the dramatic turquoise metallic colour, the exterior has been specially fitted with a limousine-style back window along with a Silver Spirit frontend and rear section to give the car a more modern and classic, albeit updated, look. It has also been fitted with chrome wire wheels, fog lights, bespoke twin exhausts, and chrome rocker panel sills to complete the exterior transformation. It has also been fitted with Bailey sport suspension components, which give the car more agile driving dynamics not usually associated with Rolls-Royce automobiles. The interior is swathed in Connelly leather, including the dash and steering wheel which are covered to match the striking exterior colour. The centre console of the car is equipped with a Howard Becker (of Beverly Hills) stereo entertainment system that cost well over \$30,000. Mechanically the car has not been changed from its original configuration when delivered.

Though showing evidence of some use under the bonnet, the car has been used minimally but regularly and shows just 15,000 miles on its odometer. Initially, the car was driven in the United Kingdom. Somewhat later it was shipped to the United States where it saw little use while in California. It was then shipped back to the UK and has been used sparingly since. We encourage very close inspection of this car as there is certainly nothing quite like it, and probably never will be! This would certainly be the centrepiece of any Rolls-Royce collection.



Visit **rmauctions.com** to view all photo Photography: **Tom Wood**

CHASSIS NO. CRX50264

ENGINE NO. **50264**

SPECIFICATIONS:

6,750 cc OHV V-8, three-speed automatic transmission, power-assisted four-wheel disc brakes, four-wheel independent suspension, hydraulic height control system. Wheelbase: 120.5"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £40 000 - £55 000 €47.000 - €65.000 \$61,000 - \$85,000

DOCUMENTS:

See page 13 for VAT status explana

From the Hooper Corporate Collection

Single ownership from new

Unique one-off custom coachwork by Hooper with bespoke interior and exterior

Driven just 15,000 miles since new


LOT **111**



Photography: Tom Wood

CHASSIS NO. JB16597

SPECIFICATIONS:

0.88 hp, 954 cc horizontally mounted single-cylinder engine, belt primary drive and chain final drive, rear leaf spring suspension, and a mechanical transmission brake. Wheelbase: 58"



CONTACT CAR SPECIAL

ESTIMATE: £35 000 - £45 000 €41.000 - €53.000 \$54,000 - \$69,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation.

1886 BENZ PATENT MOTORWAGEN REPLICA

While it is a frequently disputed point as to who actually conceived the first motor car powered by an internal combustion engine, there is no contending that Karl Benz created the first truly successful car. By 1880, Benz had created a working two-stroke engine, and within a few years, he had organised Benz und Cie: Rheinische Gasmotorenfabrik at Mannheim in Germany. By the close of 1885, Benz had produced a single-cylinder, four-stroke gasoline engine and fitted it to a three-wheeled carriage that he designed specifically for his engine.

This first Benz had two driven rear wheels powered by a horizontally mounted singlecylinder engine that developed ¾ horsepower and, amazingly, a speed of eight miles per hour was recorded on one of the very first test runs. As might be expected, the first Benz vehicles were somewhat primitive in

> From the Hooper Corporate Collection An exact replica of first Benz model The essence of pioneer motoring

design, but nonetheless, they incorporated many revolutionary features such as electric ignition, a mechanically operated inlet valve and a differential gear. Benz patented his car on 30 January, 1886, and that spring, the Benz was seen on the streets of Mannheim. Throughout 1886 and 1887, Benz further developed his design, eventually making his first sale in 1887.

The 1886 Benz Motorwagen offered here is an exact replica produced by John Bentley Engineering of the UK. Considered the most authentic and painstaking recreation of the first working Benz design, these vehicles were made between 1986 and 1997. In fact, John Bentley and his team of artisans were granted access to the original Benz, when it was owned by Mercedes-Benz, in preparation for the project. As a testament to their acceptance in the automotive industry, Mercedes-Benz of Stuttgart acquired the final group of cars produced by Bentley. This particular example is offered from the Hooper Corporate Collection and shows few signs of use, having been driven less than 200 miles from new. Beautifully presented, it is a delightful example of early automotive history.



1951 WILLYS M38 MILITARY JEEP

In 1940, the U.S. Army Quartermaster Corps released a tender for "a general purpose personnel or cargo carrier." The first respondent was perhaps the most unlikely manufacturer, the American Bantam Car Company, which had begun as a licensed builder of the Austin Seven. Eventually, Willys-Overland received the largest of the military contracts for this ¼-ton 4x4, which soon became beloved of American Gls for its versatility and reliability.

At war's end, Willys developed a civilian model of what the servicemen affectionately called the "Jeep." This CJ-2A model (for Civilian Jeep) was shorn of its military fixtures but was so rugged that it developed a following with farmers and tradesmen. Within four years, however, the United States became involved in hostilities in Korea, and an updated version of the military Jeep was called for. The thencurrent civilian Jeep was the CJ-3A, so Willys developed a militarised model, designated M38. Nearly 62,000 M38s were produced between 1950 and 1952.

Purchased by the current owner in the United States in 2002, this M38 Jeep is restored to authentic U.S. Marine Corps configuration of the Korean War era for a three-star general. In addition to the shovel and axe mounted to the passenger side, the vehicle is armed with a pedestal-mounted machine gun and ammunition for exhibition purposes. Genuine Marine Corps radio units, with accompanying aerial, are mounted to the rear wheel well. The car also comes with a Thompson machine gun and hand grenades hanging from clips on the backs of its front seats.

The engine compartment is correctly detailed, in the manner of a military vehicle that has seen some use. This is true also of the interior, where nicks and scratches can be seen, as well as wear to the pedals and floorboards. The result is a realistic look as would be found in active service.

The odometer shows slightly less than 38,000 miles, and the Jeep runs well. It has been used by the owner on his estate and has appeared at a number of shows and rallies. An excellent restoration of an authentic Korean-era Jeep, this vehicle is ideal for military vehicle collectors or Jeep aficionados.

From the Hooper Corporate Collection Authentic Korean-era restoration Full complement of military equipment





Visit **rmauctions.com** to view all photos Photography: **Tom Wood**

CHASSIS NO. 36972

SPECIFICATIONS:

60 bhp, 134 cu. in. side-valve four-cylinder engine, three-speed manual gearbox with two-speed transfer case and four-wheel drive, live front and rear axles with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes.



ESTIMATE: £8 000 - £10 000 €9.500 - €11.500 \$12,000 - \$15,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

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1920 PIERCE-ARROW MODEL 48 2/3-PASSENGER COUPÉ

Not surprisingly, many American auto manufacturers started out in the bicycle business. The advancement of transportation technology was natural, and the increasing appetite for automobiles coincided with a bust in the bicycle market. Heintz, Pierce and Munschauer of Buffalo, New York, however, had far more diverse roots. Founded in 1865, the company made bird cages, then other household wares such as ice boxes and bathtubs. George N. Pierce bought out his partners in 1872 and renamed the company for himself. He added bicycles to the mix in 1896 and in 1900 built a steam car. By that November, a gasoline-powered car was operating, and in 1901 manufacture of a De Dion-engined "Motorette" began.

A defining moment in the evolution of the Pierce automobile came in 1904, with the introduction of the four-cylinder Great Arrow. Pierce's son Percy drove one in the inaugural 1905 Glidden Tour, winning the reliability contest hands down. Pierces took the Glidden trophy for the next four events. "Pierce" and "Arrow" became so linked in the public eye that both car and company were renamed Pierce-Arrow in 1909. By then, Pierce-Arrows, which sold for \$3,050 to \$7,200, had joined the "Three Ps" of luxury manufacture, the other members of which were Packard and Peerless.

In contrast to Peerless, which introduced a V-8 in 1916, and Packard who brought out the famed "Twin Six" V-12 the same year, Pierce-Arrow held firm to six cylinders, right through to 1927. Pierce's hallmark for many years was the

LOT **113**



The Pierce-Arrow chassis and parts after gold and nickel plating prior to assembly



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CHASSIS NO. 515435

ENGINE NO. 515435



T-head configuration, produced in several sizes; for most of the teen years these were of 38, 48 and 66 horsepower. In 1918 the 38 and 66 were discontinued and the 48 redesigned with dual valves.

This remarkable Pierce-Arrow 48 was delivered new to Emerson Carey of Hutchinson, Kansas. Mr. Carey was founder and owner of the Carey Salt Company. Salt was discovered in that region in the late 19th Century; Carey's company was the first to open a mine in Hutchinson, producing rock salt. The mine is still in use today.

In 1945, the Pierce was acquired by another wealthy Kansan. He spent nearly 30 years restoring it in an old garage in Great Bend, some 70 miles away. Deciding to do "the unusual and create something really different," this owner employed skilled workers to create "the Hope Diamond of antique cars," covering its aluminium body with 23-carat gold. Every inch of the chassis and engine are also plated, either gold or nickel. The bonnet and wings are nickeled, and the hickory-spoke artillery wheels are done in 23-carat gold leaf. All the interior fittings are silver plated.

From the Hooper Corporate Collection Amazing gold-plated aluminium body Characteristic wing-mounted headlamps

The restoration was completed in 1973. During that time, and until acquisition by its next owner, Kenneth Mausolf, fewer than a dozen people saw the remarkable car. In January 1974, finally, it was given a public debut, displayed in the lobby of the Bank of Engelwood in the Denver, Colorado suburb of that name.

The body has the patina characteristic of gold. The interior is done in black leather, all in excellent condition. Unusually for such a large car, it has seating for only three people, two in the main seat and an additional passenger on a jump seat located forward on the passenger side, which is to say to the left, since the car, like all Pierce-Arrows until 1921, is right-hand drive.

Imported to the United Kingdom in 1989, the car has recently been a feature display at the Auto & Technik Museum in Sinsheim, Germany. This large museum showcases all forms of air and land transport technology. Still remarkable nearly four decades after its spectacular restoration, this Pierce-Arrow coupé is truly one of a kind.



SPECIFICATIONS:

Series 51. 48 hp, 525 cu. in. T-head dual-valve six-cylinder engine, three-speed manual gearbox, solid front axle with semi-elliptic leaf springs, live rear axle with three-quarter-elliptic leaf springs, and two-wheel mechanical brakes. Wheelbase: 142"



ESTIMATE: £70 000 - £100 000 €80.000 - €145.000 \$105,000 - \$160,000 OFFERED WITHOUT RESERVE



See page 13 for VAT status explanation



1930 ROLLS-ROYCE PHANTOM II LWB OPEN TOURER

Rolls-Royce produced the Phantom II from 1929 to 1935. The engine was improved over its predecessor's, though Rolls-Royce never found it necessary to publish horsepower figures. After all, this was a Rolls-Royce, and one didn't need to question its power. It was assumed to be more than adequate. With a cross-flow cylinder head, separate inlet ports, improved exhaust manifold and higher compression, another 20 hp was realised with the Phantom II. The clutch housing and gearbox were built in unit with the engine, and new to the chassis was Hotchkiss drive to a hypoid rear axle which allowed a lower floor line. As introduced, the Phantom II was remarkably fast for its size and an exceptionally good car, yet Rolls-Royce sought continual improvement with more than sixty running changes made to its specifications. A total of 1,767 were produced during the model run.

77 GY began life as all P-IIs (chassis only) and was sold to Rippon Bros., Ltd., St. Johns Road, Huddersfield, England. The sale was dated 2 May, 1930, though delivery was accepted on 22 August, 1931. It is possible that the car was the Olympia Show car. Today, it sports rather ornate coachwork with a polished aluminium hood, painted wire wheels, and the absence of front doors along with radically cut down rear doors and distinctive scalloped belting thought to resemble coachwork once specified by an unknown Maharajah.

Rippon Brothers was located in a less fashionable part of London than its contemporaries - Barker, Hooper and Park Ward. It is, however, Britain's oldest coachbuilder, having built coaches for the Earl of Rutland in 1555 and for Queen Elizabeth I in 1564. Known for the highest quality of workmanship, Rippon constructed its first auto body in 1905 when a two-seater body was mounted atop a two-cylinder Rolls-Royce chassis. From that date until 1939, the company supplied custom bodies, primarily for Rolls-Royce, many times winning the Coachmakers Cup awarded annually for the finest coachwork exhibited at the London Motor Show. After WWII, production continued with operations ceasing in 1958. This particular car was formerly part of the noted collection of Richard and Linda Kughn and is now offered from the esteemed Hooper Corporate Collection.





From the Hooper Corporate Collection Formerly in the Richard and Linda Kughn Collection Rolls-Royce Foundation documentation Unique Maharaja-type coachwork



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CHASSIS NO. **77 GY**

SPECIFICATIONS:

40/50 hp, 7,668 cc overhead valve, aluminium head inline six-cylinder engine, four-speed manual transmission, four-wheel mechanical drum brakes with servo assist, front and rear semi-elliptical suspension. Wheelbase: 150"



ESTIMATE:

£75 000 - £100 000 €90.000 - €120.000 \$110,000 - \$140,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanati





1935 AUBURN 851 SUPERCHARGED SPEEDSTER

Had it not been for Errett Lobban Cord, Auburn might have remained unremarkable, just one of 400 makes of automobiles built in Indiana before World War II. Entering the auto business after graduating from high school in Los Angeles, Cord operated a number of garages and built race cars that he drove on West Coast dirt tracks. By the early 1920s, he had moved to Chicago, where he became a top salesman for Moon cars. Having saved some money, he made a deal with the foundering Auburn Automobile Company of Auburn, Indiana.

The Auburn company had been organised in 1900 by Morris and Frank Eckhart, sons of a carriage builder, to manufacture an automobile they had designed. The business, however, remained fairly low key and the cars quite commonplace for the period. In 1919, the Ekharts sold a controlling interest to a group of Chicago businessmen, one of whom was William Wrigley, Jr., the chewing gum magnate. The new management redesigned the cars, but the economy soured in the aftermath of World War I, and fewer than 16,000 Auburns were sold in four years. Taking the job of General Manager at Auburn in 1923, Cord obtained an agreement that if sales improved sufficiently he could buy into the firm. He then spruced up the accumulated inventory of unsold Auburns with bright paint jobs and nickel trim and quickly sold them all. By 1926, Cord was President of the company and held a controlling interest. He readied new models and positioned Auburn as a performance car at a low price, which further enhanced sales. Among these was a lowpriced eight-cylinder car, good value at its \$1,895 price tag in 1925 and even better at \$1,395 two years later.

Stutz was then making a name for itself on America's racing circuits, and Auburn took up the challenge. Auburn's answer to Stutz was a handsome boat-tailed speedster. Introduced in the second series for 1928, the 8-115 speedster was said to have been styled by Alexis de Sakhnoffsky, the Russian count who had emigrated to the U.S. in the 1920s to work at Auburn. The company embarked on a competition foray, sending speedsters to Europe and South America, one of them campaigned by

Malcolm Campbell, the London distributor. In the United States, driver Wade Morton clocked 108.46 mph with a speedster on a measured mile at Daytona Beach and covered 2,033 miles in 24 hours for a record 84.7 mph average at Atlantic City. He also set a new record at Pike's Peak. The results were satisfying, the publicity wonderful. More to the point, the Stutz cost nearly \$5,000, the Auburn just \$2,195.

The onset of the Depression affected Auburn less than many other automakers, as its products continued to be very good value. Sales slumped in 1930 but rebounded to over 34,000 in 1931. Auburn's prices ranged from an unbelievable \$945 to a modest \$1.395 in 1931, the latter for an impressive 136-inch wheelbase, seven-passenger sedan.

The 1931 line was redesigned by Alan Leamy, a young designer Cord had hired to work on his L-29 project. Leamy applied some of the Cord hallmarks to the Auburn body, adapting the L-29's split grille shell as a focal point of the design. The late stylist and historian Strother MacMinn has described this as the "key to a fresh. modern look." The 1931 cars became the best-selling Auburns ever. A new speedster was added to the line in the autumn, with raked windshield and boat-tail, one of the handsomest Auburns of all time.

For 1932, Cord and his Auburn team had another ace up their sleeves, a V-12. Designed by Auburn's chief engineer George Kublin, it utilised a narrow, 45-degree vee and an unusual combustion chamber, set at an angle to the cylinders. More efficient than either Packard or Lincoln V-12s, it was priced as low as \$1,105. The engine was manufactured, as were all Auburn powerplants, by Cord's Lycoming subsidiary.



10T **115**

33177E

ENGINE NO. GH4430

SPECIFICATIONS:

150 bhp. 279.9 cu. in. eight-cylinder inline side-valve engine, three-speed manual gearbox, solid front axle with semi-elliptic leaf springs. two-speed live rear axle with semi-elliptic leaf springs, four-wheel hydraulic drum brakes. Wheelbase: 127"



ESTIMATE:

£200 000 - £280 000 €235.000 - €330.000 \$310,000 - \$430,000 OFFERED WITHOUT RESERVE

DOCUMENTS: \mathbf{X}



From the Hooper Corporate Collection Iconic Gordon Buehrig design Stunning supercharged speedster 100 mph performance





The same year, a Columbia two-speed rear axle became available, enabling a choice of drive ratios, effectively six speeds ahead. Auburn hoped for a repeat of previous successes, continuing their campaign against the odds. It was not to be. The hefty profit of 1931 fell by 97 percent, and 1933 was worse: just 6,000 cars were sold. For 1934, a six-cylinder car was re-introduced, alongside a restyled eight. A diminished V-12 line was kept alive in upscale Salon trim, but using the old bodies. At year's end, the twelve was history, but Auburn had one more arrow in its quiver. The company pulled out all the stops for what would be the final speedster.

The 1935 Auburn styling was the work of Gordon Buehrig, who had designed the immortal Model J Duesenberg. Making the 1934 theme more upright yet more graceful, Buehrig also lowered the speedster's tail, making it smoother and more aerodynamic. With the V-12 gone, a more powerful eight was called for, so Auburn turned to August Duesenberg to adapt the Model J's centrifugal concept to the side-valve engine. With 6.5 to 1 compression, the supercharged Model 851 developed 150 bhp at 4,000 rpm. On the Bonneville salt flats, company driver Abner "Ab" Jenkins, a former Indy 500 driver of note, set 70 new unlimited and American speed records for stock cars. Each new speedster was delivered with a dashboard plaque certifying that the car had been driven by Jenkins to more than 100 mph.

The excitement was short-lived. The Auburn line continued unchanged into 1936, but sales were dismal. For 1937, the only cars produced by the Auburn Automobile Company were a second flight of front-drive Cords.

Restored in archetypal red by Coronal SA of Montevideo, Uruguay, this Supercharged 851 speedster has a beige leather interior and brown cockpit carpet. It is clean throughout and presents very well, with good gloss to the paintwork and excellent brightwork. For the last 20 years, the car has been on display at the Auto & Technik Museum in Sinsheim, Germany, a showcase of air and land transport technology. It has since been recommissioned by the vendor.



1964 ROLLS-ROYCE PHANTOM V SEVEN-PASSENGER LIMOUSINE

Coachwork by James Young

Rolls-Royce dropped its 4.9 Litre long-wheelbase Silver Wraith from its line-up in 1958, replacing it with the Phantom V in 1959. The new car was introduced simultaneously with the updated Silver Cloud II, both featuring the marque's new 6,230 cc aluminium V-8. The



Phantom V was considerably larger than the Silver Wraith with a wheelbase of twelve feet, weighing a full two-and-one-half tons, and a length just two inches short of twenty feet! Despite its size, the car was noted in contemporary tests as having the ability to cruise in excess of 100 mph in near total silence. Limited production continued through 1968. Just 581 were produced of which 197 would wear coachwork by James Young.

In 1962, the Phantom V was updated with a lower radiator and bonnet, a four headlamp system, and indicator lights recessed into the nose of the front fenders. Improved carburetion and an increased compression ratio improved performance and economy.

Coachbuilder James Young Ltd. offered three versions of the Phantom V – a seven-passenger limousine, a touring limousine, and a Sedanca deVille. The James Young catalogue thusly described the Phantom V limousine: "This

luxuriously equipped limousine is designed to provide the maximum comfort, whether owner or chauffeur driven... The coachwork on this magnificent car is recognized as the finest to be found anywhere in the modern world. It is the culmination of a century of superb craftsmanship which began with the Bromley Brougham." Indeed, James Young is recognised today as producing some of the most elegant and handsome of all Rolls-Royce bodies of the period.

According to Lawrence Dalton in his book, *Rolls-Royce – The Classic Elegance*, 5LVA121 was first delivered to Italy in February 1964. The vendor has informed us the car was later owned by New York Governor Nelson Rockefeller, although RM does not currently have corroborative documentation. Since joining the Hooper Corporate Collection, it has been displayed for many years in the Auto & Technik Museum in Sinsheim, Germany. It was totally restored in the late-1980s by Hooper & Co. (Coachbuilders) Ltd. and, underhood, shows typical road use and minor wear. It is said to be in good running order. The lovely dark blue exterior is complemented by sumptuous biscuit leather and striking book-matched burl walnut in both the driver and passenger compartments. The passenger compartment is highlighted by its centre console armrest, picnic tables, decanter compartment, jump seats, and occasional pillows crafted of matching leather. All in all, this is a lovely example of one of Rolls-Royces grandest limousines, and probably one of the best in existence.





LOT 116

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CHASSIS NO. 5LVA121

SPECIFICATIONS:

6,230 cc OHV V-8 engine, four-speed automatic transmission, dual master cylinder-equipped hydraulic brakes, servo-assisted, independent front suspension with coil springs and hydraulic shock absorbers, anti-roll torsion bar, asymmetric semi-elliptic leaf springs with hydraulic shock absorbers, electrically-controlled. Wheelbase: 144"



ESTIMATE:

£100 000 – £130 000 €115.000 – €150.000 \$155,000 – \$200,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation



From the Hooper Corporate Collection One of only 197 with elegant James Young coachwork Formerly owned by New York Governor Nelson Rockefeller Displayed at the Auto & Technik Museum in Sinsheim, Germany



LOT **117**



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CHASSIS NO. **C56C2316**

SPECIFICATIONS:

285 bhp, 368 cu. in. OHV V-8 engine, three-speed Turbo Drive automatic gearbox, independent coil spring front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic power drum brakes. Wheelbase: 126"



ESTIMATE: £30 000 - £40 000 €35.000 - €47.000 \$46,000 - \$62,000 OFFERED WITHOUT RESERVE

Jersey Vehicle Registration Document

See page 13 for VAT status explanatio





1956 LINCOLN CONTINENTAL MARK II

By the mid-1950s, America's post-war appetite for new cars had been sated, and manufacturers were looking for new niches. Lincoln, Ford's flagship marque, had slipped farther and farther behind archrival Cadillac in sales. Although successful in competition, scoring well in the Carrera Panamericana race series in Mexico, Lincoln had lost prestige after discontinuation of the iconic Continental model in 1949.

Hoping to regain the Continental's prestige, Ford created a whole new organisation, designated simply "Continental Division," headed by Edsel Ford's youngest son, William. Designers John Reinhart and Gordon Buehrig were given the brief to update the Continental idiom. The result was a clean and understated coupé with the Continental's hallmark rear-mounted spare appearing as a vestigial "bustle." Initially both coupé and convertible versions were planned, but the drophead was judged too costly to sell in the small production quantities of a luxury car.

At \$15,000 the Continental (not actually badged as a Lincoln but sold through their dealers) was the most expensive American

From the Hooper Corporate Collection Rare prestige model, fewer than 3,000 sold new Most expensive American car for 1956 Well-preserved original car car of 1956. Sales, however, were limited and the model was discontinued after 1957. Fewer than 3,000 were built, making the Continental a rare sight even when new.

A well-cared-for original car, this Continental Mark II displays only the wear and tear commensurate with its indicated 93,000 miles. The black paint exhibits a good shine, and the brightwork is all in very good condition. The interior, in original red and white leather, shows some cracks in the driver's seating area, and the red carpet has significant wear and separation of seams.

The engine compartment is generally clean but representative of the car's age and mileage, with some surface rust on components. The chassis is in similar condition, and the car's tyres, while showing good tread, are a narrow whitewall style of a later period.

The Continental Mark II has traditionally been undervalued in the marketplace, and this holds true today. This particular Continental has been on display at the Auto & Technik Museum in Sinsheim, Germany and since has undergone a light recommissioning, including cleaning and flushing of the fuel lines, fitting of a new fuel pump, a new battery and a short road test. With minor cosmetic refurbishment and detailing, this example can be a stunning reminder of the 1950s, when Ford Motor Company took a bold step in the luxury market.



1962 ROLLS-ROYCE SILVER CLOUD III SCT100 TOURING LIMOUSINE

Coachwork by James Young

High-waisted and long in proportion, the Silver Cloud was the zenith of prestige and luxury, carrying on the Rolls-Royce name from 1955-1965. 7,248 units were produced during the production run, outselling its sister Bentley S-series that was built sideby-side nearly ten-to-one. Standard bodies were produced by Pressed Steel of Cowley, England and differed from its Bentley sibling only in that it used the classic Rolls-Royce radiator shell topped by the Spirit of Ecstasy hood ornament.

The model was upgraded to Silver Cloud II status with the introduction of Rolls-Royce's new V-8 engine in 1959, literally transforming the car. At once, silent and effortless 100-mph cruising became a Rolls-Royce hallmark. The final iteration, the Silver Cloud III was used in 1962 to denote a more sloping bonnet line and radiator for better visibility, integrated front fender turn signal indicators, four headlamps versus two and additional engine power.

The SCT100 designation refers to coachbuilder James Young's interpretation of the classic look of the Phantom V on the smaller long-wheelbase Silver Cloud chassis. The highly desirable configuration is often referred to as a "mini-Phantom" thanks to its elegant proportions which gracefully reflect the larger P-V.

CBL 51 is pictured on page 237 of Rolls-Royce - The Classic Elegance by Lawrence Dalton. Dalton indicates that the car was delivered to its first customer. Neville Blond of the Blond Brothers family firm of textile manufacturers, in Great Britain in July 1963. It remains in entirely original condition as delivered new, including its Black over Oxblood exterior and biscuit Connelly hides. The right-hand drive car is "exquisite" to guote one reviewer, and its paint, leather, chrome and particularly the book-matched interior wood have never been touched, and remain in virtually perfect condition. Offered from the Hooper Corporate Collection, this is a rare opportunity indeed as such Touring Limousines rarely come to market



Visit **rmauctions.com** to view all photos Photography: **Tom Wood**

CHASSIS NO. CBL 51

SPECIFICATIONS:

6,230 cc OHV V-8, four-speed automatic transmission, internal expanding drum brakes with servo-assist, hydraulic front, mechanical rear, with a second hydraulic circuit on both front and rear, coil spring independent front suspension with hydraulic shock absorbers, semi-elliptic rear suspension with hydraulic shock absorbers controlled via a steering wheel switch. Wheelbase: 127"



ESTIMATE:

£25 000 - £30 000 €29.000 - €35.000 \$38,500 - \$46,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanati

Untouched original example From the Hooper Corporate Collection Rolls-Royce Foundation documentation Desirable and very limited production

"mini-Phantom" SCT100 model by James Young





1955 MERCEDES-BENZ 300SL COUPÉ

There are a great many enthusiasts and historians who believe that the Mercedes-Benz 300SL is, perhaps, the greatest road car ever built. No one who has ever owned or experienced a 300SL Gullwing will likely ever forget it. That the car appeared in production form at all was the result of fortuitous circumstance and was certainly not originally planned by the factory.

The original Mercedes-Benz 300SL was created for the 1952 racing season by the company to test the waters prior to M-B making a full-scale return to racing competition. It was practically makeshift expediency to allow an early entrance to racing following WWII and to keep the M-B name in the news long enough for the firm's upcoming 1954 Grand Prix car to be completed. To deem this exercise successful is a bit of an understatement – a second and fourth at the Mille Miglia, first and second at Le Mans and the Nürburgring, the same in the Carrera Panamericana, and a one-two-three sweep at Bern, Switzerland.

Mercedes-Benz did not intend to put the car into production, but U.S. importer Max Hoffman had other ideas. Hoffman, both a master marketer and a man of great insight, convinced Daimler-Benz to offer a production model by ordering 1,000 of them to be built and sent to the United States. Since the competition model had been sourced from off-the-shelf parts of Mercedes' 300-series saloon cars, it seemed relatively easy for the manufacturer to honour his request. The car, however, was exceedingly complex mechanically and not really designed for volume production. Nonetheless, thanks to the persistence (and influence) of Hoffman, M-B proceeded with limited production and the car was born.

Fuel injection replaced the race car's carburettors; the Bosch mechanical unit would be the first for a production car. The new Karl Wilfert-designed body was largely steel rather than all-aluminium and included bumpers and other creature comforts not desired in a competition car. All this shot the car's weight up from the racer's 1,900 pounds to nearly 3,000. Yet even in production form, underneath remained Rudi Uhlenhaut's brilliant tubular space frame chassis and the powerful 3.0-litre six-cylinder engine.

The 300SL became the first Mercedes to be introduced in the United States before it was even shown in Germany. It was unveiled in New York on 6 February, 1954, and it would take the automotive world by storm. The SL moniker reflected the pioneering use of multi-tube space frame construction. It also featured fully independent suspension in addition to its fuel-injected, 240 hp, 3.0-litre (2,996 cc) straight six with dry sump lubrication; the motor inclined to the side in order to reduce the height of the bonnet. All the power was delivered through a fourspeed manual gearbox, giving the car a 150 mph top speed and 0-60 mph in just 8.8 seconds, making it the fastest production automobile of its time. The result was a car that you could buy in New York City in 1954 for the princely sum of \$6,820 and cruise to your weekend home in Connecticut at top speed, should you dare to try it.

The gull-wing doors used on the racing version of the car were continued on the production car, as they were necessary to maintain the structural integrity of the space frame construction. This novel approach to building a car was not without difficulties. Mercedes had gone all the way towards a theoretically perfect multi-tube space frame structure where all the tubes were slim and absolutely straight and none had to withstand bending or torsional stresses of any nature. Taken to these extremes, this would deny access to the car altogether. so there were inevitable compromises needed to gain entrance to the passenger compartment. To ease the problem, the frame was very deep along the sills, and the doors were arranged to hinge along their top edge and open upwards in "gullwing" fashion.



The 300SL Gullwing seen here at the start of the Mille Miglia



From the Hooper Corporate Collection One of just 1,400 Gullwings built Prepared for participation in vintage rally events Multiple Mille Miglia entries



LOT **119**

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CHASSIS NO. 1970405500123

SPECIFICATIONS:

215 bhp (DIN), 240 bhp (SAE), 2,996 cc overhead-camshaft inline six-cylinder engine, four-speed all-synchromesh manual gearbox, independent front suspension with twin wishbones, coil springs and anti-roll bar, swing axle rear suspension with coil springs, hydraulic telescopic shock absorbers, and servo-assisted, four-wheel hydraulic drum brakes. Wheelbase: 94.5"



CAR SPECIALIST ABOUTTHIS CAR

ESTIMATE:

£350 000 – £400 000 €415.000 – €475.000 \$540,000 – \$620,000 OFFERED WITHOUT RESERVE

See page 13 for VAT status explanati





Front suspension was by coil springs and double wishbones along with high-pivot swing axles at the rear. This meant for tricky handling as the rear suspension could induce wild over-steer; this was partially overcome when later cars would be fitted with low-pivot swing axles. Hoffman's original request of 1,000 cars was exceeded as production of the semi-hand-built car reached just 1,400 units. The 300SL Coupé was discontinued after the 1957 model year. Today, it remains one of the most recognised and coveted of all sports cars ever built.

This handsome 1955 300SL was originally finished in Silver Gray metallic with a red leather interior, precisely the way it is presented today. It has been carefully prepared for vintage rallies and in fact has been raced multiple times in the Mille Miglia. Devoid of front and rear bumpers (which are included with the car) and fitted with very expensive Rudge wheels, it has a very sporting appearance reminiscent of the Gullwings raced in all the great endurance races in the 1950s. One silencer was removed from the exhaust, rendering the car with a kneeweakening exhaust note.

The car is listed in the Gullwing Registry as having been completed on 2nd March, 1955 and shipped the same month to its first owner, Nels Silverthorne in Toronto, Ontario. It has since been acquired by the Hooper Corporate Collection after spending some time in Colorado. Since being acquired by Hooper, it has spent some time in the Auto & Technik Museum in Sinsheim, Germany.

The cockpit is in stock trim, but a set of racing seat belts have been added. It is offered complete with a trunkmounted spare wheel and tyre, along with a "knock-off" hammer and a fire extinguisher.

Well proven in long distance rallies, this car is the finest driving car in the Hooper Corporate Collection and will serve its new owner very well on any rally, Mille Miglia included of course.





1989 ROLLS-ROYCE SPIRIT EMPEROR STATE LANDAULET

Coachwork by Hooper

The Silver Spirit and its long-wheelbase partner, the Silver Spur, were announced in the autumn of 1980 as replacements for the aging Silver Shadow and Silver Wraith II. Despite sharing many components with their predecessors, the new, more aggressively styled body was $1\frac{1}{2}$ inches lower than the former, and all models



featured a completely revised rear suspension. The Phantom VI continued to be available until 1990, though some customers preferred a smaller limousine. Thus, the Silver Spirit was stretched at the Crewe factory by in-house coachbuilder Mulliner Park Ward. In addition, Robert Jankel Design and Hooper also offered their unique interpretations of the Silver Spirit.

Hooper ceased traditional coachbuilding in 1959 but remained active in the automotive business with sales, restoration, refurbishing and service work. The company has continued coachbuilding since the early 1980s, however. This right-hand drive car was commissioned by an Australian client for the purpose of being featured at the Brisbane, Melbourne and Perth Motor Shows for charity fund raising. Work commenced in 1988 with construction continuing through 1991. George Moseley was retained by Hooper and Company as the engineer to oversee the design and construction of the unique vehicle, having previously been responsible for the Rolls-Royce Phantom V and VI Mulliner-Park Ward Laundaulettes. Wheelbase was increased 22.5 inches over the standard 120.5-inch Silver Spirit chassis. The body sides were restyled, new doors fashioned and new glass fitted all around to accommodate the raised roof, all of which combine to give the massive car elegant proportions. The passenger compartment with division can accommodate four individuals. It features a removable targa panel with collapsible rear hood, which enables passengers or travelling dignitaries the ability to stand for ceremonial occasions. Painted a conservatively handsome Anvil Black over Regency Red with black mohair hood, the chauffeur's compartment is upholstered in grey Connolly hides while the passenger compartment is covered in complementary grey velour. Matching red carpets provide a contrast to the grey mats in an otherwise conservative interior environment. Typical of coachbuilt Rolls-Royces, the dash, doors and rear passenger compartment with bar cabinet are furnished with book-matched walnut burl. A separate entertainment system is provided for passengers. Offered from the Hooper Corporate Collection, this is yet another example of bespoke modern coachwork, offered at a very attractive price point, particularly when one considers the original seven-figure cost of construction.





Photography: Tom Wood

CHASSIS NO. SCAZSOOA1KCH26441

SPECIFICATIONS:

6,750 cc OHV V-8 engine, three-speed automatic transmission, power-assisted four-wheel disc brakes, four-wheel independent suspension with hydraulic height control system. Wheelbase: 143"



ESTIMATE:

£80 000 – £120 000 €95.000 – €140.000 \$120,000 – \$185,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See nage 13 for VAT status explanatio



From the Hooper Corporate Collection Originally built at a cost of \$1 million for an Australian client Special Emperor State Laundaulette body by Hooper and Company



LOT 120

LOT 121



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CHASSIS NO. FV2B-56114

SPECIFICATIONS:

325 bhp, 330 cu. in. OHV V-8 engine, TorqueFlite two-speed automatic gearbox, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic drum brakes. Wheelbase: 103.5"



ESTIMATE: £50 000 – £60 000 €59.000 – €71.000 \$77,000 – \$93,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Guernsey Registration Book

See page 13 for VAT status explanatio



1956 FACEL VEGA HK500 COUPÉ

Jean Daninos was a Parisian-born engineer of Greek ancestry. He worked for Citroën in body engineering and as head of special vehicles but left after the Michelin takeover. He founded Métallon, a fabricator of kitchen cabinets and sinks, and in 1939 established Forges et Atéliers de Construction d'Eureet-Loire, FACEL for short. The two firms combined and made aero engines during World War II.

After the war, Facel-Métallon produced bodies for the Dyna Panhard, Simca and Ford of France's Cométe coupé. In 1954, Daninos decided to try his hand at a complete car. On a tubular chassis frame with box-section crossmembers, he mounted a Chrysler hemi V-8 engine, initially the smaller DeSoto version. Gearbox was either Chrysler's Powerflite or the French Pont-a-Mousson four-speed manual, and suspension was in the American idiom: coil spring independent in front and a live axle with semi-elliptic leaf springs at the rear. The body was Facel's own, executed in steel with stainless brightwork. Over the years, larger Chrysler engines were fitted, along with power assists and better brakes.

A well-preserved original car, this Facel Vega coupé presents very well. The black paint exhibits a deep shine, and the brightwork shows age but no major flaws. The fawn leather interior has been well taken care of, showing only some creasing to the front seat cushions and a bit of scuffing on the centre rear arm rest, the result of wear from the folding seatbacks. The boot is nicely detailed, with charcoal carpet and black rubber mat.

Equipped with air conditioning, electric windows and Chrysler's excellent Powerflite automatic gearbox, the car is a delight to drive.

This majestic Facel has been part of the Hooper Corporate Collection for some time and in recent years has been on loan for display at the Auto & Technik Museum in Sinsheim, Germany. The vendor has ordered a light recommissioning of the car prior to the sale further to its long-term display at the museum. The fuel tank has been flushed along with the fuel lines, and the brakes have been taken apart and checked. RM Auctions recommends the new owner complete a full check-over before putting the car to use for what it is known best: Continental touring.

Franco-American elegance Muscular Chrysler hemi power Grand Routier for all continents

From the Hooper Corporate Collection



1960 MERCEDES-BENZ 190SL ROADSTER

The Mercedes-Benz 190SL was the vision of Max Hoffman, Mercedes' representative in the United States. Hoffman understood that while the 300SL Gullwing Coupé might certainly catch American buyers' attention, it had two drawbacks; it was a coupé, and it was very expensive. Knowing that the American market was ideally suited for convertibles, Hoffman pressured Mercedes-Benz management to build a simpler, less costly open model for the U.S. market, and the result was the Mercedes-Benz 190SL.

The 190SL incorporated many advanced engineering features and was powered by a single overhead camshaft four-cylinder engine. Equipped with four-wheel drum brakes, conventional doors and a simple swing-axle rear suspension, the 190SL was best suited for stylish cruising rather than performance driving. Max Hoffman's understanding of the American car market was right on target, and more than 26,000 190SL roadsters were produced between 1955 and 1963.

The 190SL demonstrated the successful niche that existed for Mercedes-Benz in the U.S. and elsewhere – providing comfortable, luxurious cruisers with excellent road

manners and stylish good looks. In fact, over its production cycle, the 190 SL began to outsell its "big brother," the 300SL, by an eye-opening factor of eight to one. Clearly, Hoffman and Mercedes-Benz had it right with the 190SL.

This fine example of the desirable and sporting 190SL Roadster from 1960 is finished in red with a tan leather interior and matching tan carpeting. Part of the Hooper Corporate Collection, it has been on display in the Auto & Technik Museum in Sinsheim. Germany. Among its many desirable features. this car is complete with a proper, originaltype Blaupunkt radio, a Nardi wood-rimmed steering wheel and a matching original hardtop. While the engine bay is presented in driver-quality condition and equipped with aftermarket air cleaners and a modern battery, the 190SL is attractive overall and ready for spirited top-down touring with its fortunate new owner.

From the Hooper Corporate Collection Complete with original hardtop Displayed at Auto & Technik Museum in Sinsheim, Germany



LOT **122**

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CHASSIS NO. 12104010016763

SPECIFICATIONS:

120 bhp, 1,897 cc overhead camshaft inline four-cylinder engine with twin Solex carburettors, four-speed manual gearbox, independent front suspension with coil springs, swing-axle rear suspension with coil springs, and four-wheel hydraulic drum brakes. Wheelbase: 94.5"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £25 000 – £30 000 €29.000 – €35.000 \$38,500 – \$46,500 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation





1922 ROLLS-ROYCE 40/50 HP SILVER GHOST "LONDON-TO-EDINBURGH"

Body by I. Wilkinson & Son of Derby

Frederick Henry Royce, an engineer trained in the British electric power industry, began tinkering with motor cars in 1902 and soon decided he could build a better car himself. By 1 April, 1904, he had a running twin-cylinder car on the road and began production on a modest scale.

Charles Stewart Rolls, 14 years his junior, was born to Lord and Lady Llangattock and educated at Cambridge. He became fond of bicycle racing and took to motor racing in 1899 with a de Dion-Bouton tricycle. In 1902, with his father's backing, he began importing French cars to London and selling them. In the course of his business, he tested a Royce car; his friend Henry Edmunds, a pioneer motorist and founder of the Royal Automobile Club, arranged for him to meet Henry Royce over lunch in May 1904.

The two men hit it off, and Rolls took on the selling of Royce's entire output. The first Rolls-Royce car was shown at the Paris Salon in December 1904, and by 1905, both

three- and four-cylinder cars were in production. In 1906, Rolls cancelled all his other franchise arrangements and devoted himself entirely to the sales of Rolls-Royce cars. It was at this time that the two men's business operations were merged as Rolls-Royce, Ltd.

Henry Royce embarked on largely uncharted territory when he set out to design a six-cylinder engine in 1906. In Britain, only Napier espoused the concept, and the vitality of longer crankshafts was of concern. Royce went back to basics and placed two sets of three cylinders on a common crankcase, set back-to-back such that the third and fourth pistons rose and fell together. Pressure lubrication was a forward-looking feature.

Production began in 1907, the most famous of the genre being a silver Barker-bodied tourer built for Managing Director Claude Johnson. Christened "Silver Ghost," its name was later appropriated for the entire 19-year model run of what was officially called the 40/50, from its taxable horsepower rating. *The Autocar* opined on its remarkably silent operation: "At whatever speed the car is being driven on its direct third there is no engine as far as sensation goes, nor are one's auditory nerves troubled...by a fuller sound than emanates from an eight-day clock."

Johnson's Silver Ghost took part in the 2000-mile Scottish Reliability Trial, winning a gold medal. He then subjected it to a further extended test, covering 15,000 miles in repeated London-Glasgow journeys, after which it was disassembled and examined for wear. All parts were found to be within tolerances, with a nominal expenditure to return it to as-new condition, exceptional for that stage in the development of the motor car. The car still exists, now restored, and it is estimated to have covered over 500,000 miles.

The legendary London-Edinburgh model resulted from a 1911 challenge by archrival

Napier. Napier's distributor, Selwyn Francis Edge, entered a 65-hp car in an RAC-observed run from London to Edinburgh, driven entirely in high gear. Rising to the challenge, Rolls-Royce responded with a nearly standard Silver Ghost chassis clad in attractive, lightweight tourer bodywork. Higher compression and a larger carburettor were the only mechanical modifications.

The Rolls easily outshone the Napier on fuel consumption, and in a timed run at Brooklands, it bested its rival, 78.26 to 76.42 miles per hour, driven by Ernest Hives, who later became Rolls-Royce's chief engineer. This same chassis, with a single-seat body and a high ratio axle, was clocked at 101.8 mph in the flying mile at Brooklands the following year. The fame of its achievements and the aesthetics of the close-coupled tourer body resulted in production of a small number of similar models in ensuing years. Not surprisingly, the London-to-Edinburgh style has become an enduring favourite with collectors.





Photography: Tom Wood

CHASSIS NO. 35 RG

SPECIFICATIONS:

40/50 hp (taxable), 7,428 cc side-valve inline six-cylinder engine, four-speed manual gearbox, live front axle with semi-elliptic leaf springs and friction dampers, cantilever rear suspension, and four-wheel drum brakes with gearbox-driven servo. Wheelbase: 190/4"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £300 000 – £370 000 €355.000 – €440.000 \$465,000 – \$570,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation



A wonderful recreation of the London to Edinburgh tourer Owned by a succession of distinguished caretakers One of just six P-Series, RG 40/50 HP chassis in existence



35 RG

The 1922 40/50 HP London-to-Edinburgh Replica was built by I. Wilkinson & Son of Derby in 1975 for the Antique Automobiles Company. It was once incorrectly ascribed the chassis number 2513 and was the subject of a High Court action reported in *The Times* on 22 July, 1991, in which it was stated, "Jonathan Harley, the leading authority on vintage Rolls-Royces, who reported the 1922 origin and uncovered the original chassis number." This was identified as 35 RG. A further report appeared on 6 November, 1991, as well as an article in the *Evening Standard* on 11 November, 1991.

Chassis 35 RG was on test on 2 September, 1922, and it was fitted with engine no. P.283 and 'A'-rake steering for formal closed (limousine) coachwork by the coachbuilder Messrs. Hooper & Co. of Chelsea. The first owner was Sir Thomas Skinner, 1st Bt. (1840-1926) of 22 Pont Street in London, well-known in the city of London for his reference books on the stock exchange and banking world; he was also a Director of the Canadian Pacific Railway, the Bank of Montreal, and the Commercial Cable Co.

The second owner was the 9th Viscount Cobham, John Cavendish Lyttelton, K.C.B. (1881-1949), Lord-Lieutenant of Worcestershire and owner of 6,000 acres of land. His family seat was Hagley Hall, Stourbridge, Worcestershire. In 1952, the third owner was R. Threlfall, Esq., also of Stourbridge.

The registration carried on the car is EL-1743, which was originally issued by the Bournemouth County Borough Council, and 'EL' was allocated between December 1903 and November 1924. Recent owners have been Gerhard von Raffay in Hamburg, 1975, John Lawson in Surrey, 1981, John Silberman in Tampa, Florida, 1983, who then sold it to Millard Newman, also of Tampa, who has probably owned more Silver Ghost Rolls-Royces than any other individual in history. The vendor states that the car handles effortlessly, completing many tours throughout the UK and the Continent, including the Alpine Tour of over 1,500 miles.

This chassis falls into the 'P' Series of the 40/50 HP production, and the 'RG' chassis numbers ran from 1 to 43, of which only six are known to survive. As 35 RG, this 1922 replica of a typical 1913 London-to-Edinburgh tourer makes an elegant car for long-distance touring, without the prohibitively expensive cost of original London-to-Edinburgh chassis.



1961 CHRYSLER IMPERIAL CROWN CONVERTIBLE

In 1924, Walter Chrysler stunned the American public with his Model B-70, a medium-priced six-cylinder car with superb engineering and forward-looking features like hydraulic brakes. Just two years later, he managed another coup, introducing a prestige model, the E-80 Imperial. Thereafter, Imperials would be the mightiest Chryslers, dreadnaughts of the Classic Era right through to 1954.

Then a major marketing change took place. What had long been the most expensive Chrysler model became, for model year 1955, simply "Imperial," offering three body styles in two series. This separate badging was a direct challenge to Lincoln and Cadillac. For the next two years, Imperial was basically a long-wheelbase Chrysler with a bolder grille, the latter appropriated for Chrysler's performance model, the 300.

In 1957, however, Imperial was given a completely new personality, its gun-sight tail lamps incorporated into growing tailfins and curved side glass foretelling an industry trend. This year also marked the appearance of a faux spare tyre embellishment on the decklid, a device first seen on the Virgil Exner-designed and Ghia-built concept cars of 1952-53.





For 1961, Exner trotted out another retro Th feature, free-standing headlamps ensconced up in alcoves baside the grille. They gave the

in alcoves beside the grille. They gave the car a unique cachet, a classic touch never emulated in any other automobile. The gunsight tail lamps were retained but lowered into the vee-shaped trailing edge of the fins.

This 1961 Imperial Crown convertible, one of 429 built, is, except for the exclusive longwheelbase limousine, the lowest-production body style of the model year. Like all 1961 Imperials, it is powered by a 350 bhp version of Chrysler's 413-cubic inch "wedge" engine, fed by a single four-throat carburettor. The gearbox is the bulletproof TorqueFlite three-speed automatic. In addition to power steering, brakes and windows, the car has been fitted with the chrome wire wheels that were popular Chrysler accessories for many years. The interior is done in matching red upholstery, with black carpets, all in good condition. The boot is clean and fitted with correct tools and spare. Part of the Hooper Corporate Collection, the car has been on display for several decades at the Auto & Technik Museum in Sinsheim, Germany. Since its display at the museum, the current owner has had the car recommissioned to make sure that it is in running order. Should the new buyer wish to go further and register and regularly use the car, they will need to have the car checked over in detail due to its long-term display at Sinsheim.

One of the early Imperials with iconic freestanding headlamps, this Crown convertible makes a clear fashion statement: it has true classic heritage and celebrates it proudly.



/isit rmauctions.com to view all photos.

CHASSIS NO. 9214108743

SPECIFICATIONS:

350 bhp, 413.2 cu. in. OHV V-8 engine, three-speed TorqueFlite automatic gearbox, torsion bar independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 129"



ESTIMATE: £70 000 – £100 000 €80.000 – €115.000 \$105,000 – \$155,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanati



From the Hooper Corporate Collection Most prestigious Chrysler product Low-production convertible – only 429 built Formerly on display at the Auto & Technik Museum in Sinsheim





1992 VECTOR W8 TWIN TURBO

Despite being short-lived in production, the Vector W8 was the product of nearly two decades of design and development, beginning in 1972. The driving force was Gerald Weigert, who founded a design firm called Vehicle Design Force. Working with designer Lee Brown, the fledgling company's first design was the Vector, imagined as an American alternative to the radical, mid-engine Italian "supercars" of the late 1960s and early 1970s.

A non-running prototype debuted at the Los Angeles Auto Show in 1972, but almost immediately, the effort was beset by the departure of Brown. Series production was planned, with a \$10,000 purchase price quoted for the Vector. Despite earning a *Motor Trend* cover, the original Vector was shelved in favour of a new car in 1978, dubbed the W2 because it was Weigert's second design.

Although not functional at its debut in 1978, a running W2 prototype was ready in 1979 and accumulated 100,000 miles at the hands of motor journalists, most notably testers from *Motor Trend* and Britain's *Top Gear* television

programme. Company personnel claimed a 230-mph top speed for the W2, yet they prohibited *Top Gear* from making any top-speed runs with the prototype.

A stock issue, followed by successful lawsuits against Goodyear and the maker of Vantage Cigarettes for trademark infringement, funded development of the W8, Vector's definitive model of the 1980s and early 1990s. More closely akin to a contemporary endurance-racing machine than a road car, the W8 featured aggressively wedge-shaped aluminium bodywork with upward-tilting doors and an overall design theme reminiscent of the Marcello Gandini-designed Bertone Carabo show car of 1968. A mid-mounted, Chevrolet-derived 6.0-litre V-8 engine supplied power, rated at 625 hp with fuel injection and twin turbochargers, while a three-speed automatic transmission (which can also be controlled manually) provided reliable shifts.

Despite the promise of the W8, boardroom power struggles, inadequate capitalisation and a deep and painful recession conspired to halt production in 1992,



with estimates of 22 units ultimately built. With extremely low mileage from new, this Midnight Blue/black example comes from the Hooper Corporate Collection and has been on display since new as on of the prized exhibits in the Auto & Technik Museum in Sinsheim, Germany. It is in superb, virtually brand-new condition, just the way it left the factory – a wonderful example of the vehicle described by *Motor Trend* as "America's Forgotten Supercar." It is remarkably easy to drive and handles superbly well. It is very well equipped with multi-functional Recaro seats and a very advanced stereo system. From its radical semi-monocoque aluminium chassis to its sinister bodywork and cockpit reminiscent of contemporary fighter aircraft and bar graph instrumentation, the W8 will doubtless continue to provoke discussion wherever it is displayed.





LOT 125

Visit rmauctions.com to view all photos

CHASSIS NO. 1V9VW2623NW048007

SPECIFICATIONS:

625 bhp, 5,973 cc mid-mounted, Donovan aluminium block and head V-8 engine with twin Garrett turbochargers and fuel injection, three-speed automatic gearbox, independent front suspension with double wishbones, coil springs, adjustable tubular shock absorbers and anti-roll bar, de Dion rear axle with trailing links, diagonal link, coil springs, adjustable shock absorbers and adjustable anti-roll bar, and hydraulic ventilated disc brakes front and rear. Wheelbase: 103"



ESTIMATE: £150 000 - £180 000 €170.000 - €210.000 \$230,000 - \$270,000

DOCUMENTS:

Jersey Vehicle Registration Document

See page 13 for VAT status explanation



Radical, aircraft-inspired design with racing calibre specification Likely the lowest mileage Vector in existence Upwards of \$50M invested in all 22 Vectors From the Hooper Corporate Collection Displayed at Auto & Technik Museum, Sinsheim, Germany



LOT 126



Visit rmauctions.com to view all p Photography: Tom Wood

CHASSIS NO.

SPECIFICATIONS:

6,230 cc OHV V-8 engine, four-speed automatic transmission, internal expanding drum brakes with servo-assist, coil spring independent front suspension with hydraulic shock absorbers, semi-elliptic rear suspension with hydraulic shock absorbers controlled via a steering wheel switch. Wheelbase: 127"



ESTIMATE: £150 000 - £180 000 €170.000 - €210.000 \$230,000 - \$270,000 OFFERED WITHOUT RESERVE





1964 ROLLS-ROYCE SILVER CLOUD III DROPHEAD COUPÉ

Coachwork by Hooper

Rolls-Royce learned with its Silver Dawn model that its loyal customers were willing to accept standardised coachwork which was considerably less expensive than that provided by specialty coachbuilders. When the Silver Cloud was introduced in 1955. it. too, was offered as a standard steel saloon by Pressed Steel, albeit with some body panels in aluminium. However, the Silver Cloud still retained a conventional chassis. and thusly, nine percent of production still sported custom coachwork by specialty builders. Introduced with six-cylinder power in 1955, four years later it received a modern V-8 and was dubbed the Silver Cloud II. In 1962 came the final modification to Silver Cloud III status with the introduction of four headlights, a lowered front cowl and bonnet. and additional engine power, in addition to myriad detail refinements.

The editor of *Motor Sport* said of the Silver Cloud III, "itcannot be too strongly emphasised that at three-figure speeds, to a maximum of 114mph, the quietness level remains virtually the same as it is at 30mph, so that the volume of the radio does not need to be increased. This is an extremely impressive factor which justifies the considerable cost of the Rolls-Royce." A total of 2,556 standard chassis Silver Cloud IIIs were produced along with an additional 254 long-wheelbase models when the final units left Crewe in 1966.

CCL65 began life as a right-hand drive longwheelbase saloon with division when it was delivered from Rolls-Royce in April of 1964. It was converted to its current drophead coupé configuration by the craftsman at Hooper in the 1990s. No more than forty of these beautifully-built drophead coupés were built to meticulous standards. Inside, the doors have been capped with hand-hammered stainless steel plates, and the paint and leatherwork have been described as "just fabulous." The detailing is as fine as it gets, and the car has been meticulously maintained in the Hooper Corporate Collection. It is a stunningly elegant example of a bespoke Rolls-Royce.



From the Hooper Corporate Collection Unique custom coachwork by Hooper Rolls-Royce Foundation original build sheet documentation



1930 PACKARD STANDARD EIGHT PHAETON

Packard introduced its Seventh Series cars on 12 September, 1929. Black Tuesday, 29 October, the day the stock market crashed, was more than a month away, and prospects were bright. At month's end, President Alvan Macaulay pronounced it "the greatest month in [the company's] history." Little did he know what would follow.

Still, it took some time for hard times to settle in. Auto sales had been riding high in 1929; in fact the year would set a new record for the industry, some 4.4 million passenger cars. The Seventh Series Packards had a new look. Designer Raymond Dietrich had taken the theme of the 1929 Deluxe Eight and applied it to the whole 1930 line. There were new headlamps, and the side-lamps were moved from cowl to the wings. Lower and sleeker than their predecessors, the new cars set the stage for a new design idiom for the 1930s.

Packard sales decreased only modestly in the first quarter of the 1930 model year, but by spring the work week had been shortened and redundancies began. When the model year ended the following August, sales were off by a third. The Standard Eight cars, however, fared much better than the Senior Deluxe and Custom Eight, in part due to their lower prices. Attractive in medium green with dark green wings and accents, this Standard Eight Phaeton is an older restoration, but it presents very well. The brightwork is all in good condition, and the tan canvas hood is unblemished. The seats are upholstered in tan leather, the bottom cushions exhibiting just the slightest creasing. Grey carpets line the floorboards. The steering wheel, while showing age, is unblemished and has no cracks.

The wide whitewall tyres are in good condition, with the side-mounted spares uncovered but mounted with side-view mirrors. In preparation for its sale, the car has been recommissioned after having been on display in the Auto & Technik Museum in Sinsheim, Germany. Those who have driven them consider the Packard phaetons of this era to be among the most satisfying cars of their time. This one is an excellent example and a rare sight on European roads.

From the Hooper Corporate Collection Well-presented restoration Excellent automobile for touring



Visit rmauctions.com to view all photos

CHASSIS NO. 515435

SPECIFICATIONS:

Series 733. Body Style 401. 90 bhp, 319.2 cu. in. L-head inline eight-cylinder engine, four-speed manual gearbox, solid front axle and live rear axle with semi-elliptic leaf spring suspension, four wheel mechanical drum brakes. Wheelbase: 134.5"



ESTIMATE: £85 000 – £110 000 €100.000 – €130.000 \$130,000 – \$170,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanat.



LOT **128**



CHASSIS NO. 1G4GJ1178HP448983

SPECIFICATIONS:

276 bhp, 231 cu. in. turbocharged and intercooled V-6 engine with sequential multi-port fuel injection, GM Turbo-Hydramatic 200-4R automatic transmission with overdrive, independent front suspension with unequal-length A-arms, coil springs and anti-roll bar, live rear axle with four-link rear suspension including coil springs and stabiliser bar, and front disc, rear drum hydraulic brakes. Wheelbase: 108.1"



ESTIMATE: £50 000 – £80 000 €59.000 – €95.000 \$77,000 – \$124,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation



1987 BUICK REGAL GNX

Since American "big block" V-8s were largely extinct by the mid-1970s, Buick engineers experimented with turbocharging the 231-cubic inch V-6. Their first high-profile effort, a 307-hp Century that paced the 1976 Indianapolis 500, was the first V-6 powered pace car in the event's history.

The downsized Regal debuted for 1978, providing the ideal platform for Buick's first series-produced turbo V-6. Its chiselled lines were perfect for NASCAR's banked ovals and helped Buick take the Manufacturer's title for 1981 and 1982. To celebrate, the first Grand National Regal appeared in 1982.

The option returned in 1984, now only with a turbocharged engine, a sinister all-black exterior, aluminium wheels, special seats, high-performance underpinnings and unique badging. Steady development, including intercooling, raised output to 245 hp by 1987, making the Grand National America's quickest production car. In fact, a limited run of turbo Regals followed for FBI use. end. Buick authorised a limited run of 547 specials, designated GNX. Built by ASC/ McLaren, the builders of the 24-valve Buick turbo V-6 engines for Indy, the GNX used a high-performance Garrett turbo with a ceramic impeller, an improved intercooler, revised engine management and transmission calibration, and lowerrestriction exhaust. Output jumped to over 276 hp, with 360 ft-lbs torque. Larger tyres, special alloy wheels, a rear-axle torque arm and a Panhard bar, plus a stiffer frame, were GNX-specific upgrades. Front-fender vents aided engine cooling, while special analogue instruments completed the comprehensive package, which already included a full load of factory options.

As Grand National production neared the

Aside from its extreme rarity, this GNX is a very special example that has never been road-registered and shows just 233 miles from new. As offered, it remains in completely original and untouched, "time warp" condition, down to the factory-original audio system. Recently undergone a light recommissioning, being a delivery mileage car, the new owner will need to have the car checked before testing the GNX's full performance and top speeds. On display since new at the Auto & Technik Museum in Sinseim, Germany, this GNX remains a great example of one of the fastest and most legendary American performance icons of the 1980s.

From the Hooper Corporate Collection One of only 547 built Built by ASC/McLaren with Garrett turbocharging Never road-registered, just 233 miles from new Offered in untouched, "time warp" condition



1971 DUESENBERG SSJ ROADSTER REPLICA

Such was the aura of the mighty Model J Duesenberg that it has spawned a myriad of revivals over the years. The most ambitious of these was the 1966 effort of Fritz Duesenberg, son of August and nephew of Fred, who attempted to put a contemporary luxury sedan on the market. With styling by Virgil Exner and body by Ghia, the project produced a prototype before it finally fizzled.

The most successful of the modern day revivals, the SSJ Roadster was the product of the aptlynamed Duesenberg Corporation of Gardena, California. A reasonable facsimile of the real J, it used Chrysler's 6,278 cc "wedge" V-8, boosted to 504 bhp with a Paxton supercharger. Most other Duesenberg tributes made do with glass fibre bodies, but Duesenberg Corporation constructed realistic coachwork from aluminium over ash framework. Wings were hammered out of steel.

The chassis came from a Dodge truck, and the Loadflite automatic gearbox was standard. Optional, however, was a four-speed manual unit, as well as air conditioning. The price was \$24,500 which in 1971 would buy two Cadillac Fleetwoods. Still, production continued on a limited scale through 1975, by which time the engine was a 7.2-litre unit, normally aspirated, and the price had risen above \$41,000.

This very early revival SSJ is serial 002, one of the first cars produced. Attractive in silver mist with rose beige, it exhibits correct proportions for this American classic, and the "LeBaron sweep" is very subtly outlined on the bonnet and body. The interior is tastefully upholstered in red leather, set off by matching red carpets. The dashboard is damascened in Duesenberg fashion, and the instruments, while of a later period, are appropriate to the vehicle. The car is in very good condition overall and runs and drives without problems. Although it has been used monthly, it will benefit from a thorough recommissioning for road use. As only two SSJ roadsters were originally built, one for Clark Gable and the other for Gary Cooper, both of which are in long-term ownership, a superb aluminium-bodied replica such as this is a wonderful alternative for the enthusiast

From the Hooper Corporate Collection Aluminium roadster coachwork Supercharged V-8 power Correctly proportioned replica of the famous short chassis SSJ



Photography: Tom Wood

CHASSIS NO. 002

SPECIFICATIONS:

504 bhp, 383 cu. in. supercharged OHV V-8 engine, automatic gearbox, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs and four-wheel hydraulic brakes. Wheelbase: 128"



ESTIMATE: £75 000 – £100 000 €85.000 – €115.000 \$115,000 – \$155,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation





1930 ROLLS-ROYCE PHANTOM II

Coachwork by Brockman

Rolls-Royce introduced the Phantom II in 1929 as an evolutionary replacement for the Phantom I, or New Phantom as it was then known. Without any increase in price, the Phantom had been radically redesigned, resulting in a very fine car having little in common with its predecessor other than the cylinder bore and stroke dimensions. Most notable was the revised rear suspension



now comprised of semi-elliptics front and rear (the rear ones being underslung) thereby reducing the height of the car. The engine was fundamentally the same though fitted with a new cross-flow head and a self-cleaning oil filter which was scraped clean by a novel mechanism connected to the clutch linkage. The engine, clutch and gearbox were now one unit, and centralised chassis lubrication was offered for the first time. This most certainly lightened the work load of the chauffeur or mechanic who had to lubricate no fewer than 84 points on the Phantom I every one thousand miles!

Chassis 130XJ was delivered to Barker & Co., Ltd. by road on 1 March, 1930. According to Rolls-Royce Foundation records, instructions included the installation of springs for a Pullman Limousine deVille and "used for extensive Continental touring." Extra was charged for silver-plated fittings including radiator shutters. Little else is known about its intervening history, though the car has been owned by notable collectors James C. Leake, Oklahoma (1973), Michael L. Shinn, Colorado (1982), and Millard W. Newman, Florida (1986), from whom it was acquired by the Hooper Corporate Collection. It is unknown exactly when this right-hand drive, long-wheelbase car was fitted with new coachwork, reputed to have been constructed by Dick Brockman & Company, Reading, United Kingdom. Brockman was a small coachbuilder that primarily bodied Rolls-Royce and Bentley automobiles during 1924-1937. The remarkable body is of solid copper – it is polished and not painted, requiring meticulous installation. It must be perfectly constructed so as not to reveal any imperfections. The owner indicates that it is the only RollsRoyce ever produced with a solid copper body. Within the last year, 130XJ has received a total engine rebuild, including new cylinder heads, at a cost exceeding \$50,000. The engine remains the one with which the car was first delivered in 1930. The interior and dash are of wood construction, and the green leather seats exhibit a patina that lets one know that this car is meant to be used and driven. For collectors in search of something truly unique, what better choice than a copperbodied Phantom II Rolls-Royce?





From the Hooper Corporate Collection Rolls-Royce Foundation documentation

Meticulously crafted unique one-off all-copper body by Brockman

Proven Phantom II mechanicals with numbers-matching engine/chassis



LOT **130**

Visit rmauctions.com to view all phot Photography: Tom Wood

CHASSIS NO. 130XJ

ENGINE NO. IY 65

SPECIFICATIONS:

40/50 hp 7,668 cc overhead valve, aluminium head, in-line six-cylinder engine, four-speed manual transmission, four-wheel mechanical drum brakes with servo assist, front and rear semi-elliptical suspension. Wheelbase: 150"



ESTIMATE:

£150 000 – £180 000 €170.000 – €210.000 \$230,000 – \$270,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

lersey Vehicle Registration Document

ee page 13 for VAT status explanation




1907 ITALA GRAND PRIX-STYLE TWO-SEATER

Itala SA Fabbrica Automobili of Turin was the brainchild of Matteo Ceirano, who had previously been an importer of French cars and had produced a few voiturettes bearing the name "Welleyes." The first product from his new firm, in 1904, was a 24-hp car patterned after the popular Mercédes model of Daimler. In 1905, Itala produced the first of a series of large-engine racing cars, a 14-litre version of which won the Coppa Florio. The next year, a new 35/45-hp Itala won the inaugural Targa Florio, and teammates finished second, fourth and fifth. Count Borghese even took one on the 1907 Peking to Paris trial and finished first in 60 days!

A stunning rendition of a period Itala racer, this car is said to have been discovered as a racing-bodied chassis in Australia. Believed to have come from western New South Wales, its early history remains unknown. Restored in Victoria in the 1990s, it was configured in the manner of the Targa Florio cars. The current owner took part in the recent revival running of the Peking to Paris race driving a 1907 American LeFrance grand prix-style racer. So, when the opportunity to purchase a historic Itala presented itself, he could not resist the prospect.

Striking in brilliant red, the car is nicely contrasted by black leather seating. The brass is highly polished, and twin spares are carried behind the seats. The fuel tank and a large tool box make up the rear. The engine, while nicely detailed, is significantly smaller than the 7.4-litre powerplants of the 35/45 racers. We do not believe that this is an original Itala engine, but we do understand that it is a unit of the same period, and it performs exceedingly well.

In the Hooper Corporate Collection for some years, the car presents beautifully and is reportedly a good runner, having been run monthly for many years. A light recommissioning is nevertheless advisable. A magnet for attention wherever it goes, this Itala will be ideal for vintage racing or trials.









Visit rmauctions.com to view all photos. Photography: Tom Wood

CHASSIS NO. **2969**

SPECIFICATIONS:

27.3 rated hp, 4,503 cc T-head four-cylinder engine, solid front axle and live rear axle with semi-elliptic leaf springs, and two-wheel mechanical brakes.



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £100 000 - £150 000 €115.000 - €175.000 \$155,000 - \$230,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanation



From the Hooper Corporate Collection Stunning rendition of Targa-style Itala Quality Australia restoration



LOT 131



1923/1907 ROLLS-ROYCE 40/50 HP SILVER GHOST "AX 201" ROI-DE-BELGES RECREATION

Introduced at the Olympia Motor Show in 1906, the Rolls-Royce Silver Ghost went on to reign supreme during the following 19 years of production, firmly establishing itself as the unparalleled standard by which all other cars were judged. During this period, 6,173 cars were produced in Manchester and Derby until 1925, when the overheadvalve 'New Phantom,' also later known retrospectively as the Phantom I, finally replaced the Silver Ghost. In addition, Rolls-Royce of America, Inc. turned out another 1,703 Silver Ghosts in their American factory at Springfield, Massachusetts. The company's reputation for excellence was indeed well deserved, and although the basic specification remained unaltered during production, they steadily developed the model over this period.

Serious competition, however, was experienced from such highly regarded marques as Napier, Lanchester, Hispano-Suiza and Daimler, which kept the Rolls-Royce model development programme from standing still. The "pursuit of excellence" it certainly was, and the company to this day enjoys the same reputation. Rolls-Royce's after-sales service and their visiting inspecting engineers, with repair depots in many corners of the globe, ensured that their discerning customers were certain of proper attention and that their cars would be maintained to the standards set by the British parent company.

While a select few motor cars directly competed with the legend that is Rolls-Royce, none could better the extraordinary care and impeccable workmanship that went into producing these beautiful machines. The vehicles were produced with consummate devotion to the highest engineering ideals. They found their way to the Colonies in small but highly regarded numbers, and the Silver Ghost emerged from the Great War with its reputation enhanced by the sterling performance of its staff cars, armoured cars and aero engines during the conflict.

The unique partnership of Royce the engineer and Rolls the aristocratic salesman, together with the astute businessman Claude Johnson, set the stage for an indomitable team that became the best of British motoring achievement and created the magic of a name that became the pseudonym throughout the world for everything that stood for the very best!

The Silver Ghost engine is a clear case in point: six cylinders in two groups of three, with side-valves operated by single camshaft through rocking levers carrying friction rollers lying between the valve spindles and the camshaft. The driveline featured a fourspeed manual gearbox mated to a cone-type clutch, with the propeller shaft enclosed in a torque tube. A spiral-bevel rear axle assembly, semi-elliptic front leaf springs, cantilever rear springs and 3 x 5-inch tyres on Dunlop split-rim wire wheels rounded out the sophisticated Silver Ghost mechanicals. The earlier cars were not fitted with frontwheel brakes, which commenced in 1924: consequently, this example, Chassis 30 PK, falls just within that early category.

30 PK – AN EXTRAORDINARY AX 201 RECREATION

This interesting car was originally fitted with Pullman limousine coachwork by Arthur Mulliner of Northamptonshire for G.H. Smith, Esq. of Kent and was delivered on 17 November, 1923. It falls into the 'R' Series of 40/50 hp model production, and the 'PK' chassis numbers ran from 1 to 63, of which only 10 are known to survive today. In the total Ghost production run. this car is amongst the final 500 examples manufactured. By the early 1960s, it had a more murky history, at one time even having been delegated to duties as a garage breakdown vehicle. The car found its way into the collection of Baron Johan Otto Raben-Levetzau, and it was displayed in his car museum at Alholm in Denmark.

The present body, a Barker Cabriolet de Ville (body no. 3636) dates from circa-1913/1914





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CHASSIS NO. 30 PK

ENGINE NO. R210

SPECIFICATIONS:

40/50 hp (taxable), 7,428 cc side-valve inline six-cylinder engine, four-speed manual gearbox, live front axle with semi-elliptic leaf springs and friction dampers, cantilever rear suspension, and four-wheel drum brakes with gearbox-driven servo. Wheelbase: 150½"



ESTIMATE: £350 000 - £400 000 €410.000 - €470.000 \$540.000 - \$610.000

DOCUMENTS:

See page 13 for VAT status explanation



Extraordinary eight-year recreation of the Barker Roi-de-Belges, the famed first Silver Ghost 1923 chassis with circa-1913 Barker Cabriolet de Ville body One of only 10 known "PK" Silver Ghost chassis in existence today





and was transferred from the Baron's 1911 Silver Ghost (1677) onto 30 PK. In the period of 1923, this Cabriolet de Ville coachwork by Barker & Co., the most eminent coachbuilder, was the most costly at £2 850. It was finished in maroon and black, and this formal style of coachwork is a truly rare survivor from this early era of motoring. It was quite versatile, of course, permitting the car to be used in closed, semi-closed or fully open guise.

Rolls-Royce enthusiasts also know this car, 30 PK, as "The Sorcerer" as evidenced by its cast scuttle-mounted plaque in sterling silver, in keeping with the timehonoured tradition of early Rolls-Royce owners, who often personally named their cherished motor cars. As offered today, it features a truly stunning silver paint finish with impeccable attention to detail. All of the brightwork is silver-plated – from hinges to headlamps and radiator.

As presented, 30 PK is a stunning recreation of the very first Rolls-Royce to have been called a "Silver Ghost," which was chassis 60551, so-named by Rolls-Royce's own Claude Johnson. That car was the 13th 40/50 hp chassis produced at the Rolls-Royce Manchester Works, and it was sent by Mr. Johnson to Barkers to be mounted with 4/5-passenger Roi-de-Belges bodywork. This body was much the same as the circa-1913 Barker touring bodywork that was fitted to 30 PK during the tenure of past owner Baron Johan Otto Raben-Levetzau, save for the unique bulging sides that characterise a true Roi-de-Belges.

The original Silver Ghost gained fame for its uncanny reliability and durability in 1907 during a 2,000-mile journey under R.A.C. scrutiny. It won the Gold Medal in the Scottish Reliability Trials in the process, and then it travelled another 15,000 miles, 14,371 of them non-stop,

more than doubling the existing record. A post-event teardown of the Silver Ghost's engine, at Claude Johnson's insistence, revealed such minor wear that it was famously reported that just two pounds, two shillings, and seven pence were required to return it to as-new condition! The Silver Ghost then went on to accumulate over 500,000 miles, capably demonstrating the enduring quality and reliability that is synonymous with Rolls-Royce. Now owned by Rolls-Royce, the original Silver Ghost continues to run and drive, in testament to its inspired creators. It is widely believed to be one of the most valuable motor cars in the world.

Today, 30 PK is simply stunning in every respect and features virtually perfect paintwork and impeccable attention to detail, as well as a multitude of desirable period accessories. In fact, the vendor has informed us that Jonathon Harley, who was retained by Rolls-Royce to conduct work on AX 201, worked extensively on this car as well and even fitted AX 201's original, refurbished wheels to 30 PK after Rolls-Royce commissioned him to build replacement wheels for AX 201. The entire build of this car took eight years with no expense spared. Given its sheer desirability and value, 30 PK has been driven only sparingly in recent years, but it does certainly run and drive today exactly as it should. Interestingly, the license plate AX198 comes along with this Silver Ghost.

Offered complete with tools, 30 PK is at once commanding in presence and beautiful in presentation. It represents a very desirable entry into the best of vintage motoring events and shows, and for the Rolls-Royce enthusiast, the chance to own a fascinating recreation of AX201, the famous Silver Ghost.



1938 BENTLEY 41/4 LITRE CABRIOLET

Coachwork by Carrosserie Worblaufen

Walter Owen Bentley learned engineering at Clifton College, leaving at 16 to apprentice at the Great Northern Railway. It was during the Great War, however, that he began designing engines, working at Gwynne's of Hammersmith, who were then building Clerget aero engines under licence. His versions of the Clerget, the Bentley Rotary I and Bentley Rotary II, were made by both Gwynne and Humber.

After the War, Bentley opened his own drawing office and rented a workshop. The first Bentley car was displayed at Olympia in October 1919, and deliveries began in 1921 from a new factory at Cricklewood. The car had a long-stroke three-litre, four-cylinder engine with a single overhead camshaft; four-wheel brakes were adopted in 1923. Six-cylinder cars joined the range in 1926, with a 6½-litre "Big Six." This became the "Speed Six" in 1928, and a massive eight-litre six was shown at the London Motor Show in 1930. Unfortunately, Bentley Motors was on the ropes. Financial troubles had emerged in the mid-1920s, and the company had been propped up by money from millionaire Woolf Barnato. In 1931, however, Barnato pulled out and left Bentley foundering. Ultimately Rolls-Royce, Ltd. stepped in, and Bentley Motors became a wholly-owned subsidiary.



LOT 133





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CHASSIS NO. B125LE





One-off Swiss coachwork Four-speed overdrive gearbox Delivered new to famed doctor Dr. Hans Wildbolz Shown at Pebble Beach Concours d'Elegance and Villa d'Este

THE DERBY BENTLEYS

Operations were moved from Cricklewood, London, to Rolls' Derby works. Thus the 1933-39 cars are known as "Derby Bentleys." Built first as 3½-litre cars, with a pushrod overhead valve six of 3,669 cc, they rode a 126-inch wheelbase and left the factory as bare chassis to be bodied by outside coachbuilders.

In 1936, in order to provide more power to counteract the increasing tendency toward heavy bodies, Bentley Motors offered an optional engine, bored a quarter-inch to give 4,257 cc. These 4¼-litre Bentleys quickly became the norm, to the point that a few 3½ chassis were converted at the factory. Servo-assisted mechanical brakes were used under license from Hispano-Suiza, and shock absorbers had come into use early in 1935.

Long distance, high-speed motoring had pointed out a problem in the lubrication system, and an improved oil pump was developed, along with revised oil passages. This all but cured the problem, resolved for good with the adoption of an overdrive gearbox from late 1938. At this point, a bypass oil filter was also added. In all, 2,422 Derby Bentleys were produced between 1933 and 1939, some not delivered until well into 1940. By far, most were bodied by Park Ward, a major supplier to Rolls-Royce, Ltd. by the early 1930s and fully acquired by them in 1939. Occasionally, though, clients, particularly those in continental Europe, preferred to use their own coachbuilders. Thus a number of Derby Bentleys were bodied by the likes of Erdmann & Rossi of Berlin and Vanvooren and Binder of Paris.

SPECIFICATIONS:

125 bhp, 4,257 cc overhead-valve six-cylinder engine, four-speed overdrive manual gearbox, solid front axle and live rear axle with semi-elliptic leaf springs, and four-wheel servo-assisted mechanical brakes. Wheelbase: 126"

ESTIMATE:

£170 000 - £220 000 €210.000 - €260.000 \$275,000 - \$350,000



See page 13 for VAT status explanation







CHASSIS B125LE

Guaranteed by Bentley Motors on 15th September, 1938, chassis B125LE was dispatched to Switzerland to receive coachwork by Carrosserie Worblaufen of that city, in the Canton of Bern. The firm had been opened in 1929 by Fritz Ramseier, who had learnt his craft in a small workshop run by his father. After apprenticeships in France and with Gangloff in Geneva, Ramseier returned home and joined with his brothers Hans and Ernst in the new company. Early work was performed on Mercedes-Benz, Opel, Ford, Renault and Peugeot chassis. Increased demand by wealthy clients allowed Worblaufen to exhibit at the Geneva Salon in 1932. On their stand were creations on Panhard, Alfa Romeo, Lancia and Hupmobile chassis. A handsome Mercédes SSK built for industrialist Hans Hürlimann won a gold medal in the Zürich Concours d'Elegance in 1935.

Chassis B125LE was fitted with a handsome four-door cabriolet body, the only work by this coachbuilder on a Derby Bentley chassis. It was then delivered to Dr. Hans Wildbolz (1873-1940), a professor of medicine who is generally regarded as Europe's foremost urologist of the period. This early history has been verified by Urs Ramseier, nephew of Worblaufen founder Fritz Ramseier. The intermediate history of B125LE is not fully known, but after acquisition by the current owner, it was given a complete restoration by Chris Kidd's Tired Iron Works of Monrovia, California in 2007. Stunningly finished in twotone grey, it has a beautifully-appointed deep red pigskin interior. Blackwall tyres nicely set off the polished fullwheel discs, and much of the car's beauty comes from its striking simplicity. The boot accommodates fitted luggage, which is included with the car.

The engine compartment is correctly detailed, yet not over-restored, and the chassis and underbody are in commensurate condition. Fresh from restoration, the car was awarded third-in-class honours at the 2007 Pebble Beach Concours d'Elegance. It has also appeared at the centenary observance of the Rolls-Royce Owners Club at Monterey, California in August 2004 and was invited to Villa d'Este in Italy.

Upgraded to the 1939-specification four-speed overdrive gearbox, this one-off Bentley is a dream to drive. The Derby Bentley has become known as "The Silent Sports Car" for its sophisticated deportment and excellent performance. This Bentley is both silent and sporting.





1928 BUGATTI TYPE 38 TOURER

The Bugatti Type 38 chassis clearly benefited from the lessons learned on the racetrack and entered production in 1926, replacing Bugatti's first eight-cylinder road car, the Type 30, which debuted in 1922 and saw total production of some 600 units. While similar in many ways to its predecessor, the new Type 38 refined the Type 30 concept even further with a longer 123-inch-wheelbase chassis and a two-inch wider track, providing the ideal canvas for a variety of comfortable, spacious and sporting bodies from the finest custom-coachbuilders of the era.

The two-litre, eight-cylinder engine of the Type 38 was largely based on the competition-oriented Type 35 design, with two blocks of four cylinders each, non-detachable cylinder heads and the ball bearing-supported crankshaft of the prior Type 30. Single overhead camshaft actuated twin inlet valves and one exhaust valve per cylinder provide the remarkably free breathing characteristics in the typical Bugatti fashion. Enlarged engine mounts located the engine within the new T38 chassis. The T38 engine was equipped with dual Solex carburettors and a coil-type ignition, providing output of 60 bhp in basic tune and up to 100 bhp in supercharged Type 38A form.

The engine's power was transmitted to the road with a new four-speed manual gearbox derived from the T40.

The radiator and axles were based upon those of the T43, while the T40 also contributed the large, cable-operated brakes, with their drums visible though the T38's centre-lock wire-spoke wheels.

Only about 385 examples of the T38 chassis were ultimately built, including 39 supercharged T23A models, during an abbreviated production run of less than two years between 1926 and 1927. Remarkably advanced for the era, The T38 offered satisfying performance and sporting open coachwork, with each one remaining highly coveted and desirable today.

The Type 38 offered here, chassis number 38444, is offered from the highly respected O'Quinn Collection. Recently, it was shipped to the specialist firm Carrosserie Tessier in France for a complete teardown and restoration. The car was dismantled, assessed and restoration was underway, but it is unfinished and only provisionally assembled for the sale.

According to a detailed report from Carrosserie Tessier, the body's wooden structure has already been completely restored, with the damaged wood carefully replaced and 70 percent of the original wood framing remaining with the car. The body's sheet metal has already been extensively



repaired and half of the original body panels were retained. The wooden trim pieces must still be fabricated and finished. The front and rear fenders, as well as the hood, are not yet restored, and consequently, they must be stripped and repaired. The upholstery was found to be inconsistent with original specifications and remains to be restored. The T38 is also equipped with a convertible top, but it lacks the support bows, which will need to be replaced.

The eight-cylinder engine remains in working condition, and in fact, it has been started and run on a test bench. The restorers have noted that the electrical system has been converted to 24 volts at some point in the car's history and that it should be returned to the original 12-volt specification. A thorough inspection of the chassis reveals that it remains in good overall condition, but of course, the brakes, front-axle pivots, leaf springs and wheel bearings must be overhauled prior to road use.

While only provisionally assembled for the sale, this 1927 Bugatti Type 38 affords an excellent opportunity for astute collectors. Honestly presented with the aforementioned assessment from the current restorer, it will provide a wonderful touring experience with spirited performance once completed, as well as the opportunity to resume its show career at a variety of concours events.





LOT **134**

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CHASSIS NO. 38444

SPECIFICATIONS:

60 bhp 1,991 cc inline eight-cylinder engine with single overhead camshaft and three valves per cylinder, four-speed manual gearbox, solid front axle with semi-elliptic leaf springs, live rear axle with reversed quarter-elliptic leaf springs, and four-wheel cable-operated drum brakes. Wheelbase: 123"



ESTIMATE: £120 000 - £170 000 €150.000 - €200.000 \$200.000 - \$270.000

DOCUMENTS:

Dill of Sol

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From the Estate of John M. O'Quinn One of only about 385 T38s built Dismantled, assessed and partially restored by specialists

LOT **135**



CHASSIS NO. 505263834

SPECIFICATIONS:

6.25 hp, horizontal double-acting steam engine with single chain drive, transverse semi-elliptic front spring, live rear axle with full-elliptic leaf springs, and mechanical differential brake.



ESTIMATE: £60 000 - £80 000 €70.000 - €95.000 \$100,000 - \$125,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

US Title

See page 13 for VAT status explanation.



1902 TOLEDO STEAM RUNABOUT

The Toledo had its genesis in the northern Ohio city of that name, a product of Colonel Albert Pope's American Bicycle Company. Introduced in 1901 at the New York Auto Show, it was initially called the Billings, after its designer. Once Frederick Billings assigned his interests to the makers, the company was reorganised as the International Motor Car Company, and the International steam car was produced in two models, the Toledo and the Westchester. By the end of 1901, the car was called simply "Toledo," and in 1902 a companion internal combustion model was introduced. Steam cars were discontinued in 1903, and Colonel Pope's Pope Motor Car Company took over. Subsequent cars were sold as Pope-Toledos.

Mechanical specification of the Toledo steam runabout included a twin-cylinder, doubleacting engine, but in contrast to the Stanleydesigned Locomobile, it used poppet valves, not slide valves, and the superheating boiler was of water tube design.

This car was part of the well-known Chicago Museum of Science and Industry Collection in the early 1950s when it was owned by Lenox Lohr, the museum's president and a colleague of renowned collector D. Cameron Peck. Finished in dark green with black leather seating, it has matching green running gear and black rubber tyres. It was restored to good touring condition some years ago. Its most recent owner had the boiler converted to liquefied petroleum fuel and drove it on the New London-New Brighton antique car run in Wisconsin, USA in 2006. The body is distinguished by cane-work on the sides and its black-finished lamps. It comes complete with a collection of old documentation, including a bill of sale from Lenox Lohr and a letter from the museum transferring its interest. An attractively presented older restoration, its condition and presentation invite use and enjoyment.

Rare Ohio-built steamer, formerly owned by D. Cameron Peck Attractive restoration London-to-Brighton candidate



1949 TALBOT-LAGO T26 GRAND SPORT CABRIOLET

Coachwork by Figoni et Falaschi

This specific Grand Sport Cabriolet, chassis 100047, Figoni et Falaschi cleverly managed to create the visual illusion of a long car on a short 104-inch wheelbase, yet without producing any unwanted body overhang. Its sensuous and gently flowing curves are emblematic of post-war French design at its best, with tasteful brightwork accents recalling that of the heady pre-war era. No mere design statement, however, Figoni et Falaschi also skilfully provided improved cooling for the Grand Sport and its race-derived engine with a larger-thannormal radiator grille, matched in its shape by the dashboard vent located inside the passenger cabin.

For comfortable and enjoyable touring, the Grand Sport has also been fitted with air conditioning, a hydraulic power-operated top and a discreetly concealed modern radio unit with remote control. To meet the increased electrical demands of these upgrades, the car also benefits from an alternator.

Today, the Grand Sport is offered from the O'Quinn Collection in the United States, which acquired 100047 in 2006. Prior to

that, it was exhibited in the Rosso Bianco Museum for some years. It has been properly stored and has seen little, if any, use since then. After acquiring the car, Mr. O'Quinn elected to send it to France to Ateliers Tessier for a full body-off restoration. Work was started on the car as the car was fully dismantled, but the restoration work was not started. As the specialists at Tessier dismantled the car, it was observed that an air conditioning unit had been fitted, as well as an electric motor for the convertible top, all of which can be easily removed. The bumpers are not original to the car, but most of all the brightwork, including hubcaps, is correct and present. The new owner will have to refurbish all the parts to complete the restoration, including the full drivetrain, but we can confirm that the car is complete.

From the Estate of John Μ. Ο'Ωuinn One of about 30 T26 Grand Sport chassis built Previously displayed at the Rosso Bianco Museum

LOT 136



Photography: Tom Wood

CHASSIS NO. 100047

SPECIFICATIONS:

190-195 bhp, 4,482 cc inline six-cylinder engine with dual overhead camshafts and three Zenith carburettors, four-speed Wilson pre-selector gearbox, independent front suspension with wishbones and a single transverse semi-elliptic leaf spring, rigid rear axle with semi-elliptic leaf springs, and four-wheel Lockheed hydraulic drum brakes. Wheelbase: 104"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £30 000 – £60 000 €40.000 – €70.000 \$60,000 – \$100,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Bill of Sale

See page 13 for VAT status explanation.

1904 DEDION-BOUTON MODEL ADL REAR-ENTRY TONNEAU

The French had the first viable motor industry, and De Dion, Bouton et Trépardoux were among the first practitioners to take part. Bouton and Trépardoux were brothers-in-law and both engineers; Comte Jules Felix Philip Albert de Dion de Malfiance (1856-1946) was of noble birth and, according to the late historian Griffith Borgeson, "clever, amusing, the life of any party and universally popular in high society." He was also possessed of substantial means and obsessed with steam engines. It was the latter that led him to Charles Trépardoux, who made miniature engines. The Count and M. Trépardoux formed a partnership to build a small, personal-sized self-propelled vehicle. A four-wheeled carriage with rear-wheel steering was completed by 1883 and another, quite different model the following year. Automobile production continued at a modest pace, each one of a different configuration. In 1893, finally, a series run of steam tractors was built. One of them, coupled to a horsedrawn Victoria, competed in the 1894 Paris-Rouen trial, putting in the best performance only to be disqualified for requiring two men to operate it.



LOT **137**





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CHASSIS NO. **N/A**



Ex-D. Cameron Peck Fresh show-quality restoration Pebble Beach Class winner VCC-dated Brighton Run Veteran



SPECIFICATIONS:

2,544 cc, inline four-cylinder engine with automatic inlet valves, rear-mounted four-speed gearbox and final-drive unit to De Dion back axle, solid front axle with semi-elliptic springs, platform leaf spring rear suspension. Wheelbase: 119.3"



ESTIMATE: AVAILABLE UPON REQUEST



See page 13 for VAT status explanation



By the early 1890s, de Dion was losing his enthusiasm for steam and built two advanced petrol engines. He was able to convince George Bouton of the advantages of internal combustion, but Trépardoux remained a lifelong disciple of steam. He resigned from the partnership in 1894. De Dion and Bouton then perfected a light, single-cylinder petrol powerplant, air-cooled and with electric ignition. Applied to a tube-frame tricycle, it became a popular runabout, and these were made in several sizes and in considerable quantities until 1902.

The first petrol-engine four-wheeler was completed in 1898. Basically a tricycle with two front wheels connected by a seat, it set the stage for the 1900 vis à vis, which was water-cooled. For 1903, the engine was relocated under a coal-scuttle bonnet in the front, a style that remained in production until 1912 with some 20,000 built. Also in 1903 came the first twin-cylinder car, the Type S. All vehicles since the 1893 steam tractors had the characteristic De Dion rear suspension, a novel invention that used a dead axle to carry the weight, while drive was taken to the wheels by floating half-shafts with universal joints. The dead axle, which came to be known as the "De Dion tube," maintained the alignment of the wheels while reducing unsprung weight. Although periodically falling from favour, the De Dion design (actually the work of Trépardoux) has enjoyed periodic revivals over the last century, notably on the P6 Rover.

A four-cylinder car was seen in the summer of 1904, when the motoring press regularly reported on the long and gruelling European tours undertaken by the prototypes. Besides the engine, the Model AD featured a number of new departures for De Dion-Bouton. The chassis was of pressed steel, and the single-plate clutch was within the flywheel, rather than appearing as individual expanding clutches for each ratio in the gearbox, and a side-lever gear-change was used. Platform rear suspension was an inheritance from the smaller models, as were automatic inlet valves, but the car was up-to-date in appearance, and its five-main-bearing crankshaft was uncommonly modern for its day.

This car has the longer wheelbase of the two available for the Model AD. In the 1940s, it was part of the Cameron Peck Collection. Peck, a Chicago businessman and an early president of the Antique Automobile Club of America, was one of the USA's foremost collectors of that era. Peck sold the car in 1952 to Atwater Kent Jr., an investment banker whose father was the well-known radio manufacturer and maker of automobile ignition components. Kent subsequently donated the car to the William Penn Memorial Museum in Harrisburg, Pennsylvania. Copies of documentation accompanying the car note that it was fitted, prior to 1955, with a wicker touring body. In 1996, on the sale of some of the Penn Museum cars, it went to England, where it was sympathetically mechanically restored for the second time in its life. This restoration was minimally intrusive, leaving much of the car's originality and patina intact.

In 2008, the current owner decided to restore the car to a more authentic configuration and entrusted it to Chris Kidd's renowned Tired Iron Works of Monrovia, California. As part of a complete restoration, Kidd recreated a handsome four-passenger rear-entrance tonneau body, in the style of Henri Binder. (The old wicker touring body will go to the new owner.) Finished in a crisp crimson, the body paint is contrasted with black wings and all-white tyres. The seating and interior are upholstered in buttoned black leather. The restoration was painstaking and involved scouring the world for correct parts and accessories. The horn, for example, a two-in-one fixture, was found in Paris, and an original sealed battery box was also located. The car is fitted with every imaginable accessory for 1904, including a wicker parasol holder and a dashboard-mounted pocket watch. The speedometer, on the other hand, is not an accessory, since De Dion was the first manufacturer to furnish one as standard equipment.

Following restoration, the De Dion was invited to the 2008 Pebble Beach Concours d'Elegance, receiving First in Class honours. It also won its class at the Newport Beach, California Concours as well as Best of Show at nearby Costa Mesa. The car has been dated to 1904 by the Veteran Car Club of Great Britain and took part in the 2000 London-to-Brighton Run. A very elegant car in which to make a punctual arrival in Brighton, this venerable De Dion-Bouton comes with multicultural provenance and un-bottled joie de vivre.





1936 BENTLEY 41/4 LITRE DROPHEAD COUPÉ

Bentley rather discreetly announced the arrival of its new 4¼-Litre engine. In the February 1936 issue of *The Autocar*, a single paragraph simply stated, "an alternative, larger-capacity engine in the Bentley chassis – that is the latest development announced by Bentley Motors Ltd. For £50 extra, a 4¼ litre engine may be obtained in place of the 3½ litre. The chassis are otherwise identical. This move follows upon a number of requests for such a car. It will arouse huge interest." A similar story appeared just one week later in *The Motor*.

Today we know that the 4¼ Litre Bentley was a replacement for the former 3½ Litre model. The subtle announcement was merely an attempt to appease customers who had already ordered cars equipped with the smaller motor and whose chassis were at the contracted coachbuilders. Chassis, gearbox, axle ratios and the like were duplicates of the 3½ Litre cars.

The previous 3½ Litre model was the first new Bentley following the acquisition of the firm by Rolls-Royce in 1931. Essentially a tuned twin-carburetted version of

R-R's tried-and-true 20/25, it was produced at the Derby Works and introduced to the public in 1931; it remained in production until the announcement of the new 4¼ Litre. The new motor became available in March 1936 alongside introduction of its sister car at Rolls-Royce Ltd., known as the 25/30. A total of 1,235 examples were produced through about May 1939 when the last model was completed.

According to Rolls-Royce Foundation and Bentley Drivers Club archives, B155HM was ordered by Rootes Ltd., of Devonshire House, Piccadilly, W1 on 30 July, 1936 for stock. It was, however, redirected to the Birmingham agent, George Heath, for a retail customer, G.H. Downing. The chassis was dispatched on 11 November and delivered by road from Lille Hall to Thrupp & Maberly one day later. It was fitted with a four-seat closed four-door saloon body that was designated for "use in the UK on the Continent" and "for town and touring work."

Bentley records of 30 November, 1937 indicate that ownership had passed to a Mrs. Skailes, Essex, who is

thought to have kept the car through WWII. A succession of owners followed (Bentley Drivers Club record dates): Col. R.A.F. Smith, Buckinghamshire (8 September, 1954); Gerald M. Crozier, Esq., London (February 1956); John Darg Gaywood Milton, London (1963); Arthur S. Schuster, DDS, Baltimore, Maryland (1971); Barry J. Kefauver, Alexandria, Virginia (1978); and Eric Cecil, Western Australia (1992).

When the car arrived in Australia is not known, but it is presumed that it was fitted with its current alloy body of a Gurney Nutting design by Australian Roger Fry while in Cecil's possession. Bentley Drivers Club records include comments from RollsRoyce historian Tom Clarke, who said in 2010, "Roger and his son still operate in Roleystone near Perth, Western Australia. Really good coachbuilders. Roger emigrated to Australia in 1969 or so and has won many prizes with his coachwork." Among the many awards the car won in Australia are a "Best Car of Show" and "Best Restoration" at the 1992 Australiam Federal Rally in Ballarat and a win in the Master Class of the 1995 Federal Concours of the Rolls-Royce Club of Australia. Presented in a striking colour combination, few cars are as well gualified for touring. The new owner will surely enjoy entering this Bentley in various club events for years to come.





LOT **138**

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CHASSIS NO. B155HM

SPECIFICATIONS:

4,257 cc OHV inline six-cylinder engine, single-dry-plate clutch and four-speed manual transmission with synchromesh on third and fourth gears, forged front beam axle with half-elliptic leaf springs front and rear. Hydraulic Rolls-Royce dampers, additional ride control governing hydraulic pressure, aided by gearbox-driven pump, rod-operated drum brakes. Wheelbase: 126"



ESTIMATE:

£60 000 - £90 000 €70.000 - €105.000 \$90,000 - \$135,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanatio



Rolls-Royce Foundation and Bentley Drivers Club documentation Gurney Nutting-style drophead coachwork by Roger Fry



1935 ASTON MARTIN 1.5-LITRE LWB MKII

In 1913, wealthy sportsman Lionel Martin collaborated with engineer Robert Bamford to produce light cars based on 10-horsepower Singers. Martin contested hillclimbs, with a satisfying win achieved at the Aston Hill Climb. When he decided to produce his own sporting vehicle, Martin combined his last name with that of the site of his recent success, establishing Aston Martin in 1914. Competition success followed, but the partnership was bankrupt in 1925.

The marque was revived in 1926, when Lord Charnwood joined forces with A.C. Bertelli, who served as Technical Director between 1926 and 1937. The cars he designed were referred to as the "Bertelli Cars." They included the 1.5-litre T-Type, the International, the Le Mans and the car offered here, the MK II, which was offered in short-and long-wheelbase form and gave rise to the famed Ulster racing variant. Bertelli was also a skilled driver who truly believed that racing "improved the breed." The Aston Martin MKII, introduced in 1934 and produced

only until December 1935, remains among the finest of the famed "Bertelli cars." The MKII featured a reinforced ladder-frame chassis, improved front-axle control and large-diameter Alfin drum brakes. Powerful and smooth, the MKII engine produced 73 bhp in standard form, allowing for an 85 mph top speed. Only 166 MKIIs are believed to have been produced at Feltham, including 20 Ulster racing cars.

This right-hand drive 1935 MKII, chassis C5/562/L, is one of the third series of cars and is a striking long-wheelbase, four-seat model. It was first invoiced to London's Winter Garden Garages finished in green with green interior trim, and while little is known of its early years, the MKII was owned during the late 1950s by a Mr. Pink from Chelmsford in Essex, who is believed to have sold the car to the Old Woking Service Station in Surrey. In July 1960, Mr R.G. Gregory acquired it for £230 plus an Aston Martin Saloon (valued at £60) – quite a bargain for such a rare motor car!

Mr. Gregory retained the MKII for four years and maintained it well, prior to selling it to a Mr. Chittendon in 1964. In 1976, the MKII was displayed at A.C. Bertelli's party in Wargrave, and in 1980, it earned second place at the Greenwich Concours. In July 1996, a Mr. Hanauer sold the car to the present owner for £29 000, with a letter from Mr. Hanauer describing the car as being in very good overall condition, with history dating back to the 1950s. He also stated that the car had been re-wired, the oil and petrol tanks were rebuilt, and that it was fitted with new oil pipes, hoses and brake linings.

Under its present ownership the car has been very well maintained and properly cared for, and the file includes a number of invoices for spares ordered from Aston specialists Ecurie Bertelli in the late '90s and details of a re-trim by specialists in Staffordshire. Presented today complete with a current MoT and a comprehensive historical file, the MKII is beautifully finished in dark blue with dark blue leather trim, hood and tonneau and remains quite remarkable in presentation, clearly indicative of its succession of fastidious owners.

Representing excellent value for money (RM recently sold an un-restored example for \$187,000 US) and with its cycle-type fenders, King of the Road headlamps, side exhaust, slab-type fuel tank, rear-mounted spare, single Trippe light, Smiths gauges and knock-off wire wheels, this MK II represents the definitive English sports car of the interwar years, ready to be enjoyed around British country lanes next summer with space for the kids, or the picnic, in the back.





LOT 139

Photography: Simon Clay

CHASSIS NO. **C5/562/L**

SPECIFICATIONS:

73 bhp, 1,496 cc single overhead-camshaft inline four-cylinder dry-sump engine, dual SU carburettors, four-speed manual gearbox, semi-elliptic front and rear leaf springs, and four-wheel, cable-operated Alfin drum brakes. Wheelbase: 120"



ESTIMATE: £70 000 – £95 000 €80.000 – €110.000 \$105.000 – \$145.000

DOCUMENTS:

ee page 13 for VAT status explanation



"A fast Sports Car which inspires confidence" Extremely rare; believed one of just 166 built Includes a very comprehensive historical file Very well-maintained, long wheelbase example

1934 ROLLS-ROYCE PHANTOM II CONTINENTAL SPORTS SALOON

Coachwork by Thrupp & Maberly

The New Phantom, as Rolls-Royce originally called the Phantom I, differed from its predecessor, the Silver Ghost, mainly in its engine. An overhead valve unit of 7,668 cc, it incorporated a removable cylinder head, latterly of aluminium. It remained then for the Phantom II, introduced in 1929, to make chassis improvements, which it duly did.

The Phantom II chassis sat much lower, and semielliptic springs were used all around, with the rear axle underslung. Central lubrication was fitted, and the engine was uprated with new combustion chambers and manifold improvements.

In 1930, designer Ivan Evernden toured the Continent in a smart new sports saloon, making a last-minute entry in a concours d'elegance at Biarritz. The car generated quite a buzz and quite a few orders, sufficient, apparently, for the factory to prepare a brochure for a Continental model. Bodies for the Continentals were supplied by Park Ward, Hooper and others, but by far the most graceful were the sports saloons by Thrupp & Maberly of Cricklewood, London.

Founded in 1760 by Joseph Thrupp, the firm had begun building car bodies in 1896, with an electric victoria for the Queen of Spain. The new enterprise grew rapidly and exhibited regularly at the motor shows. After building staff cars during the Great War, it returned to bespoke body building at the cessation of hostilities. Landaulets, limousines and coupés de ville were the company's forte, and many were built on imported chassis like Delage, Hotchkiss and Minerva.

Although acquired by Rootes in 1925, Thrupp and Maberly remained an upmarket constructor, building and showing regularly on Rolls-Royce, Bentley and Daimler chassis. The Rolls-Royce Continentals, with rear-mounted spares and sunshine roofs, were particular favourites.







The Phantom II, Henry Royce's last design, received synchronised gears on third and top in 1933, as well as adjustable shock absorbers. Higher compression that year also gave the short-wheelbase Continental a top speed of 95 mph.

This Phantom II Continental was given to a major museum in 1977. It has recently received a thorough freshening, both cosmetic and mechanical. The engine and drivetrain were completely recommissioned, and the car was fitted with new blackwall tyres. A fresh re-spray in black is nicely contrasted by new stainless steel wheel discs. Much of the brightwork has been newly re-plated. The grey leather interior, which appears to be completely original, was



carefully and sympathetically detailed. Of 1,680 Phantom IIs built, fewer than 300 were the high performance Continental versions and those with F-type gearing fewer still. This rare and luxurious Sports Saloon, with its wellhandling short chassis, is built for elegant, high speed touring. Ideal for the open road, it begs to give its new owner a rapid ride to the Riviera.

Rare Continental Sports Saloon F-Type high-speed gearing Graceful Thrupp & Maberly coachwork



LOT 140

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CHASSIS NO. 157RY

SPECIFICATIONS:

40/50 hp, 7,668 cc overhead valve six-cylinder engine, dual ignition with coil and magneto, four-speed manual gearbox, solid front axle and underslung live rear axle with semi-elliptic leaf springs, four-wheel servo-assisted brakes. Wheelbase: 144"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £95 000 – £125 000 €110.000 – €145.000 \$150,000 – \$200,000

DOCUMENTS:



See page 13 for VAT status explanation.

93



1924 DAIMLER 57 HP ENCLOSED LIMOUSINE

Coachwork by Hooper & Co.

The UK Daimler Motor Company was formed in 1893 by F.R. Simms to exploit the original German firm's (1886-1902) motor patents. In 1896, the English Daimler Company became independent and a part of H.J. Lawson's industrial empire. Early English Daimlers were two-cylinder machines with tiller steering and chain drive. 1899 saw the first four cylinder car, which became the first British car to compete in a continental race with a British driver when the Hon. J. Scott-Montague took it on the Paris-Ostend race in that year.

King Edward VII, while still the Prince of Wales, took delivery of his first Daimler in 1900, thus forging a connection between the company and the Royal House which continued for six decades. In 1909, Daimler adopted Charles Yale Knight's double sleeve-valve engine which was to remain a staple for the next 23 years.

The 57 hp sleeve-valve was renowned for its smoothness and silence, qualities which made it ideal for the transport of Royals, beginning as early as 1910. Interestingly, when King George V ordered four new Daimlers from Main London dealers Stratton-Instone Ltd. in the autumn of 1923, he insisted on the fitment of 1910 57 hp sleevevalve units, even though more modern engines had been recommended. Three more chassis, similar to the "Royal Four," were also built at that time for Stratton-Instone's sale to privileged customers. Our car is one of those and is the only running example known to the Daimler/ Lanchester Club, except for the original examples held in the Royal Collection.

Thomas Edward Knowles Stansfield was born in Yorkshire in 1862 and attended Edinburgh University, graduating with a degree in Psychiatric Medicine. For 23 years he was Resident Physician and Superintendent of the London County Mental Hospital as well as an Honorary Consultant for Nervous and Mental Diseases to the Eastern Command from 1915 to 1922. Stansfield purchased his Hooper-bodied Daimler Limousine in early 1925 according to the original Stratton-Instone "Build Sheet" which accompanies the sale. The Build Sheet comprehensively describes our Daimler as well as listing the twelve options ordered by Stansfield, including luggage provisions, triplex safety glass throughout, wheel discs, side lamps, spot lamps, a Smith's speedometer/clock combination, polished mahogany to the interior and much silver plating to various interior fittings. Stansfield retired to San Remo, Italy where he died in 1939 at the age of 77.

While the post-Stansfield ownership is not currently known, this Daimler came to America, at some point eventually being owned by a Mr. Marvin Ernst of Bradenton, Florida who obtained it in a trade for his Stanley Steamer in the 1980s. Although original and complete, the Daimler was generally in poor condition, especially the interior which was described as "tattered and torn." Ernst began a total restoration which was interrupted by his death. With under 10,000 miles on the odometer, the project was sold by his widow in 2002 to the present owner, a resident of Sarasota, Florida. A six-year total restoration to the most exacting standards was completed in 2008. The high quality of workmanship and adherence to the original specifications of every aspect, including colours and upholstery fabrics, has resulted in a Daimler that is at least the equal to, if not better than, the one delivered new to Lieutenant Colonel Stansfield, CBE in January 1925.

More than just an interesting 86-year-old motor car, the magnificent 57 HP Daimler that we are privileged to offer here is a wonderful symbol of an elegant age in which the methods and materials of its construction combined to truly produce a vehicle "fit for a king" – or queen!





LOT **14**1

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CHASSIS NO. 21418

ENGINE NO. 43966

BODY NO. 6152

SPECIFICATIONS:

57 hp, in-line sleeve-valve engine of 9,420 cc capacity with bore/stroke dimensions of 124 X 130 mm, dual sparking plugs with independent ignition systems (one by magneto and the other by coil & accumulator), four-wheel braking system and Hartford shock absorbers. Wheelbase: 162" Approximate weight: 8,800 lbs.



ESTIMATE: £125 000 - £185 000

€145.000 – €220.000 \$190,000 – \$290,000

DOCUMENTS:

IS Title

See page 13 for VAT status explanation.



One of three chassis built as the "Royal Four" The only running example known to the Daimler/Lanchester Club Ordered new by Lt. Col. Thomas Edward Knowles Stansfield, CBE



1963 ASTON MARTIN DB4 SERIES V VANTAGE

The DB4, introduced at the London Motor Show in 1958, immediately drew a large amount of interest from the motoring public, as it was to mark a major step in the evolution of the Aston Martin name.

Designed by a highly dedicated team consisting of the general manager, John Wyer, chassis engineer Harold Beach and engine designer Tadek Marek, the DB4 elevated the firm to the forefront of the great grand tourers. Top speed of these cars was advertised at some 140 mph with a zero-to-60 time of about nine seconds, making the DB4 one of the fastest tourers of its time. The DB4 was the first Aston Martin to use the platform frame upon which the body was constructed using square tubular members.

It remains one the most elegant Aston Martins ever built and will long be remembered as the basis of the superb Aston Martin DB4 GT Zagato models that command unrivalled respect in today's classic car market. This Aston Martin DB4 is one of only 95 Series V Vantage Coupés ever produced and comes equipped with its correct SS-specification engine, which includes triple SU carburettors and some minor internal differences.

Lord Terry Snowdon, an avid Aston Martin collector and President of the UK Aston Martin Owners Club for 25 years, bought this particular car new in 1963. Snowdon used it sparingly throughout the years, always maintaining it and ensuring it had its regular service and necessary minor repairs completed properly. He owned the car until the late 1990s before selling it to noted collector and restorer Rikki Cann. Owned personally by Mr. Cann for approximately five years, the car was then sold to a close friend who is the current vendor. Having never been completely restored, the current vendor decided to undertake a full restoration bringing it back to concoursquality condition. Starting with the disassembly of the entire car and cataloguing all of the original parts, the frame and body were completely stripped and refurbished to like-new standards. The restoration photographs note little major damage to either the frame or the body, yet both were gone through with the greatest attention to detail. As for the mechanical work, each of the three carburettors were rebuilt, the camshafts, pistons and cylinders all received attention, and the ignition and other electrical components were taken apart and checked over and replaced as needed. Special attention was also given to the gearbox and drivetrain.

To improve the performance, the owner elected to increase the engine capacity to 4.2 litres for an additional 75 bhp! While doing so, they also chose to upgrade it to DB5 specification disk brakes, which provide additional stopping power. Cosmetically, every nut and bolt was stripped and restored to incredibly high standards before the car was painted in a very attractive original Aston Martin colour, Caribbean Blue, with a dark grey interior and new Borrani wire wheels.

Today the car appears stunning, and it has only covered 2,500 miles since the restoration was completed in late 2009. It comes complete with a CD containing all of the photos of the restoration as well as original log books, copies of restoration receipts and a letter from the original owner Terry Snowdon verifying his long-term ownership.

A truly remarkable example, the DB4 Series V Vantage on offer shares many similarities to its younger brother the DB5, as well as the more competitive and highly desirable DB4 GT model. With impeccable ownership history from new, a fresh threeyear restoration and a very attractive original Aston Martin colour combination, this DB4 is sure to please its next owner on all rallies and car tours for years to come.





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LOT **142**

CHASSIS NO. DB4/1155/R

SPECIFICATIONS:

354 bhp (upgraded), 4,170 cc six-cylinder twin overhead camshaft all-alloy engine, three Weber carburettors, single dry-plate clutch, four-speed gearbox with overdrive, front transverse wishbone suspension, rear coil spring suspension and four wheel disc brakes. Wheelbase: 98"



ESTIMATE:

£150 000 - £180 000 €175.000 - €210.000 \$230,000 - \$275,000

DOCUMENTS:

See page 13 for VAT status explanation



One of only 95 Series V Vantage Coupés built Owned by the President of the UK Aston Martin Owners Club for over 40 years Original Vantage specification, with correct SS-type engine Fully documented restoration file by marque specialist Only three owners since new



1962 ASTON MARTIN DB4 CONVERTIBLE

Aston Martin's first production car under David Brown's guidance was the brilliant alloy-bodied, grand touring DB2. With a dual-cam Lagonda inline six-cylinder engine designed by W.O. Bentley under its bonnet (Lagonda was previously purchased by Brown for this very engine) and a tube-frame racing chassis developed initially for the DB1 two-litre sports racing car, the DB2 left a lasting impression on anyone fortunate enough to experience it.

In 1956, development on an all-new Aston Martin model began concurrently with the DB2-derived DB Mark III, which was produced into 1959. The resulting new car, named DB4, was introduced at the London Motor Show during the autumn of 1958. Not only did it set the tone of Aston Martin styling for years to come, it also introduced an all-new engine designed by Tadek Marek, the Polishborn engineer who became synonymous with Aston Martin engine design and engineering. The DB4 engine, fitted with dual overhead camshafts, displacing 3,670 cc, was entirely constructed from aluminium and produced 240 bhp in standard tune with its dual SU carburettors. While its specifications were certainly impressive, it most importantly provided a platform for further development and continued, with various displacements and power ratings, through mid-1973.

Aston Martin turned to Milanese design firm Carrozzeria Touring for a fresh, Continental body, which was executed with Touring's famed superleggera (super light) design, comprising a lightweight yet strong framework of smalldiameter tubes cloaked in aluminium panels. The chassis, designed by Harold Beach, was both simpler in design and more rigid than its predecessors, using a new pressedsteel platform frame. Proficiency on the road was enhanced by four-wheel Dunlop (later Girling) disc brakes and, of course, the phenomenal Marek-designed dual overhead-cam straight six. Today, the DB4 continues to hold the distinction of being the first production car capable of travelling from 0-100-0 mph in less than 30 seconds. It is the car that squarely placed Aston Martin back on equal footing with its Italian archrivals, Ferrari and Maserati.

Indeed, Aston Martin had moved from strength to strength throughout the 1950s and the 1960s, and the DB4 played a crucial role in this success. In 1958, Britain's Prince Philip awarded Aston Martin his Royal Warrant of Appointment, giving the marque the right to display his coat of arms on their cars and for its company letterheads to state "Motorcar Manufacturers by Appointment to His Royal Highness." Under the guidance of famed "works" team manager John Wyer, Aston Martin took overall victory at Le Mans in 1959, with Carroll Shelby and Roy Salvadori driving the DBR1 sports racer.

Following on the success of the DB4 Coupé, the Convertible Coupé variant was announced at the 1961 London Motor Show. With its impeccable pedigree, it is little wonder that the DB4 was, and continues to be, the object of desire among fans of the world's finest GT cars. While the phrases "Aston Martin" and "movie car" generally evoke images of 007's famed DB5, the DB4 also graced the silver screen in the 1960s cult classic *The Italian Job*, in which Michael Caine drives a DB4 Convertible.





Visit rmauctions.com to view all photo. Photography: Simon Clay

CHASSIS NO. DB4C/1065/R

SPECIFICATIONS:

240 bhp, 3,670 cc inline six-cylinder engine with dual overhead camshafts, dual SU carburettors, four-speed manual gearbox, independent front suspension with helical coil springs, upper and lower wishbones, ball-jointed king pins and Telescopic shock absorbers, Live rear axle with trailing arms and transversely-mounted Watts linkage, helical coil springs and large double-action, lever-arm shock absorbers. Wheelbase: 98"



ESTIMATE: £210 000 - £270 000 €245.000 - €320.000 \$325.000 - \$415.000

DOCUMENTS:

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One of only 70 DB4 Convertibles built Desirable, late-production Series IV example Complete with copy of original build sheet Offered with fresh MoT; well maintained and presented



Although the factory did not distinguish between the various versions of the DB4, enthusiasts today group the cars into five series, each with similar basic specifications and subtle variations, reflecting the improvements and running changes made throughout production. The most obvious change of Series II was the switch to a fronthinged bonnet, as the car's high-speed capabilities had on occasion caused the Series I rear-hinged bonnet to catch the wind, with predictable results. Other improvements included a two-pint increase in oil capacity to address highspeed overheating and enlarged brake callipers. Series Ill brought separate tail lamps on a polished aluminium plate, dual bonnet stays, an electric tachometer, and other interior improvements. Series IV cars are readily identifiable by their revised grille with seven fine vertical elements, a lower-profile hood scoop and a recessed tail lamp mounting. Combined, these changes allowed the DB4 to deliver on its promise of refined, long-distance motoring at previously unthinkable speeds.

The 1962 DB4 Convertible offered here, chassis DB4C/1065/R, is a handsome late-production example which incorporates the improvements of Series I through Series IV.

According to a copy of its original build sheet, one K. Motley, who lived at The Mill House in Kent, purchased the car new. The Aston Martin agent Brooklands delivered the car new on 19 September, 1962, with the car richly finished in Dubonnet (maroon) and Fawn Connolly trim. An original right-hand drive example, the only "nonstandard" item fitted to DB4C/1065/R was an oil cooler. Although little is known of its subsequent history, owners include Manhatten Corp. Ltd in 1993. The present owner purchased the DB4 in August 2004 from one Mr. Howard of Derby, who had himself acquired the car in July 1995. Offered today complete with a fresh MoT certificate, DB4C/1065/R remains a wonderful example of just 70 DB4 Convertible Coupés originally built. It is ready to be enjoyed by a new enthusiast who is eager to sample the prodigious power and gorgeous style emblematic of Aston Martin

LOT **144**



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CHASSIS NO. BN2-L/229932

SPECIFICATIONS:

110 bhp, 2,660 cc inline four-cylinder engine, dual SU carburettors, four-speed manual gearbox with overdrive, independent front suspension with coil springs and anti-roll bar, live rear axle with semi-elliptic leaf springs and anti-sway bar, and Girling four-wheel hydraulic drum brakes. Wheelbase: 90"



ESTIMATE: £80 000 - £100 000 €95.000 - €115.000 \$120,000 - \$155,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

French Certificat d'Immatriculation

See page 13 for VAT status explanation.



1956 AUSTIN-HEALEY 100M BN2 "LE MANS" ROADSTER

Commemorating the stunning performance of the factory-prepared Austin-Healey 100 roadsters, which finished 12th and 14th overall at Le Mans in 1953 in the face of much more powerful competitors, 640 BN2-based 100M "Le Mans" models were produced in 1955 and 1956. A louvered bonnet and a Le Mans-specification leather strap visually distinguished these factory-produced cars, while mechanical changes included a high-lift cam, enlarged carburettors, high-compression pistons, free-flowing intake manifold, a cold air box and a special distributor. Output rose to 110 hp, and handling was sharpened with larger anti-roll bars.

According to the BMIHT Certificate, BN2-L/229932 was completed on 30 November, 1955 and shipped to the USA on 7 January, 1956, with an Old English White finish and red upholstery. It is believed to have first been sold in California, remaining

One of only 640 factory-built "Le Mans" Healeys Documented in the 100M "Le Mans" Registry Completely restored during 2005-2006 there until the prior owner acquired it in 2000. At the time, it was a running "survivor" in remarkably solid condition, having benefitted from Southern California's favourable climate.

A full restoration was completed in 2006. Virginia's Healey Surgeons rebuilt the fourspeed transmission and overdrive, and the engine was rebuilt. The steering, suspension and wiring systems were rebuilt or replaced as well. The body was stripped to bare metal and repainted in the original Old English White, while the upholstery was re-trimmed in the original red. The car was fitted with a new top, side curtains and tonneau cover.

The 100M retains its original jack, operating levers, wheel mallet, an impressive selection of other tools, an original Austin-Healey Owner's Handbook, an Austin-Healey Service Manual and an Austin-Healey Supplement. A British Motor Industry Heritage Trust certificate identifies this as a "genuine factory-built 100 'M' (or Le Mans) Model," and it is also listed as such within the *100 M "Le Mans" Registry*. With only a small fraction of the original 640 examples remaining today, a genuine factory-produced Austin-Healey 100M is considered the most desirable of the early-production, road-going Austin-Healeys.



1900 DE DION-BOUTON PERFECTA QUADRICYCLE

Count Albert de Dion was born of French noble descent and partnered with Georges Trépardoux and Trépardoux's brother-in-law, Georges Bouton, to build steam-powered carriages. By 1885, they created several successful machines, but by the early 1890s, the Count began experimenting with internal combustion. In 1895, de Dion and Bouton produced a revolutionary single-cylinder engine of 137 cc, boasting electric ignition and a then-amazing speed of 3,000 rpm.

Alexandre Darracq, meanwhile, built a large factory at Suresnes on the southwest edge of Paris and built cycle components under the name "Perfecta." By 1901, Darracq was building complete motor cars bearing his own name, selling more than 1,000 of them.

By 1900, France's motor industry boasted 11 manufacturers, plus numerous independent assemblers selling motorcycles, tricycles and *voiturettes* using components from various manufacturers. A common example consisted of a De Dion high-speed engine in one of Darracq's Perfecta frames.

This quadricycle is a superb example of a De Dion-engined Perfecta. The engine, dating from June 1900, is the 402 cc, 2¾-horsepower version with a water-cooled cylinder head. Perfecta frames came with handlebars, pedals and hubs but no saddle, engine, transmission or wheels. These were all procured and installed by an assembler, most of whose names are lost to time. The typical drivetrain included a Bozier two-speed epicyclic gearbox and a cone clutch.

This vehicle has been converted to wheel steering, has a later spray-type carburettor and somewhat larger tyres than original but remains true to the idiom. Complete when found in 1992, it needed nothing but restoration, a task performed by Brian Joseph. It was formerly part of the John McMullen Collection until 2007, when it joined yet another esteemed collection – that of John O'Quinn. De Dion-powered vehicles such as this Quadricycle are popular participants in the London-to-Brighton veteran car run, and with its extremely limited mileage, this example will also be a wonderful concours entry for its next caretaker.





Visit rmauctions.com to view all photos Photography: <mark>Darin Schnabel</mark>

CHASSIS NO. 13586

SPECIFICATIONS:

2¾ hp, 402 cc, single-cylinder De Dion engine with water-cooled cylinder head, Perfecta no. 2 frame, Bozier two-speed epicyclic transmission, cone-type clutch, transverse semi-elliptic front spring, and mechanical brake on rear axle. Wheelbase: 47.5"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £30 000 – £50 000 €35.000 – €59.000 \$50,000 – \$80,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Bill of Sale

See page 13 for VAT status explanation.

From the Estate of John M. O'Quinn Restored by Brian Joseph, formerly part of the John McMullen Collection London-to-Brighton eligible



1963 DUAL-GHIA L6.4 COUPÉ

The brainchild of Eugene Casaroll, the Italian-American hybrid known as the Dual-Ghia, was largely based on the Ghia-designed Chrysler Firearrow, a concept car for which he acquired the production rights. Luxurious and extravagant, it is said to have had the longest production line in the world – from Detroit to Milan and back – as it utilised an American drivetrain and Italian coachwork.

Sales were modest, however, and in 1960, a redesigned Coupé version appeared in Paris, spearheaded by the



American Ghia agent Paul Farago, with little input from Casaroll. As it had every imaginable amenity including fitted luggage and luxurious styling, the public response to the largely hand-built L6.4 model was amazing. Although the car continued to use a Chrysler V-8 engine, albeit a larger 383-cubic inch unit, the construction was almost entirely conducted in Italy, making this version more of an import than before. Fewer off-the-shelf parts were used, and with the high-quality materials, the price skyrocketed to an astronomical \$13,500. Just 26 examples were produced between 1960 and 1963, many of which were acquired by such celebrities as Frank Sinatra, Lucille Ball and Dean Martin.

This gorgeous L6.4 Coupé was formerly owned by noted Texas-based collector Wayne Davis, who acquired it out of Southern California after having previously resided in South Africa, where it apparently spent most of its life. As supported by a complete binder of documentation, history and literature, it reportedly received a comprehensive body-off-frame restoration some years back and continues to be a fantastic, rust-free and well-maintained car.

Since acquiring the L6.4, Mr. Davis had it repainted and had leatherwork conducted on the interior, the quality of which is superb. The maroon metallic finish has clearly been professionally applied and is immaculate with a lustrous, glasslike surface finish and is tastefully complemented by flawless chrome wire wheels shod in Vogue dual gold stripe tyres. In fact, as the panel fitting and chrome are likewise excellent, the only exterior imperfections are minor and include a few minor scratches and chips to the glass. The interior is showroom quality throughout, from the properly fitted upholstery, wool carpeting and door panels to the steering wheel, dash pad, console and chrome trim on the instrument panel, which appears to be original to the car.

Proper detailing is visible in the trunk as well, which has been nicely lined with a burlap-type material and a matching tyre cover. While the undercarriage has been undercoated, it is predominately unrestored in comparison to the engine bay, which is clean and tidy, showing no obvious signs of dirt, grime or grease.

The mere sight of such an automobile imparts a sense of celebrity and luxurious exclusivity. Equipped with such desirable features as power seats, windows, vent windows, brakes and steering as well as air conditioning and a radio, these were extremely well equipped and pricey cars when new. A fabulously running and driving example, this ultra-rare Dual-Ghia is a wonderful collector car and a fantastic Italian-American hybrid whose character is as rooted in Turin as it is in Las Vegas.



LOT 146

visit **rmauctions.com** to view all photos. Photography: <mark>Simon Clay</mark>

CHASSIS NO. 0313

SPECIFICATIONS:

335 bhp, 383 cu. in. overhead valve Chrysler V-8 engine, Torqueflite three-speed automatic transmission, double wishbone and torsion bar independent front suspension, live axle and semi-elliptic leaf spring rear suspension, and four-wheel drum brakes. Wheelbase: 115"



CONTACT A CAR SPECIALIS ABOUT THIS CA

ESTIMATE: £140 000 - £180 000 €165.000 - €210.000 \$215.000 - \$275.000

DOCUMENTS:

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See page 13 for VAT status explanat



Formerly owned by Wayne Davis Rare Italian-American hybrid, only 26 built Superb restoration


1936 MG NB MAGNETTE AIRLINE COUPÉ

Design by H.W. Allingham of London Coachwork by Carbodies

After the introduction of the new P-Type Midget early in 1934, the N-Type six-cylinder Magnette appeared, replacing the L-Types and K-Types. Originally, these models were fitted with a 56 hp, 1,271 cc engine in a beefed-up chassis. The new six-cylinder N-Type was capable of a top speed of just over 80 mph, making it slightly faster than the smaller P-Type that could achieve 75 mph.



The N-Type, in addition to having a softer ride and being easier to drive than its predecessors, also had much more spacious and comfortable passenger accommodations. It was offered as an open two- and four-seater model, as well as a graceful two-door hardtop known as the Airline Coupé. Only 745 N-Types were built between 1934 and 1936, and of these, a very small number of cars were fitted with Airline coupé bodywork.

Aside from the K-Types, the N-Types were the most successful racing MG models of this period. In 1934, a six-cylinder N-Type won the TT at the Ards circuit in Northern Ireland and competed in team trials starting in 1937.

In 1935, the MG N-Series was upgraded and became the NB; the chassis remained unaltered, but modifications were made to the coachwork. With a slatted stone guard fitted to the radiator shell and a lowered scuttle height, the appearance was vastly improved; the front end lent itself more to two-toning, and the driver was provided with a better view of the road ahead.

Gone were the "suicide" doors, as they were now hinged at the front rather than at the B-pillar. New, larger chrome-plated hinges extend on the outside of the scuttle, which rectified a problem in earlier models where the doors tended to droop when opened.

The two-door design featured an elegantly curved roof merging into a streamlined rear panel in which the spare wheel was partially countersunk. The doors carried sliding windows, and each Airline coupé featured a sunshine roof. This actually consisted of three separate trapezoidallike celluloid panels. Inside, the seating was also modified, and pneumatic cushions were used with spring cases for the back squab. The dash now carried a separate speedometer and revolution counter, while the other instruments and switches were grouped like that of the MG PA Midget. MG historian and author Mike Allison (The Magic of MG, Dalton Watson Ltd., 1972) stated, "the N's were probably the best of the OHC MGs, having adequate performance in standard form and yet being capable of taking much more without upsetting its good manners." Even when new, the N-Series was much admired by MG enthusiasts and praised in the press for its ability to travel long distances effortlessly at 50-60 mph.





Visit **rmauctions.com** to view all photos Photography: Darin Schnabel

CHASSIS NO. NA0848

SPECIFICATIONS:

56 hp, 1,271 cc, single overhead camshaft inline six-cylinder engine, four-speed manual gearbox, Bowden cable operated single cross shaft mechanical brakes. Wheelbase: 96"



ESTIMATE: £145 000 - £175 000 €170.000 - €205.000 \$225.000 - \$275.000

DOCUMENTS:

US Titl

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From the Estate of John M. O'Quinn One of just four NB Airline Coupés known to exist Formerly part of the Gene Ponder Collection







H.W. Allingham of London was responsible for the design and marketing of the MG Airline coupés. Rather than set up a coachwork facility, he designed car bodies such as the MG P- and N-Series Airline Coupés and, in the case of the N-Series, sub-contracted Carbodies to actually construct them. Carbodies had been founded in 1919 when former Charlesworth employee Robert Jones bought out Gooderham & Co. One of their best customers, MG supplied Carbodies with the majority of their business from 1925 to 1930. It has been debated that as many as 50 Airline coupés were originally built and fitted on MG's P-, N- and T-series chassis. However, all agree that very few examples of "the prettiest MG ever" survive today, and according to the MG Airline Coupé Registry, which includes the car offered here, just four six-cylinder N-Type Airline Coupés remain in existence today.



Prior to the restoration, the MG remained in highly original and complete condition, providing a perfect base for a proper and correct body-off-frame rebuild. Showing fewer than 6,000 kms on its odometer, it is finished in dramatic two-tone red and black. The original 56 hp, 1,271 cc, overhead cam six-cylinder engine has been completely rebuilt and fully detailed to concours quality. It was formerly part of the noted collection of Mr. Gene Ponder of Texas before joining the O'Quinn Collection in 2007.

The interior is finished in rich red leather with black piping to match the spectacular exterior colours. The refinished wood dash houses jewel-like Jaeger instruments and sports a Bleumel's Brooklands steering wheel. The unique sliding sunroof is surrounded by a handsome tan cloth headliner. The Airline Coupé is currently fitted with a correct set of chrome-plated Borrani wire wheels that were obtained at a cost of \$9,000. It also comes with a set of Lamar disc wheel covers, should the next owner prefer a different look. The Coupé is also fitted with the correct King of the Road headlamps and fog lamps as well.

The six-cylinder MG Airline Coupé is one of the rarest finds of the classic MG world. This is unquestionably one of the most attractive and desirable MGs in existence.



1956 MASERATI A6G/2000 COMPETITION BERLINETTA

)//

The Maserati A6 first appeared as the A6 Sport, Tipo 6CS/46, a barchetta prototype. This became the A6 1500, a Pininfarina-designed two-door berlinetta first shown at the 1947 Salon International de l'Auto in Geneva (59 made). A spider was shown at the 1948 Salone dell'automobile di Torino (with two built).

A two-litre, 120-bhp straight-six was used in the A6 GCS two-seater, "G" denoting Ghisa (cast iron block) and "CS" meaning Corsa & Sports. Also called monofaro, the 580 kg single-seat, cycle-winged racing version first appeared at Modena in 1947, driven by Luigi Villoresi and Alberto Ascari. It also won the 1948 Italian Championship, piloted by Giovanni Bracco. Fifteen cars were made from 1947 to 1953.

The Maserati A6GCM (1951–53, "M" for monoposto) comprised 12 two-litre single-seat racing cars of 160 to 190 bhp, developed by Gioacchino Colombo, who had come from Ferrari, and built by Medardo Fantuzzi.

It won the Italian Grand Prix, driven by Juan Manuel Fangio. The 1953 A6 SSG was a GCM-derivative, anticipating the Maserati 250F.

For the 1953 season, Maserati produced a revised version of their two-litre A6. The engine, designed by Colombo, was a Formula 2-derived dual-overhead-cam, twin-ignition unit. This was Maserati's first short-stroke engine, with a hair-raising 7,300 rpm redline. The chassis was from the earlier GCS. Factory coachbuilder Fantuzzi penned an all-enveloping roadster body. Fifty-two were made from 1953 to 1955, two of them winning the Italian Grand Prix in 1953 and 1954, driven by Sergio Mantovani and Luigi Musso. An additional four berlinettas and one spider were designed by Pininfarina, their final design on a Maserati, commissioned by Rome dealer Guglielmo Dei. In addition, Vignale made one spider.

LOT 148





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CHASSIS NO. **2137**

ENGINE NO. **2137**





1957 Mille Miglia, Coppa Intereuropa and Targa Florio entrant One of 20 A6G/2000 berlinettas by Zagato Fully restored by renowned Italian restorer Fantuzzi



SPECIFICATIONS: 150 bhp, 1,985 cc double overhead camshaft inline six-cylinder engine with three twin-choke Weber carburettors, four-speed manual gearbox, coil spring independent front suspension, live rear axle with quarter-elliptic leaf springs and radius rods, and four-wheel hydraulic drum brakes. Wheelbase: 100.4"

ESTIMATE: £590 000 – £650 000 €700.000 – €770.000 \$910,000 – \$1,005,000

DOCUMENTS:



See page 13 for VAT status explanatio

A6G/2000

The 1954 Mondial de l'Automobile in Paris showcased the A6GCS/54, which came in berlinetta, barchetta and spider versions (150 bhp). It was also known as the A6G/2000.

Built from 1954 through 1957, the A6G/2000 was a very limited production sports car. It is estimated that only about 60 cars were built, with coachwork available from Frua, Allemano and Zagato. Whereas the Frua and Allemanobuilt cars were luxurious and sometimes extravagant design statements, the Zagato-built cars were purposebuilt for competition.

ZAGATO

Apprenticed at 15 to a coachbuilder in Germany, Ugo Zagato returned to his native Italy in 1909 to join Carrozzeria Varesina in Varese, known for work on buses. During the Great War he was a department manager for Costruzioni Aeronautiche Pomilio in Turin, an Ansaldo subsidiary engaged in aeronautical manufacture. There he gained an understanding of aerodynamics and lightweight construction methods. In 1919 he set up a shop in Milan with a partner, Aldo Finzi.

Specialising in aluminium panels, Zagato did subcontract work for Pomilio. The first complete Zagato bodies were built in 1920 on Fiat 501 chassis. A former Pomilio colleague introduced Zagato to the management of Alfa Romeo, and contracts for bodies on Alfa RL and RM chassis resulted. The next few years saw him building for Fiat, Bianchi, Diatto and Itala and also producing aircraft parts for Pomilio during slack periods.

Among Zagato's best-known works are the lightweight sports bodies on the 1927 Alfa Romeo 6C1500 and Gran Sport Spider 6C1750 in 1929. State control of Alfa in 1933, however, curtailed orders, and Zagato was forced to take on the construction of truck cabs for Isotta-Fraschini, which continued until his plant was bombed in 1943.





Ugo Zagato's eldest son, Elio, joined his father's firm in 1946 in a new plant on Via Giorgini. His first project was the Panoramica sports coupé on a Fiat 500 chassis, followed by spider and coupé bodies on the Fiat 1100E. His younger brother, Gianni, joined the family company upon reaching his majority and later became head of the design office. In addition to Fiat and Alfa Romeo, in the early 1950s Zagato began a symbiotic relationship with Ferrari, evidenced in the spellbinding 250 GTZ. It was natural, then, that Zagato got the nod for the A6G berlinetta.

Lightweight and strong, the bodies were hand-formed in aluminium, with Perspex windows fitted all around. Kerb weight was just 850 kg (1,850 pounds). No two cars were exactly alike; one was built with the Zagato hallmark "double bubble" roof. In all, Zagato built 20 A6G/2000 berlinettas between 1955 and 1957.

CHASSIS 2137

Chassis 2137, the beautiful A6G we are delighted to present here, was completed by the Maserati factory on 30th March, 1956 and delivered new on 29th May to Count Giuseppe Dettaiuti Leopardi, in part exchange for his Maserati 150S. The car was finished in red with a beige interior, precisely the way it appears today.

Count Dettaiuti Leopardi did not own the car for very long, however. He sold it in 1957 to Mr. Ulisse Pizzi, who entered the Mille Miglia on number 312 (DNF). Despite being an experienced Mille Miglia racer (he had entered a Fiat 8V the previous year), Pizzi did not finish the race. He did, however, continue on to the Coppa Intereuropa at Monza in September (number 61) and also entered the famed Targa Florio the same year – an extraordinary record of races and certainly three of the most famous endurance events in Europe. In 1960, the car was sold to Mr. Mario Candrini in Modena, the grandfather of the current owner, who sold it the following year to Emilio Mellaro of Siena. The car then passed through Mr. Saverio Savelli of Florence (1961), Mr. Francesco Geronimo of Rome (1962) and finally back to Florence in 1964, after it was acquired by one Mr. Baronti. An original spare parts invoice from the Maserati factory confirms Mr. Baronti's ownership.

In 1968, the car was gifted to the Maserati Museum in Modena. As per Mr. Cozza (the Maserati factory Archivist), when the car arrived at the museum it was complete but without its body. A restoration was begun but never completed, likely due to financial constraints. Later on, the car was among the parts and Maseratis that were acquired in 2000 by the Modena-based Panini Collection, from where the current owner acquired the car in 2005.

The vendor completed the car's photo-documented restoration just this year and has since participated in the Stanguellini Memorial, the first revival of the Modena circuit. All mechanicals were rebuilt by Candini in Modena, the interior was done by Ferraresi Ferrari and the bodywork was rebuilt by none other than Ferrari Franco (formerly Fantuzzi), the Modena-based specialist whose extraordinary work has included the famed Ferrari 330 TRI/LM among many others.

One of just 20 Zagato berlinettas, with no two completely alike, this car will never meet another like it on the road. With its documented Mille Miglia history, it is eligible for entry in the current series as well as many other historic and vintage racing events. The restoration, by Modenese craftsmen, is exceptional, and the car has been maintained in top condition since completion. This is a very rare opportunity to acquire a top-flight car with impeccable provenance.

This lot is subject to VAT (at 17.5%) on the full purchase price (both on the hammer price and the commission.)





1925 BENTLEY 41/2 LITRE LE MANS REPLICA TOURER

Coachwork in the style of Vanden Plas

Bentleys were born for competition. In May 1921, Frank Clement took Ex. 1, the first car off the line, to Brooklands, winning his race at 72.5 mph. In 1922, some slightly modified cars were prepared for Indianapolis and the Tourist Trophy. Results at Indy were disappointing; driver Douglas Hawkes managed only 13th, but Clement earned a solid second at the Isle of Man, while W.O. Bentley himself was fourth and Hawkes sixth.

In 1923, a 3-Litre Bentley made a private entry at Le Mans. With some factory support, driver John Duff finished fourth, behind two Chenard-Walckers and a Bignan. Duff was back the following year to win outright, clocking up a 53.78 mph average speed. In 1925, Bentley mounted the first factory competition team, pairing Duff with Clement and Dr. J.D. Benjafield with Kensington Moir. Both cars retired but returned the following year, joined by a short-chassis, "Green Label" car driven by Clive Gallop and Thomas "Scrap" Thistlethwaite. This year Benjafield co-drove with S.C.H. "Sammy" Davis, who crashed near the end of the race, handing a 1-2-3 victory to Lorraine-Dietrich.

TA

A special single-seater was built in 1925 to compete for world and international records at Montlhéry. It copped a World 12-Hour title in 1926 at 100.96 mph.

The next year, fortune finally smiled on Bentley at Le Mans, but not without drama. Leslie Callingham was driving a new 41/2 Litre prototype with Clement, and George Duller and Andre d'Erlanger were teamed in a 3-Litre car. Benjafield and Davis, in another 3-Litre, made up the third entry. The race began as a 1-2-3 Bentley-fest, with the 41/2 in the lead. Callingham went into the ditch, however, at the White House Curves, avoiding a Théophile Schneider but rolling his car. The car, unfortunately, ended up on the track, only to be hit by another Théophile Schneider and teammate Duller in a 3-Litre. Davis, in the other 3-Litre, saw the wreckage but had insufficient time to brake. He went into a slide and glanced off the stricken cars with his right-hand wing but not without damage. Able to restart and limp back to the pits, he and the crew patched the wing back on. The right front wheel, axle and chassis were all bent, but Davis headed back onto the track and made six warm-up laps before handing off to Benjafield.

LOT 149





hotography: Pieter E. Kamp

CHASSIS NO. 911

ENGINE NO. RT909



Accurate representation of "Old Mother Gun," 1928 Le Mans winner Vintage racer or open road tourer 5,500 hour restoration



SPECIFICATIONS: 100 bhp, 4,398 cc

overhead-cam engine, four-speed manual gearbox, solid front axle and live rear axle with semi-elliptic leaf springs, and four-wheel mechanical drum brakes. Wheelbase: 117.5"



ESTIMATE: £265 000 - £350 000 €315.000 - €415.000 \$410,000 - \$540,000

DOCUMENTS:

Bill of Sale

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Henri Guilbert and Albert Clément were leading in a 3-Litre Ariés, but Benjafield made up time, despite driving through the night on one headlamp and a torch strapped to the windscreen. Then the Ariés began to falter, and on the 122nd lap it halted completely, handing Benjafield and Davis a leisurely victory with their hobbling Bentley. The 4½ was repaired and landed its first victory by Clement and Duller at the Grand Prix de Paris at Montlhéry in August.

BENTLEY IN 1928

The superiority of the 4½ had been demonstrated, so for 1928 a thee-car team was entered for Le Mans. Benjafield and Clement retired after 71 laps, while Sir Henry Birkinand and Jean Chassagne finished fifth. The 1927 driven by Woolf Barnato and Bernard Rubin, however, won over competition from Stutz and Chrysler, with an average speed of 69.11 mph. Barnato, who had apprenticed at Brooklands and invested some of his family's South African diamond money in Bentley Motors, christened the car "Mother Gun." Mother Gun has had a venerable career. Finishing second at Le Mans in 1929, it was re-engined as a 6½ Litre by Richard Marker, who campaigned it with success at Brooklands. Robin Jackson reconfigured it as a singleseater, renamed it the "Jackson Special" and raced it until 1948. More recently, Stanley Mann has campaigned it in historic races across Europe, restoring it to its 1939 configuration in 1989. It survives and appears regularly at vintage events.

FAITHFUL RECREATION

Chassis number 911, a 3-Litre Bentley with drophead coupé body by Freestone and Webb, was delivered new to Melbourne, Australia in January of 1925. Its intermediate history is unknown, but when it was purchased in 2003 as a restoration project, it was in severely deteriorated condition. It was running, but the coachbuilt body was beyond repair and the chassis and engine were very tired. The owner decided that rather than embark on the task of full restoration he would make a conversion to the Le Mans specification of "Old Mother Gun" instead.



The car was completely dismantled and the chassis shortened by two-and-a-half inches. It was fitted with fixed pillar struts, as on "Mother Gun," and the springs were re-tempered and reset, then refitted with correct mountings and full-length gaiters. The brakes were rebuilt with finned drums and period-correct 20-inch wire wheels and 5.25/50 tyres were installed.

The engine was built up on a blower-specification block from the late Russ "Rusty" Turner. To this were added a Reece camshaft, Phoenix crankshaft, connecting rods, high-compression pistons, needle-bearing rockers and boxes, and a high-performance oil pump. A lightened flywheel and heavy-duty clutch mate with a fully-rebuilt gearbox. A new balanced propeller shaft was fitted, driving a 3.53 to 1 differential with new 4-Star crown wheel and pinion. The fuel tank is by Gavin Spencer.

Replica coachwork in the Le Mans style of Vanden Plas was framed by marque expert Rod Wariner and panelled

in aluminium by Vintage & Classic. All trim details are correct, including Vanden Plas sill plates. James Pearce furnished the seats in Muirhead leather, and hood and tonneau covers, both full and half-length, are made to the original pattern.

The car has both full and aero windscreens, as on Old Mother Gun, as well as Air Ministry switches, fuel tank, pre-war Lucas P100 angle-mounted headlamps with stone guards, right-angle-drive Klaxon horn and two forward Klaxonettes, and full instrumentation with dashboard air pump.

The car is accompanied by a full photographic record of the 5,500-hour restoration and a crate of parts from the original 3-Litre engine. On its maiden outing, it was honoured with a concours win and has continued to delight both its keepers and the general public. A correct and painstaking representation of the Bentley that shone at Le Mans in 1928, this car is perfect for vintage motor sport, concours or the joy of the open road.



1971 LAMBORGHINI MIURA SVJ

The Miura SVJ "Jota" is appropriately named. There is no "J" in the Italian language and designer Bob Wallace's competition version of the legendary Miura never existed as a production car. It was his dream. The best-of-the-best Miuras is practically a myth.

The original 1966 Miura was a product of passion and engineering excellence. The designers, Giampaolo Dallara, Paolo Stanzini and Bob Wallace, were in their 20s. Dallara and Stanzini were engineers, Wallace an expert Maserati mechanic, and they all admired Colin Chapman's lightweight unitised construction and Eric Broadley's mid-engined Lola, which had evolved into the Ford GT 40. Together with designer Marcello Gandini, they designed arguably the first supercar, with its transverse V-12 engine, complex aircraft-quality construction, front and rear clamshells and plain go-to-hell brilliance.

The Miura evolved into the P400S in 1968, a roadster was toyed with (one built), but Wallace had other ideas. He wanted to go racing. The original 1970 Jota model was a one-off test bed to see if a competition car would fit into the FIA's Appendix J. Wallace reused the powertrain

of the Miura with all the upcoming 1971 SV upgrades: the split-sump lubrication systems for the engine and transmission, the chassis was stiffened, the headlight eyebrows disappeared, the rear track was widened and the fenders flared. The rear suspension wishbones were extended 1.5 inches and moved to the top of the frame instead of beneath it, the rear tyres were widened from seven inches to nine inches, and the fenders bulged to cover them.

The inside of a Jota was a complete racing car, following the prototype rules defined by the FIA. One-millimetre thick chrome-moly steel pipes were welded to the ladder chassis, and aluminium sheet skin was riveted over the chassis, making an aluminium semi-monocoque shell. The body was made entirely of aluminium, unlike the production cars where the roof was steel, compression was bumped to 11.5 to 1, the engine generated 440 hp at 8,000 rpm, the whole car weighed only 1784.5 pounds, and it was four inches lower.



LOT **150**





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CHASSIS NO. 4892

ENGINE NO. **30640**



One of a limited few Miuras constructed to SVJ specification between 1971-75 Inspired by the original Jota competition car Recently completed two-year Bobileff restoration at a cost of \$225,000 Multiple award-winner



SPECIFICATIONS:

385 hp, 3,929 cc DOHC transverse V-12 engine, four Weber three-barrel carburettors, five-speed manual transaxle, independent front and rear suspension by coil springs and unequal length wishbones, four-wheel hydraulic disc brakes. Wheelbase: 98.4"



ESTIMATE: £800 000 - £1 100 000 €905.000 - €1.305.000 \$1,235,000 - \$1,705,000



See page 13 for VAT status explanatio



The main focus of Wallace's modifications was to decrease and balance weight. So the Jota had a completely stripped interior, single wiper, Plexiglas windows and fixed headlights. Most of the weight savings came from the use of a light-gauge aluminium alloy called Avional, which was used for the new body, floorpan and front spoiler.

Correct weight balance was achieved by repositioning the fuel tanks in the sills and the spare tyre just behind the engine. This weight reduction and balance would have made the Jota extremely competitive. From the outside, the new Jota was instantly recognisable from its Plexiglas headlights and front splitter used to decrease front lift. New side air vents were fitted and riveted on. The transmission and engine lubricating systems were separated and a dry sump lubrication system installed. Power was transferred to the rear wheels through a close-ratio ZF differential.

The competition Jota was sent on a 20,000-mile driving test and was supposed to be scrapped when the SV was introduced at the Geneva Show in 1971, as Ferruccio Lamborghini had no interest in competition. But it was reportedly sold to millionaire Alfredo Belpone in Brescia, Italy, with its racing specifications intact. To issue an invoice, the company needed a production certificate, and the Jota was given s/n 5084, an SV continuation number. The car was restored at the factory on 2 August, 1972 and dispatched to its new owner, but his joy was short-lived. According to a research document, the car crashed and burned on a closed Autostrada while being tested. The original (and intended to be only) Jota was never rebuilt.

S/N 4892

Soon after Wallace's modifications became known, customers began to request Jota-like options in their orders. Lamborghini obliged and five (or up to seven, depending on the source) Miura SVJs were built. These cars had some interior comforts but kept the purposeful body modifications and engine tuning. They also had suspension, exhaust and brake cooling upgrades. One or two supposedly received dry sump lubrication.

In 1992, Reiichiro Fukuno wrote about s/n 4892 at length in the Japanese-language *Car Magazine* and spoke of the difficulty of telling original SVJs from subsequently modified cars. In a story translated by Isao Kato, Fukuno reported the factory told him seven real Jotas were built, though countless other Lamborghini enthusiasts believe it was as few as five. Regardless of the exact number, these cars were extremely rare.







According to Fukuno, the first SVJ was s/n 4860, built from a brand new Miura SV for the President of the Lamborghini dealers in Germany, Hubert Hahne. The exterior characteristics of the Jota were replicated as much as possible: air outlets at rear of fenders, racing fuel filler cap and fixed headlights. The powertrain was changed to 447PS, which was the spare engine for the original Jota, s/n 5084. This car was delivered 29th April, 1971 with production certification SVJ.

Fukuno then continues to state that in August 1972, two more SVJs were created from new SV chassis: s/n 5090 and s/n 5100, which had a dry sump engine. The last car was s/n 3781, which was built in Fall 1975, at Hahne's request. It was based on a 1968 Miura P400 and had unique characteristics, such as wide rear fenders, BBS mags and a wing on the roof. Two more SVs were subsequently modified with SVJ details; they were s/n 4892 and s/n 4990. These two retained the wet sump engine with light additional tuning.

The car offered here, s/n 4892, is recorded as being built as an SV in July 1971, white with a blue interior, and was Bertone body number 636. It was sold new to a Dr. Alcide of Rome. In 1974, a letter was issued by the Lamborghini Factory confirming that 'P400 "Miura" SV Mod. Jota TELAIO No. 4892' was built at the factory in 1971. This gives us some indication that the car was uprated to Jota specification in or prior to 1974, although it does not give us absolute confirmation of where the car was uprated – at the factory or, as some reports indicate, by ex-factory employees. At this time it was repainted in red, then imported to Japan by Tomita Automobile Inc. and passed through two owners before Kazuo Takahashi restored it in a two-year, frame-off project in the late 1980s. S/n 4892 returned to Symbolic Motors in La Jolla, California in 2007, from whom it was bought by the current owner.

In May 2007, the car was inspected by Claudi Zampolli (ex-Lamborghini employee and head of Special Projects from 1967-1972), who in a letter confirms that s/n 4892 has all the correct features of the factory modified SV-Jotas and that in his opinion this is indeed one of the factory-modified cars. The owner of 4892 subsequently commissioned a no-expense-spared, ground-up restoration from Gary Bobileff, who has restored many concours award-winning cars for the owner.



S/n 4892's recent restoration took two years at a cost of \$225,000, and the restoration is accompanied by a detailed photographic record. Bobileff found s/n 4892 to be sound and straight with no evidence of accident damage and about six or seven coats of paint. The car has been repainted in Rosso Granada.

Bobileff has restored about 150 Miuras since 1989 and stripped s/n 4892 down to its constituent parts and completely rebuilt it, noting that it was a sound car that drove very well before he started the restoration and appeared to have its original engine.

S/n 4982 was shown at the 2007 Vanderbilt Concours where it received the Vanderbilt Preservation Award. At Le Belle Macchine d'Italia the same year, it was named Best of Show and Best of Marque.

Since its restoration, this Lamborghini Miura has been driven less than 500 miles. It is effectively new and certain to turn heads everywhere, as it always has. Offered from a prominent collection and restored by one of the world's most renowned Lamborghini experts, this is a very special opportunity to own a piece of the Miura performance legend.





1965 FERRARI 275 GTB

By the mid 1960s it seemed Ferrari could do no wrong, winning on all fronts from sports car racing to Grands Prix. Ferrari's dual purpose cars seemed equally unstoppable as the legendary 250 GT LWB "Tour de France" gave way to the marvellous 250 GT SWB Berlinetta – and led ultimately to the awe-inspiring 250 GT0 in 1962.

Introduced in 1964, the new 275 GTB gave Ferrari a chance to incorporate all the best characteristics of this fabled bloodline. Many consider the resulting car to be the finest production Ferrari ever built, combining the thoroughbred mechanical pedigree of its road racing forebears with sufficient creature comforts to make the 275 GTB a superlative grand touring automobile.

Under the skin, the 275 GTB incorporated the best Ferrari chassis design, starting with the oval section tube backbone chassis. Front suspension was the traditional upper and lower wishbone design, but the rear incorporated a brand new fully independent suspension with a rear-mounted transaxle – leading edge design, even for Ferrari. The engine was based on Ferrari's race-proven Colombo overhead cam V-12, but a bore increase to 77 mm lifted horsepower to 280 with the standard three-carb Weber setup. Torque was improved too, giving the car better acceleration from a standing start.

The coachwork was all new, a stunning Pininfarina design that evoked the graceful lines of the legendary 250 GTO. A long hood combined with a fastback rear body created a striking profile, while vents in the front fenders gave the car a muscular edge. Vents in the sail panels added to the effect and paid tribute to the 250 GT "Tour de France" Berlinettas. A smoothly integrated rear spoiler, also clearly borrowed from the GTO, helped give the car a strong visual identity.

Although the 275 GTB was a car of many firsts, it was also the last car that could be considered a true coachbuilt road/race berlinetta in the great Ferrari tradition. Although most lived their lives on the streets, many led a dual life, winning on road courses and hill climbs on the weekend while providing stylish and exciting transportation during the week. For this reason, demand from the public was strong, and Ferrari importers worldwide were readily eager to get their hands on as many examples as could be made available to them.

After a handshake agreement between II Commendatore Enzo Ferrari and Wilhelm Becker, Auto Becker of Dusseldorf officially became the Ferrari Importer for Germany in 1957. After having been destined originally for Zurich. Switzerland, the car on offer was sent to Auto Becker and was used for their display at the 42nd Frankfurt International Motor Show of 1965. It was delivered in shortnose configuration and finished in Azzuro (blue) with Nero (black) interior. Sometime following the September show, 07743 was sent overseas to the United States and wound up on the west coast of California. While there, the front was modified to longnose configuration. As was the case with many of these early versions, modifications were often made to lengthen the nose which was intended to improve aerodynamics at very high speeds. Despite this, many modern enthusiasts prefer the original Pininfarina design short-nose design.

The next known owner of this car was George A. Shukov, who kept it from 1976 before finally selling it back to German buyer Armin Fuchs in 1979. Fuchs resided in a small town called Montabaur located between Frankfurt and Dusseldorf and in 1980 had the car imported back to Germany. He kept 07743 for the better part of a decade, and in 1990 Mr. Holberg bought the car and brought it to the neighbouring town of Wuppertal only about 100 kms away. He used the car regularly, but decided to sell it three years later through Modena Motorsport to Peter M. Fandel. At this time, they began a complete restoration on behalf of Mr. Fandel. Following completion, the car was registered on custom





1965 Frankfurt International Motor Show Car Matching numbers, fresh MoT Completely restored and in exceptional condition Original short-nose, left-hand drive configuration Highly attractive original colour combination



LOT 151

Visit rmauctions.com to view all photo Photography: James Mann

CHASSIS NO. 07743

ENGINE NO. 07743

SPECIFICATIONS:

280 bhp, 3,286 cc overhead cam V-12 engine with triple 40DCZ6 Weber carburettors, five-speed manual rear-mounted transaxle, four-wheel upper and lower wishbone coil spring independent suspension, four-wheel disc brakes and tubular steel frame. Wheelbase: 94.5"



ESTIMATE: £500 000 - £600 000 €595.000 - €710.000 \$775,000 - \$930,000

DOCUMENTS:

See page 13 for VAT status explanat





German license plates, BIT F 275! 07743 passed through several other hands and in 1999 was sold to well-known collector and Polish railway baron Jaroslaw Pawluk. He used the car sparingly for several years and in 2008 commissioned Dutch-based restoration firm, Hietbrink Coachbuilding, to completely restore the car back to the original specifications, including short-nose configuration and original paint schemes.

The current owner reports that this car remains in spectacular condition and has been used very little since its restoration in 2008. With slight hints of metallic flake and a light blue hue, the paint scheme that this car was originally delivered with is considered by many to be one of the prettiest and certainly most tasteful colours for these early 275 models. Coupled with light grey leather seats, centre console, dash and door sills, the complementary dark grey carpets give this car an absolutely stunning overall appearance.

Having just been freshly rebuilt, 07743 comes complete with its matching engine and is fitted with three correct 40 Weber DCZ6 carburettors, a full set of tools and correct Borrani wire wheels. Following a recent road test, the vendor reports that the car starts and shifts with ease and has very good power through all gears, and the steering is tight with no rattles or shakes at high speeds. A very comprehensive restoration file is included with the sale of this car, which attests to its high level of restoration. A full dossier of restoration photographs are included as well.

For those who are unacquainted with the 275 GTB, suffice to say that it is an absolute pleasure to own and drive. Not only is it the ultimate touring car, but its design borders on perfection. In a road test published in 1967, French racing driver, Jean-Pierre Beltoise in *L'Auto Journal* said of the 275 GTB, "I covered in complete safety and the greatest comfort...and while carrying on a normal conversation with my passenger, the 46 miles which separate the Pont d'Orléans from Nemours in a little less than 23 minutes... at an average speed of more than 121 mph – which is remarkable enough without noting that I had to stop for the toll gates."

And that, in the final analysis, is what makes the 275 GTB one of the greatest Ferraris ever built: a sophisticated, powerful, competent high performance berlinetta that looks as good as it runs.



1968 CHEVROLET CORVETTE L89 RACING CAR

"There are few Corvettes that really hold the nation's attention. Even fewer of these vehicles cross international borders and amaze the world. This ultra-rare '68 convertible became such an icon." These words, taken from the February 2009 *Corvette Fever* article "History in Motion" by Tom Falconer and Kevin Shaw, perfectly describe the impact that the car offered here made on UK racing fans for just one season in 1972.

An original L89-option 1968 Corvette with a thundering 435bhp, 427-cubic inch V-8 engine and lightweight aluminium cylinder heads, this car was purchased in May 1972 by



The L89 cornering hard at Silverstone.

England's Alec Harvey-Bailey, with the deal brokered by legendary American racing driver Dick Guldstrand. Following race-preparations, Pan Am air-freighted the car to London's Heathrow Airport. Its recipient was Rhoddy Harvey-Bailey, a fast-rising young English racing driver, who entered the Corvette into the FIA-sanctioned British Modified racing series for the 1972 season.

The Corvette was perfectly suited to the "Mod Sports" series, where restrictions were few, and approved modifications included substantial weight reduction, wider-than-stock wheels and tyres, and considerable engine upgrades. A number of massive, seven-litre Ford Galaxies famously achieved success in the UK Production Saloon class during the early 1960s, but this Corvette was the sole "big-bore" American racing car active in the UK during 1972. Its aggressive shark-like body, booming exhaust note and the committed driving style of Rhoddy Harvey-Bailey electrified the UK racing scene that year.

Harvey-Bailey was victorious from the start at Croft, Yorkshire on 16th July, 1972 and followed with five more victories and three second-place finishes, setting lap records at Mallory Park and Castle Combe in the process. Racing modifications included progressive lightening as the season advanced, as well as a mixture of American Racing and distinctive Minilite wheels. Dick Guldstrand recommended the structural reinforcements made around the steering box and front suspension, and the hardtop was quickly removed to save weight. The exploits of Rhoddy and his brutal Corvette were highlighted in a four-page article in the June 1973 edition of *Corvette News*, which was widely distributed and published by General Motors.

After the triumphant 1972 racing season, the Corvette faded from view as Rhoddy moved on to more specialised race cars and eventually founded Harvey-Bailey Engineering, his respected suspension-tuning firm. During the mid-1980s, Rhoddy sold the Corvette to Doug Bennett, who began restoring it but then sold it unfinished in 2003 to the next owners from the USA. The Corvette's mechanicals were overhauled extensively, with the engine rebuilt by Racing Parts & Machine in Baltimore and dynamometer-tested in February 2004 with 543 hp at 6,100 rpm and 510 ft-lbs of torque at 5,000 rpm. The original, matching-numbers Muncie M21 close-ratio four-speed gearbox was rebuilt as well, and new Minilite wheels were imported from the original manufacturer located in Devon, England.

As presented, the Corvette is in running order and ready for final preparation for vintage racing in the USA or FIA-approved historic racing events in Europe. It runs the same 1967-vintage 427 V-8 engine block supplied by Dick Guldstrand in January 1973 to replace the original unit that Rhoddy blew up, and it is fitted with the proper 074code aluminium cylinder heads. It shows 4.541 miles, which are believed correct but cannot be verified. The history file includes the original fuel-tank sticker, verifying the Corvette's factory-original options, including the 435 bhp L71 V-8, L89 aluminium cylinder heads, F41 high-performance suspension, and more. The car that took England by storm for one brief shining moment in 1972, this Corvette is a fascinating testament to the amazing competition record of "America's Sports Car."



The Guldstrand Corvette leads the pack at Silverstone in 1972.



The renowned 1968 Harvey-Bailey L89 Corvette racer Sold to England in 1972; deal brokered by Corvette legend Dick Guldstrand Raced to six victories and three podiums in UK "Mod Sports" Restored, overhauled and eligible for US or FIA vintage racing



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CHASSIS NO. 194678S404229

SPECIFICATIONS:

543 hp, 427 cu. in. RPO L71 overhead valve V-8 engine, RPO L89 aluminium cylinder heads, Muncie M21 close-ratio four-speed gearbox, independent front suspension with upper and lower A-arms and coil springs, independent rear suspension with half-shafts, lateral struts, radius rods and a single transverse leaf spring, telescopic Koni shock absorbers front and rear, 4.11:1 rear axle, and heavy-duty four-wheel hydraulic disc brakes. Wheelbase: 98"



ESTIMATE:

£100 000 – £140 000 €115.000 – €165.000 \$155,000 – \$215,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

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1952 JAGUAR C-TYPE

Jaguar's engineering team was truly formidable. William Heynes had joined the company as chief engineer in 1934, and his colleagues included Harry Weslake, Walter Hassan, Harry Mundy and Claude Bailey. When the Jaguar XK120 was launched in October 1948, it was lauded as one of the finest high performance sports cars to emerge from Britain. The 160 bhp, 3.4-litre, twin-overhead cam, six-cylinder engine gave the car a top speed of 120 mph.

The Jaguar XK120 was an immediate success in competition. Three were entered in the Silverstone Production Car Race in June 1949, Britain's first big motor race since the War. Leslie Johnson and Peter Walker destroyed the opposition with Johnson taking a resounding victory. XK120s went on to win races across the world. In America, Phil Hill, a future Formula 1 World Champion, bored one out to 3.8 litres and won race after race. In Britain, Stirling Moss helped cement his reputation in a semi-works XK120, winning the Tourist Trophy at Dundrod in atrocious conditions and leaving the field standing in the 1951 Production Car Race at Silverstone.

DEVELOPMENT OF THE C-TYPE

Chief engineer William Heynes had stated that, until he went to the 1950 Le Mans race, he had "never seriously contemplated designing a car for racing." At Les Vingt-Quatre Heures du Mans that year, Leslie Johnson had his more or less standard XK120 as high as third place until failing brakes eventually caused the clutch to fail. Lyons and Heynes watched the race from the pits. Heynes observed, "this race, as far as I was concerned, debunked the tradition of a tuning wizard with a lifetime experience on the track and a special gimmick in his tool box. I realised that a car could be built of standard production units from the factory, and that such a car could win the race given reasonable luck." The performance was enough to convince Lyons of the car's potential; Jaguar were going seriously racing, with the aim to win the great race at Le Mans in 1951.

Work began on the first prototypes in Autumn 1950, and the XK120C – the C stood for competition – quickly became known as the C-Type Jaguar.



Three C-types lined up for the start of the third post-war Le Mans in 1951. The works drivers were Stirling Moss and Jack Fairman, Peter Whitehead and Peter Walker, and Leslie Johnson partnering Clemente Biondetti.

An oil pipe flange failure eliminated Biondetti at a quarter distance, and after eight hours Moss had the same problem resulting in a blown engine. Before bowing out, though, Moss set a new lap record of 105.24 mph. Meanwhile, Whitehead and Walker concentrated on getting their car to the finish and took the victory with a record average speed of 93.50 mph, a staggering 77 miles ahead of the second-place finisher. In addition, the car set a new record for the greatest distance travelled over the 24 hours - 2,243.886 miles.

An impressive showing for the first time out, this was just the beginning of a period of domination at Le Mans for the Jaguar factory – a record few other marques have matched, before or since. In total, the 1950s saw Jaguar win Le Mans an amazing five separate times.

Three months later, in the Tourist Trophy at Dundrod, the C-Types came first, second and fourth with Moss winning from Walker and Tony Rolt recording the fastest lap whilst nearly snatching third place. Stirling Moss rounded off the C-Type's debut season by winning at Goodwood in September.

In 1952, Moss won the Daily Express Production Sports Car race at Silverstone and won again in the privately owned Wisdom and Cannell car at the Reims Grand Prix. Young Scottish driver lan Stewart won the Jersey Road Race in July for the newlyformed Ecurie Ecosse team and then won another two races at Charterhall in Scotland.





Original matching-numbers competition C-Type Ex-Masten Gregory, victory at Golden Gate Nationals, San Francisco Victory and Course Record in Mount Washington, New Hampshire Hill Climb Unbroken chain of ownership and delightful patina Eligible for the most prestigious events



Photography: Tim Scott/Fluid Images

CHASSIS NO. XKC-015

SPECIFICATIONS:

210 bhp, 3,442 cc double overhead camshaft inline six-cylinder engine with two SU carburettors, four-speed manual transmission, independent front suspension with upper and lower wishbones, torsion bars and hydraulic dampers, live rear axle with trailing arms, 'double-action' torsion bar and torque reaction member and hydraulic dampers, four-wheel Lockhead hydraulic drum brakes. Wheelbase: 96"



ESTIMATE:

£1 900 000 - £2 400 000 €2.250.000 - €2.850.000 \$2.940.000 - \$3.700.000

DOCUMENTS:

See page 13 for VAT status explanatio



In private entries, Stirling Moss and Duncan Hamilton finished 1st and 2nd at the International August meeting at Boreham. The works cars together with the three privately owned C-Types won numerous races in Britain until the end of 1952. Regular delivery of production C-Types to the United States began in August 1952, and before the season was over, the first cars exported to America were making their mark in the hands of Sherwood Johnson, John Fitch and, most notably, Phil Hill.

XKC-015

The C-Type Jaguar presented here, chassis XKC-015, was despatched from Browns Lane on 14 October, 1952, finished in cream with suede green interior trim and optional 3.92 rear axle, for delivery to Charles Hornburg, Jaguar's West Coast dealer in Beverly Hills. Hornburg had convinced William Lyons that competing in America would increase sales and had already received delivery of XKC-007, the very first C-Type to arrive in the US and a car which went on to be raced by Phil Hill.

Phil Hill recalled the arrival of the C-Types in America. "It was a big moment. These cars were not just a replacement for the XK120. People expected these cars to be a darn sight better than the 120 had ever been. The 120 was 'gee whiz' in'49 and still 'gee whiz' in '50 but by '51 they were passé – they were still very much envied as transportation but not taken very seriously as race cars. I was just in awe of the C-Type when I first stepped into it. When I look back on it now, it makes me smile. The steering was light – almost scary light. It was the first car I ever drove that had a really precise feel about it – it really felt like a racing car."

The first owner of XKC-015 was one J. Hall (not to be confused with Jim Hall, the other racing driver), who took his new C-Type racing on just one occasion. Early in 1953, XKC-015 was sold to upcoming driver Masten Gregory. Sports car legend Carroll Shelby called him "the fastest American to ever go over and race a Grand Prix car." He scored a podium finish in his very first Formula 1 World Championship Grand Prix start (a first by an American) and was also a winner of the world famous Le Mans 24 Hour endurance race. Formula 1 legend and two-time World Champion Jim Clark considered him to be his hero. Known as the "Kansas City Flash," Gregory was born into an insurance company fortune and bought this car at the age of 23 – quite an exotic sports car for such a young man. In fact, Gregory had started racing just one year earlier, in an Allard no less!

A win would come for Masten in his third race, an event in Stillwater, Oklahoma, with his brother-in-law Duncan finishing second in a Jaguar. The Jaguar that Duncan drove in this race was a cream-coloured Jaguar C-Type that Masten had bought at Sebring. Masten raced the car himself from then on with more wins and great finishes following.



Masten Gregory at the wheel of XKC015 racing in America, August 1953. Image courtesy of Terry Larson and Mark Daniels.



Stirling Moss trying out XKC015 for size at Elkhart Lake in 1966. Image courtesy of Terry Larson and Mark Daniels.



XKC015 powering away... Image courtesy of Paul Skilliter.







Gregory won the Guardsman Trophy race at Golden Gate Park in San Francisco, as well as a race at Offutt Air Force Base in Omaha, Nebraska — the latter in front of 50,000 spectators (which supposedly was the highest attendance for an SCCA event at that time). After being black-flagged in a race at Chanute Air Force Base, Masten displayed his characteristic sense of humour by showing up at his next race with black-flags painted on his car, which were used as a background for his car number 58.

MASTEN GREGORY RACE RESULTS IN XKC 015		
17th May 1953	Golden Gate Nationals (San Francisco)	1st
5th July 1953	Offutt Field Nationals (Omaha, NE)	1st
12th April 1953	Lone Star 200 (Bergstrum A.F. Base, TX)	3rd OA
9th August 1953	Lockburne AF Base (Columbus, OH)	2nd OA
August 1953	The Thompson National (CT)	1st

It was not a bad start for Gregory, or for XKC-015 for that matter. Gregory then loaned his C-Type to preeminent American car magazine *Road & Track* in August for their official road test of the new C-Type Jaguar. "For some reason Type Cs are hard to get and all attempts to line one up for our rather strenuous test routine failed, that is, until just before the Golden Gate Road Races when we received a phone call from Masten Gregory. Mr. Gregory, it seems, had heard of our dilemma and suggested that we test his car – provided, of course, that it survived the coming race event. To make a long story short, the car not only survived, it won the race and was duly returned to Los Angeles for us to test." (A copy of the full article is available in the file.)

Following the *Road & Track* test and a great start to its career, XKC-015's luck was to change when, during practice for the Floyd Bennett Races in New York, Gregory spun out, colliding with an oil drum, and the car caught fire. Gregory managed to leap out, as he was famous for doing even with cars still on the move, prior to sustaining any injury. The car was badly damaged, however, and he went back to the pits and purchased another C-Type, XKC-022, selling the damaged XKC-015 to Lindy Hansen and Jaguar racer Sherwood Johnson. The next year, with the chassis and mechanicals fully repaired, Johnson went on to achieve the best time of the day and break the course record at the Mount Washington hill-climb with the C-Type, famously running as a bare chassis minus its body panels.

Hansen used the C-Type on the road for many years prior to deciding to sell it to Merril Wells from Maine in 1958. Wells then sold XKC-015 to John Howe from Massachusetts in 1961, and the car was next seen advertised for sale in *Road & Track* in 1964.

The next owner was Mark Daniels from Milwaukee who purchased both XKC-015 for \$2,500 and another C-Type, XKC-034, which was in a very sorry state and without an engine, for \$900. Daniels went on to fully and correctly restore XKC-015 using all original components over a period of two years. He utilised chassis 034 for any unrepairable or missing parts. (Details of the restoration and components salvaged or swapped are included in the file accompanying the car.)

Following restoration, Daniels used his C-Type as a road car and on social rallies for almost 14 years until he sold it to Godfrey Miller of Vancouver. Miller then sold the car to Campbell McLaren, who was to bring XKC-015 back home to the UK.

The next owner was to become Tom Candlish, who acquired XKC-015 in 1984. Now issued with the registration TKV 500, XKC-015 went on to participate in numerous Ecurie Ecosse Scottish Rallies, the Jaguar Danish Spring Rally, Italia Classica and several Jaguar factory cavalcades to Le Mans, all with Mr. Candlish at the wheel.

XKC-015 has now acquired that lovely worn-in look, a natural patina that is totally unachievable on a freshly restored car. A look with a certain charm that not only perfectly suits this lovely old C-Type but has a great deal of appeal to the discerning collector today.

JD Classics bought the car from Mr. Candlish in 2008 for a client and, whilst retaining the car's delightful patina, has fully gone through the car mechanically, including having all suspension components, brake components and steering components specialist crack-tested and plated. All of the suspension and steering geometry has been properly set up for use on the road. A new radiator core and J.D. Sport high power 16-inch radiator cooling fan with thermo couple control with manual override has been fitted, and the car has been issued with FIA papers and the all-important Historic Technical Passport, so it is ready for use in the numerous European events for which it is imminently eligible.

The gloriously authentic C-Type Jaguar presented here, chassis number XKC-015, has an exemplary history and comes with a comprehensive history file which includes details of its restoration as well as numerous invoices and past MOT certificates. It is a race-winning car in the hands of one of the all-time great racing drivers Masten Gregory, sports car ace and Formula 1 World driver for Cooper and Ferrari. A car that is presented today in lovely condition, on-the-button mechanically and ready to take to the European circuit of highly prestigious classic motoring and racing events, including the Monaco Historic Grand Prix, Le Mans Classic and the Mille Miglia. A rare and very special opportunity!


LOT **154**



CHASSIS NO. B82XF

SPECIFICATIONS:

Est. 130 bhp, 4,566 cc inlet-over-exhaust six-cylinder engine, four-speed automatic gearbox, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs, and servo-assisted hydraulic drum brakes. Wheelbase: 120"



ESTIMATE: £30 000 - £40 000 €35.000 - €47.000 \$46,000 - \$61,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Swiss Registration Document

See page 13 for VAT status explanation



1954 BENTLEY R-TYPE COUNTRYMAN

Coachwork by Harold Radford

Guy Harold Radford was a Rolls-Royce and Bentley dealer with showrooms in West London. His firm, Harold Radford & Co., Ltd., had prospered during the war, converting vehicles for use by the armed forces. After the end of hostilities, he reasoned that a stylish shooting brake could be constructed on the Mark VI Bentley Standard Steel saloon. Using wood panelling on the lower reaches and a contoured steel roof, the result was indeed handsome. He named it "Countryman," and one car was awarded first prize at the 1948 Concours d'Elegance at Cannes. The work was actually done by a small North London firm called Seary & McReady; after Radford purchased a majority holding of shares, it was renamed Harold Radford (Coachbuilders) Ltd.

Radford then redesigned his Countryman concept. Gone were the wood panelling and lowering tailgate. Instead, Radford converted

Stylish coachbuilt conversion Full complement of picnic equipment Period piece for the outdoor enthusiast the standard saloon into a form of hatchback, with a lift gate and tailgate in the original body contour. The rear seats could be folded forward for greater carrying capacity, and the purchaser could specify reclining front seats as well. There were picnic tables on the back of the front seats, and a full picnic set could be furnished, built into the tailgate.

Rolls-Royce, Ltd. designated Harold Radford as an official coachbuilder. In 1958, however, the company was acquired by the Swain Group, owners of rival Rolls-Royce agency H.R. Owen. Mr. Radford stayed on until 1963, by which time the firm had embarked on upscale conversion of Minis.

This R-Type Bentley Countryman is the full conversion. It spent some years in the United States before returning to Europe in 1998. It is in very good original condition and presents very well. It has the full complement of picnic equipment, including a stool, and a bar and glasses are housed in the rear armrests. The rear seats fold forward to leave a large open area for riding tackle or other baggage. One of 37 full Countryman conversions turned out by Radford between 1951 and 1959, it is the perfect answer to the ubiquitous modern Range Rover.



1955 AUSTIN-HEALEY 100/4 BN2 ROADSTER

Widely considered the best of the "original" Austin-Healey models, the BN2 Series of 1955-56 offered a new four-speed gearbox with overdrive and a corresponding leap in performance and drivability. Its big "four" provided far more power and torque than the contemporary MG TD, within a streamlined, lower and better-balanced package with no weight penalties. Production progressed quickly with most destined for America, where they bridged the wide gap between Triumph's TR2 and Jaguar's XK models.

Over 14,500 Austin-Healey 100s were built from 1953-1956, before the fours were succeeded by the six-cylinder 100/6 series. The two-seat 100/4s are highly sought-after today by enthusiasts, with a distinct purity of line and sense of purpose, accentuated by a rakish fold-down windscreen.

According to its British Motor Industry Heritage Trust Certificate, the wonderful 1955 Austin-Healey 100/4 offered here was completed on 29th August, 1955 as an original LHD model for North American export. Original factory-fitted equipment included a heater, a laminated windscreen and wire-spoke wheels. The car was restored in Holland and then acquired by the current owner, a dedicated Swiss collector. The car remains in excellent overall condition, having seen limited use in its current ownership.

It was modified to be similar in external appearance to a 100M-spec car, with a louvered bonnet and a Le Mans-style bonnet strap. The snug cockpit is also very good in presentation, trimmed in black upholstery with smart white piping. Other interior features include the addition of dashmounted rally stopwatches and a map reading light. Mechanical upgrades include front disc brakes for improved stopping power, a new aluminium cylinder head and slightly widerthan-standard wheels for improved grip.

Equally ready for spirited driving or classic rallies, the 100/4 is also complete with side screens, the aforementioned BMIHT Certificate and a FIVA passport.

A desirable BN2 with four-speed and overdrive Restored with a number of thoughtful upgrades Complete with BMIHT Certificate and FIVA passport



LOT 155

hotography: James Mann

CHASSIS NO. BN2-L/228210

ENGINE NO. 1**B/228210**

BODY NO. 10206

SPECIFICATIONS:

2,660 cc inline four-cylinder engine, four-speed manual gearbox with overdrive, independent front suspension with coil springs and anti-roll bar, live rear axle with semi-elliptic leaf springs and anti-sway bar, and Girling four-wheel hydraulic drum brakes. Wheelbase: 90"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £50 000 – £60 000 €59.000 – €71.000 \$77,000 – \$92,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation.



1951 ASTON MARTIN DB2 COUPÉ

The world's wealthiest and most famous people favoured the brilliant Aston Martin DB2, among them Lord Brabazon of Tara, the famed pioneering aviator who was Great Britain's first licensed aircraft pilot. This car, chassis LML/50/88, was purchased new by Lord Brabazon and personally handed over to him by David Brown on 23 December, 1951. Originally registered "FLY 1" (the registration plate is now with Sir Freddie Laker), it was only the 15th DB2 sold in the UK. In January 1953, the engine was uprated to Vantage specification and subsequent owners included Julian Threlfall and Geoff



Richardson. In 1958, LML/50/88 was acquired by Sydney Dolman, who presented it to his son Brian as a wedding present during the 1960s. In 1970, the body was removed, and the chassis was completely restored and refinished.

The DB2 remained with Brian Dolman until February 1988, when Stephen Archer acquired it. In 1989, the DB2 was disassembled, and during 1990 and 1991, it was painstakingly restored with incredible adherence to authenticity and completeness, with Stephen, Ruth, Alan and Jefferey Archer personally investing some 2,000 hours in the process alone. Keith Gardner at Ragnar Engineering restored the suspension to standard specifications, plus an uprated Andron front anti-roll bar. The well-known AMOC concours participant and judge Roger McCouat re-trimmed the DB2's interior with full-grain, extrathick, aniline-dyed "motorcycle leathers," Wilton wool carpeting with leather binding and West of England roof cloth. Panelrama, with its team of ex-Aston Martin factory personnel, repaired the DB2's body. Paul Johnson of Northchurch applied the two-stage paint finish, an exact match of the original Blue Haze, and the London Plating Company restored the brightwork.

Rex Woodgate rebuilt the DB2's engine to Vantage-plus specifications. The engine block and cylinder heads are original to the car, while receipts date the crankshaft to 1960. Omega pistons were installed, and Gordon Allen manufactured Carillo-type connecting rods, with required calculations performed by Weslake and destruction testing of the bolts completed by Brabham. The cylinder head was gas-flowed and the flywheel was lightened. Neil Bainbridge fabricated a tuned stainless-steel exhaust downpipe, with a remarkable factory-original appearance matching the original exhaust manifolds.

Restored at a cost of £26 000 in 1992, excluding the time logged by the Archers, this historic, early-production DB2 is also offered with a correct and complete tool roll, plus a Kismet foot-pump. Discreet and thoughtful upgrades include a fitted Pacet fan and a US-spec wiring loom, allowing the brake and side lights to act as directional indicators, eliminating the need for semaphores and extra non-standard rear lamps.

The remarkable historical dossier includes receipts from 1959 to the present, photographs, a copy of the original factory build sheet, an original sales brochure, an original workshop manual, an extremely rare original handbook, a selection of magazine article copies, and correspondence between the current Lord Brabazon and Sir David Brown. Also included are photographs of a wonderfully re-enacted handover of "FLY 1" from David Brown to Lord Brabazon. A spares package, including Lucas P100 headlamps and a complete spare 2.6-litre Vantage engine, which is sound but requires rebuilding, accompanies the sale of the car as well. Remarkable in every respect. even some 18 years since restoration, this historic, multiple concours-winning DB2 is simply superb and a must-have for the serious Aston Martin collector.



Lord Brabazon of Tara taking delivery of "FLY 1" from David Brown in 1951.





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CHASSIS NO. LML/50/88

ENGINE NO. LB6B/50/532

SPECIFICATIONS:

120-125 bhp, 2,580 cc Vantage-specification inline six-cylinder engine with dual overhead camshafts and hemispherical combustion chambers, dual SU carburettors, four-speed manual gearbox, independent front suspension with coil springs, trailing links and anti-roll bar, live rear axle with coil springs, radius rods and Panhard rod. Wheelbase: 99.25"



ESTIMATE: £90 000 - £130 000 €105.000 - €150.000 \$135.000 - \$200.000

DOCUMENTS:

See page 13 for VAT status explanation



1974 JAGUAR E-TYPE V-12 COMMEMORATIVE EDITION CONVERTIBLE

The first E-Type Jaguar sports cars arrived late in 1961, first powered by a 3.8-litre engine and then a 4.2-litre six-cylinder unit. In 1971, the all-new ultra-smooth V-12 was placed under the hood – Jaguar's first new engine since the twin-cam Six had debuted in the XK120. Known as Series III cars, they were based on the original E-Type unibody platforms with sub-frames.



From the outside, the Series III Jaguars featured a larger bonnet bulge, larger, flared wheel openings, a slightly wider track and different grille and bumpers. The convertible now rode on the longer 105-inch wheelbase. As a result, the doors and sills were longer, and the length and depth of the floorpan increased. There was also an additional 23 centimetres of luggage space behind the seats to assist storage and increase security.

A large horizontal scoop was added to the underside of the bonnet to assist in cooling. The interior was entirely new in the V-12, including the seats and door panels. The centre console was now vacuum-formed with a simulated leather finish. A smaller, dished, leather rim steering wheel was fitted.

Standard equipment in 1974 included leather-faced, semireclining bucket seats with an almond Ambla-trimmed interior, tachometer, trip odometer and Dunlop tyres on 38-centimetre wheels. The convertible's trunk was covered in a Hardura beige-coloured mat. As production wound down on the beloved XKE Jaguar, it was decided the last 50 cars should be "Commemorative Edition" examples. The Commemorative Edition cars were finished in black and came specially equipped with factory hardtops and a special brass dashboard plaque, bearing the signature of Sir William Lyons, signifying that it was one of the last 50 cars built.

The E-Type offered here is one such Commemorative Edition example and remained in the careful ownership of Mr. Wolf Bringham of Stratford-upon-Avon, England before being purchased by the subsequent owner in 1984. It was then subject to a full restoration in the late 1980s by renowned Jaguar specialists XK Engineering at a cost of £40 000. After its restoration, the car was put on display in Scotland's largest private collection, The Doune Museum, where it remained for approximately eight years, carefully maintained in temperaturecontrolled storage and seeing only very limited use. In was then shown at the Scottish National Jaguar Day where it was awarded first prize in the National Concours.

Like the other 49 cars, it is finished in black with tan leather interior. The car presents very well and still retains the original commemorative plaque on the dashboard. Ordered with the more desirable manual gearbox, this right-hand drive car is the rarest series production E-Type and is accompanied by its original hardtop.

A total of 15,290 E-Type V-12 Jaguars were built between 1971 and 1975, with only 7,990 being convertibles. Of those, just 50 were of the final Commemorative Edition, making this particular example a necessity for any collection of important Jaguars. Carefully maintained, handsomely presented and well-equipped with a manual transmission, we encourage close examination of this particular car, the swan song of the legendary Jaguar E-Type.

One of only 50 Commemorative Edition convertibles Manual gearbox and original hardtop Restoration by marque specialists







LOT 157

Visit **rmauctions.com** to view all photos Photography: <mark>Simon Clay</mark>

CHASSIS NO. **1S2827**



CONTACT A CAR SPECIALIST ABOUT THIS CAR

SPECIFICATIONS:

Series III. 292 bhp, 5,343 cc four overhead camshaft V-12 engine, four-speed manual transmission, independent front suspension via upper and lower A-arms, coil springs, and anti-roll bar, and independent rear suspension via coil springs, lower wishbones, and radius arms, and four-wheel power assisted disc brakes. Wheelbase: 105"

ESTIMATE: £75 000 – £90 000 €85.000 – €105.000 \$115,000 – \$135,000

DOCUMENTS:

See page 13 for VAT status explanation



1938 ROLLS-ROYCE PHANTOM III SALOON

Coachwork by H.J. Mulliner

The most complex Rolls-Royce ever, the V-12-powered Phantom III was an extraordinary engineering achievement, and it continues to be regarded as one of the finest automobile designs of the 1930s. Code-named "Spectre" during development, the Phantom III debuted at the 1935



Olympia Motor Show and garnered immediate acclaim as the world's most technically advanced series-produced automobile chassis. Its state-of-the-art, overheadvalve V-12 engine featured a one-piece aluminium alloy crankcase and cylinder block, aluminium cylinder heads and cast-iron wet cylinder liners.

The highly capable chassis was a rigid cruciform-braced, box-girder design with an independent wishbone front suspension and semi-elliptic rear springs, and the fourspeed gearbox offered synchromesh on the top three gears. The Phantom III also broke new ground as the first British car produced with hydraulic, self-adjusting valve tappets and driver-controlled hydraulic shock absorbers. No effort was spared to make the Phantom III chassis the ultimate in refinement and technical sophistication.

Today, H.J. Mulliner remains perhaps the most successful coachbuilder of all for the Phantom III chassis, having displayed its first Rolls-Royce design in 1928 at the Olympia Motor Show. From the early 1930s onward, H.J.

Mulliner worked almost exclusively on Rolls-Royce and Bentley chassis, and its work on the Phantom III was particularly successful, with a rakish, low-roof, "razor-edge" body design finding great favour.

The right-hand drive 1938 Phantom III Saloon offered here, chassis 3CM177, is cloaked with the aforementioned razor-edge Saloon coachwork by H.J. Mulliner, and features include a division window. It received a photo-documented restoration in the United States some time ago and retains its original pigskin upholstery today. The prior owner is a well-known collector of Rolls-Rovce and Bentley motor cars who is renowned for purchasing the most interesting motor cars and then investing heavily in returning them to their factory-original specifications. Under his custodianship, the interior woodwork was restored, and a well-known Rolls-Royce margue specialist carried out various other maintenance tasks.

The current owner acquired the Phantom III about three years ago before commissioning a service and minor tuning adjustments to the engine. Prior to shipment to Dubai for participation in a Rolls-Royce touring event, the Phantom III was fully serviced, and the clutch was checked over as well. A faulty exhaust manifold flange was rectified, with the faulty stud drilled out and a new stud machined and fitted. In Dubai, the car performed very well, and no mechanical trouble was encountered during the tour. Following its return to the UK, the car has been used quite extensively for enjoyable touring and has always been properly maintained.

For the dedicated driver, this is a wonderful Rolls-Royce that has proven itself on extended tours both at home and abroad. Its desirable Mulliner coachwork is a lovely complement to the advanced V-12 engine. No Rolls-Royce collection should be without it.





LOT 158

Visit rmauctions.com to view all photo Photography: Simon Clay

CHASSIS NO. 3CM177

SPECIFICATIONS:

Est. 165 hp, 7,338 cc overhead-valve V-12 engine, dual ignition with dual coils and distributors, four-speed manual gearbox, independent front suspension with coil springs, live rear axle with semi-elliptic leaf springs, and four-wheel servo-assisted drum brakes. Wheelbase: 142"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £80 000 - £100 000 €95.000 - €115.000 \$120.000 - \$155.000

DOCUMENTS:

UK V5

See page 13 for VAT status explanation.



A proven and very reliable touring car Impressive technical specifications with V-12 power Highly desirable H.J. Mulliner Saloon coachwork

EDDIE KIDD LOT 159 - 160



Born on 22 June, 1959 in Islington, Eddie Kidd is a prolific English stunt performer who began his unusual vocation at the age of 12. Although he's best known for his deathdefying, long-distance motorcycle jumps and renowned showmanship, Kidd has enjoyed success as a stuntdouble in a number of major motion pictures. Among them, he worked as a stunt double for James Bond alumni Timothy Dalton in *The Living Daylights* and Pierce Brosnan in *Golden Eye*. Other high-profile work included the Roger Moore and Michael Caine film *Bullseye*!

On the big screen, one of Eddie's most famous motorcycle stunts was executed for the 1979 film *Hanover Street*, which starred Harrison Ford. Doubling for Ford on a motorbike, Eddie jumped a 120-foot (37-metre) railway cutting at 90 mph (140 km/h) in Shepton Mallet, Somerset. In 1993, Eddie performed arguably his most memorable stunt when he jumped over the Great Wall of China on a motorbike! He is also the holder of many world records for jumping over cars and buses.

Despite performing over 3,000 jumps during his lengthy career, Eddie did not obtain a UK motorcycle licence until 1995! His stunt career was sidelined on 6 August, 1996 when he suffered serious head and pelvic injuries in a stunt bike crash at the Bulldog Bash, held at Long Marston Airfield near Stratford-upon-Avon, where a landing went terribly wrong. Doctors later told Eddie's parents that he could be in a coma for up to 10 years due to his injuries, but miraculously, he regained consciousness within just six weeks of the accident. For several years, Eddie experienced limited co-ordination and speech capabilities and used a wheelchair for mobility. Nonetheless, Eddie has since made a good recovery and has even vowed to return to the world of stunts! A life truly lived at full throttle, Eddie's larger-than-life exploits have also been chronicled in his autobiography, Eddie Kidd: Crawling from the Wreckage, co-written with Derek Shuff.

RM Auctions is pleased to have been chosen to sell these bikes on behalf of Eddie, and all proceeds will be donated to support the work of the Eddie Kidd Foundation.







THE PERSONAL PROPERTY OF EDDIE KIDD, WITH SALE PROCEEDS TO BENEFIT THE EDDIE KIDD FOUNDATION 1989 HONDA CR500 MOTORCYCLE

Eddie Kidd used this Honda CR500 on his

monumental 1993 jump across the Great Wall of China, and it was the very bike he used for his famed "no hands" jump over 10 buses in China! With a fully chromed frame, a multitude of highly polished parts and heavily modified rear suspension, it features a modified 491 cc two-stroke, liquid-cooled engine with an FMF exhaust pipe and a Pro Circuit silencer, along with a number of other engine parts from the similar bike used by Eddie during his famous "jump off" with Robbie Knievel, son of Evel Knievel. A Harley-Davidson seat and fuel tank (complete with comical "White Men CAN Jump" motif) were also added. As the actual machine ridden by Eddie Kidd when he suffered his devastating landing accident, this CR500 is affectionately known today as "Sid," because, in the words of its famed owner, it is "a vicious piece of kit!"





THE PERSONAL PROPERTY OF EDDIE KIDD, WITH FULL SALE PROCEEDS TO BENEFIT THE EDDIE KIDD FOUNDATION 1985 HONDA XR500 MOTORCYCLE

Purchased by renowned motorcycle stuntman Eddie Kidd, this 1985 Honda XR500 motorcycle was used during the "wheelie" portion of his thrilling shows. According to Eddie himself, "I have had many wheelie bikes over the years, but to be honest, the only one that is of any interest is the one that I still have today" - the bike offered here. Modifications specified by Eddie include the fitting of the petrol tank, front forks and front disc brakes from a 650 cc Yamaha California motorcycle. Other interesting modifications include braided stainless steel hoses, a custom exhaust system, chromed frame and a custom-painted petrol tank motif whimsically reflecting the early-1990s film White Men Can't Jump. In fact, this motorcycle was the actual "wheelie bike" used by Eddie Kidd during the show where he suffered the famous landing accident during a jump with his Honda CR500.

CHASSIS NO. HMKPL02-200502

ENGINE NO. ML3R

SPECIFICATIONS:

Modified 491 cc, liquid-cooled, two-stroke reed-valve singlecylinder engine, five-speed manual mono-shock rear suspension, and front and rear hydraulic disc brakes.

ESTIMATE:

£20 000 – £30 000 €23.000 - €35.000 \$30,000 - \$46,000 **OFFERED WITHOUT RESERVE**

DOCUMENTS:

10T 160

CHASSIS NO. PEO/6102449

ENGINE NO. 429

SPECIFICATIONS:

498 cc air-cooled, four-stroke. four-valve, RFVC single-cylinder engine with dry-sump oiling, steel cradle frame, dual coil-over rear shock absorbers, and hydraulic front disc, mechanical drum rear brakes.

ESTIMATE:

£15 000 - £20 000 €17.000 – €23.000 \$23,000 - \$30,000 **OFFERED WITHOUT RESERVE**

DOCUMENTS:





1955 AC ACE BRISTOL ROADSTER

Without a doubt, the Ace stands as the signature achievement of the AC marque. The Ace prototype was introduced at the London Motor Show in October 1953,



based on a sports racing car designed by John Tojeiro, with early-production cars powered by AC's own twolitre six. With four-wheel independent suspension and a sleek body reminiscent of contemporary Ferrari Barchettas, the Ace immediately garnered praise. As written by *Autosport* tester John Bolster in 1954, "the machine does all the right things all the time," continuing, "no emergency or advanced driving technique will ever catch it on the wrong foot."

In 1956, the highly regarded 1,971 cc Bristol six-cylinder engine was made available for the Ace, effectively creating a new and separate model designation as the Ace Bristol. Initially offering 103 horsepower and rising to 125 in its ultimate D2 specification, this state-ofthe-art power unit, with its overhead valvetrain and hemispherical combustion chambers, traced its origins to BMW's pre-war 328 and continued to be very successful in racing well into the 1960s. Bristol-powered Aces proved brilliant in competition, winning three successive SCCA E-Production championships between 1957 and 1959, followed by two D-Production championships in 1960 and 1961. The Ace Bristol also scored very well at Le Mans, where it finished second in class during 1957 and 1958. Ultimately, the Ace achieved a sterling class victory and a seventh-place overall finish at Le Mans in 1959. This fine performance left an indelible impression on overall 1959 Le Mans champion Carroll Shelby, who later created his 289 and 427 Shelby Cobra derivatives of the classic Ace.

This right-hand drive 1955 Ace Roadster, bearing chassis number AE70, is one of the first 50 examples produced of this historic sports car design. Finished in silver with its sporting cockpit trimmed with red upholstery, this car received a restoration to show-quality standards performed by marque experts in the UK and Germany. Fitted with a correcttype Bristol 100D2 six, the most powerful and desirable specification, the Ace is a very strong performer.

It is complete with documentation including a copy of the original UK logbook (Reg. no. UTU 627), ACOC correspondence and restoration invoices. Other items include a convertible top and bows, a tonneau cover, side curtains, spare wood-rimmed steering wheel, a pair of spare headlamps and a selection of small parts including a fuel-filler cap, a side-view mirror and more. Well-restored and equipped with the ultimate D2-specification Bristol engine, this Ace will provide the new owner with a great entry into a multitude of today's classic rally events. It is an outstanding example of one of the most enduring sports car legends of the mid-20th Century.





One of the first 50 series-production Aces built Correct-type Bristol 100D2-spec engine A fresh specialist restoration Well documented and well equipped



LOT 161

lisit rmauctions.com to view all photos

CHASSIS NO. AE70

ENGINE NO. 100D2/1136

SPECIFICATIONS:

125 bhp, 1,971 cc Bristol 100D2-specification inline six-cylinder engine, three twin-choke carburettors, four-speed manual gearbox, four-wheel independent suspension with wishbones and transverse leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 90"



ESTIMATE: £105 000 - £135 000 €120.000 - €160.000 \$160.000 - \$205.000

DOCUMENTS:

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LOT 162



CHASSIS NO. SCFCV81Z6JTL30026

ENGINE NO. V/585/0026

SPECIFICATIONS:

320 bhp, 5,340 cc light-alloy V-8 engine with dual overhead camshafts and Bosch electronic fuel injection, three-speed TorqueFlite automatic gearbox, independent front suspension with upper and lower control arms, coil springs and anti-roll bar, de Dion rear axle with Watt linkage, trailing arms and coil springs, and four-wheel hydraulic disc brakes. Wheelbase: 102.8"



ESTIMATE: £75 000 – £95 000 €85.000 – €110.000 \$115.000 – \$145.000

DOCUMENTS:

UK V5

See page 13 for VAT status explanation



1989 ASTON MARTIN V8 ZAGATO VOLANTE

Recalling one of the most celebrated postwar Aston Martins, the DB4GT Zagato, Aston Martin once again joined forces with the renowned Italian coachbuilder to create the V8 Vantage Zagato Coupé. Remarkably, the entire order book for the limited production run of just 50 examples was filled on the strength of the basic concept, design drawings and a scale model at Geneva in 1985!

The Zagato's distinctive bodywork, rendered in lightweight aluminium, was a modern interpretation of the DB4GT. During the design process, Zagato trimmed the wheelbase of the contemporary V8 a little over 17 centimetres and deleted the rear seats, creating the first two-seat Aston Martin since the DB4GT. Underhood, the Tadek Marek-designed 5.3-litre, four-cam V8 was uprated to 432 bhp, offering top speeds of some 300 km/h.

One of only 37 V-8 Zagato Volantes produced Just 4,800 miles and two owners from new An exceedingly rare original LHD car with automatic gearbox Given the success of the Zagato Coupé, a Zagato Volante convertible debuted at Geneva in 1987. Despite the lack of a fixed roof, the Volante body provided more torsional rigidity than the prior coupé. Other changes included a revised grille and covered headlamps for the majority of the Volantes produced. The V8 engine of the Volante produced over 320 bhp with Bosch fuel injection, negating the controversial hood bulge of the Coupé, which was required to clear the Weber carburettors of that model. While not as brutal as the Zagato Coupé, the Volante generated very strong performance nonetheless.

Just 37 V8 Zagato Volantes were ultimately built, including only 12 original left-hand drive cars; of those, this example is one of four equipped with an automatic gearbox. It was sold new to Monaco via British Motors, and today, it is offered with only 4,800 actual miles showing and just two registered keepers from new. Stunning throughout, it is also complete with service bills totalling over £11 000 in the past two years to maintain it in as-new condition, including a replacement top. Presented with close attention to detail throughout, it remains a great example of an extremely rare and increasingly collectible thoroughbred motor car.



1928 DESOTO INDIANAPOLIS STYLE RACE CAR

Tommy Milton, Jimmy Murphy, Joe Boyer, Frank Lockhart, Jimmy Gleason, Louis Meyer - these were the legendary names fans cheered for at the Indianapolis 500 throughout the 1920s.

As an off-shoot of the Chrysler Corporation, the DeSoto Automobile Company was never intended and certainly not known for producing race cars but rather for producing mid-priced cars to compete with the likes of General Motors and Ford brands. However, it is the draw of these Indy 500 race cars that was the reason the car presented here was commissioned in the first place. While the builder remains unknown, this DeSoto is fashioned in the style of the iconic Indv racers of the 1920s and is believed to be a Special created on a shortened and narrowed chassis with a very sporting Indy racer-style, single seat aluminium body fitted. The craftsmanship is superb, and while little is known about its early history, it was purchased from the United States by the vendor in the early 1990s and imported into Europe where it has remained ever since

Finished in a traditional light yellow with red painted decals and matching red interior, it features painted wire wheels as well as polished stainless steel leaf springs and stainless steel wheel caps. An RM Auctions representative recently had the opportunity to mechanically inspect this car and reported that it had evidently not been run for some time. Subsequently, several hours were spent checking over the engine and stripping and cleaning the magneto and fuel pump. The spark plugs were also removed and the cylinder bores lubricated as they showed little sign of recent use. After the fuel had been removed and replaced with a fresh quantity, the cooling system was checked over, and the engine now seems to run exceedingly well. It starts with ease, and the engine shows no leaks and retains excellent oil pressure when running. As with most classic motor cars that have not run for some time. RM Auctions would recommend a thorough service upon purchase in order to maximise the enjoyment, reliability and safety of this remarkable racing car.

Having no gearbox, the operator is in full and utter control of this car. With direct drive to the rear axle via a foot-operated clutch run by a torque tube transmission to the rear wheels, these cars were not for the faint of heart and required immense skill to drive at speed. The new owner of this DeSoto is sure to experience the thrills of Indy racers from the 1920s and get a glimpse of what motor racing was like in years past.

Fashioned in true Indy racing car style Single owner for the last 20 years Very presentable condition



CHASSIS NO. N/A

SPECIFICATIONS:

Est. 3,400 cc six-cylinder flathead engine, side valve, twin direct-drive, foot-operated clutch, solid axle, transverse leaf springs, two-wheel rear manual brakes. Wheelbase: 93"



ESTIMATE: £35 000 – £45 000 €41.000 - €53.000 \$54,000 - \$69,000 **OFFERED WITHOUT RESERVE**

DOCUMENTS: (Luxembourg)



1934 MG PA/B LE MANS WORKS RACING CAR

This car is the sole original survivor of a three-car team put together by MG to publicise the new P-Series, which had been introduced in 1934. The idea was that three identical works cars would be entered in the 1935 Le Mans race, driven by three teams of women, with the whole enterprise to be managed by Captain George Eyston, who had raced at Le Mans himself in 1928 and 1929. A record-



setting MG racer, he subsequently captured the world land speed record three times in 1937-38, the last time at 357.5 km/h.

The press had a field day with Abingdon's idea, dubbing the six women "Eyston's Dancing Daughters." The three cars were PA #1661 (race number 55) driven by Doreen Evans and Barbara Skinner, PA #1667 (race number 57) driven by Margaret Allan and Colleen Eaton and PA #1711 (race number 56) – the example offered here – and driven by Joan Richmond and Barbara Simpson.

Three cars were carefully assembled at the works at Abingdon; there's a detailed record of 205 hours spent on each one, with a comprehensive work order for each car, copies of which accompany the sale of the car. The cars were fitted with cycle-type aluminium fenders, aluminium louvered hoods, an aero screen for the driver, luggage space modified for spare tyres, special door locks, quick filler caps, racing wheels, radiator and headlights fitted with stone guards, double fuel pumps, Q-Type brakes all round and J-Type gearbox ratios. The engines were blueprinted, with lightened flywheel, Q-Type racing valves and springs, the head was polished and an air scoop was fitted to cool the sump. A note at the bottom of the work order says "credit all parts removed AT ONCE."

The six drivers were hardly chosen for public relations value – all the women had solid racing records, with Brooklands history, club racing, rallies and hill-climb success. Richmond and Eaton had returned from Australia to compete. Nevertheless "Les Girls at Le Mans" was the dismissive tagline and one very interested observer was American racer Miles Collier, who had gone to Europe to campaign an MG K3 and would subsequently own, re-body and race PA #1667 successfully in the United States as "Leonidis." Collier attended Le Mans, ostensibly with MG tickets, which never materialised. But he found Eyston and got a letter "which allowed us to wander anywhere on the course."

Collier recalled: "These MGs were P-Type two seaters, beautifully prepared indeed, but the whole atmosphere was rather circus-like due to their being manned by women drivers (later to be known as the Dancing Daughters). Nevertheless, when the race actually started, they drove pretty darn well...[w]e spent the whole time in the MG pits and enjoyed it thoroughly."

The MGs proved themselves bulletproof, with only one light bulb being changed on the number 55 car and the only excitement being an argument with officials about whether



"Eyston's Dancing Daughters" at LeMans. Image courtesy of National Motor Museum.



CHASSIS NO. 1711

SPECIFICATIONS:

56 hp, 947 cc SOHC four-cylinder engine, two SU side-draft carburettors, four-speed manual transmission, front and rear suspension by semi-elliptic springs with solid axles, four-wheel mechanical brakes. Wheelbase: 87.25"



ESTIMATE: £110 000 - £160 000 €130.000 - €190.000 \$175.000 - \$250.000

DOCUMENTS:

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See page 13 for VAT status explanation



1935 MG P-Series Le Mans works car from all-women's team First team car home, driven by Joan Richmond and Barbara Simpson The only original car remaining: one was modified, one is presumed destroyed "Dancing Daughters" team managed by George Eyston

Image courtesy of National Motor Museum.

JB 615





one car had been refuelled before the required time, which would have meant disqualification. The women silenced their critics with steady progress, and the only slight alteration to plan was that Richmond and Simpson brought the #56 car, the example offered here, home in first place among the team and ahead of the two other cars instead of in numerical order. The three cars finished 24th, 25th and 26th.

Their successful team finish meant they would be eligible for the Biennial Cup next year, which was what MG boss Cecil Kimber was after. Well they would have been eligible except that Lord Nuffield closed the MG racing department soon after this race and strikes in France caused the 1936 Le Mans to be cancelled.



The cars were scattered, with Collier buying PA #1667 while the two remaining cars, PA #1661 (now missing) and PA #1711 (offered here), were reborn as works hill-climbers, fitted with Marshall superchargers by the factory.

The present owner bought #1711 from Sir Frederick Royston in 1981, and it was completely restored in 1995. Its history is thoroughly documented, and it will be welcome at any event for which it is eligible. The car is offered with a large file of documentation, including extensive period photography. If, as *Sports Car Market* magazine publisher Keith Martin says, "the main job of a collector car is to be admired by friends standing around a garage with glasses of wine, while its story is told," then #1711 will give hours of enjoyment to the next owner – on or off the track.



1961 FERGUSON CLIMAX P99 FOUR-WHEEL-DRIVE F1 RACING CAR

There's an old axiom in racing which applies to the 1961 Ferguson P99 Grand Prix car and to Andy Granatelli's 1967 STP Turbine Indy car. It's this: if you come up with a better idea that gives you an unassailable edge, it WILL be banned (at least for now). It's human nature – if you have an advantage, everybody else agrees the playing field should be level.

The Ferguson P99 was actually the result of about 30 years of hard work by brilliant and resourceful individuals, but it still took that long to become reality. Iconoclastic racer Freddie Dixon had graduated from two to four wheels after a half dozen Isle of Man TTs in the 1920s, and he was working on the idea of a four-wheel-drive land speed record car in the 1930s when he got to know Harry Ferguson, the tractor magnate, and up-and-coming racer Tony Rolt. Harry Ferguson had been the first man to build and fly his own aeroplane in the British Isles and later invented and patented the three-point linkage and draft-control systems used worldwide on tractors.

Ferguson could build things accurately and well (he was to win an estimated \$9M for patent infringement by Ford on the 8N tractor after WWII); Dixon was very fast – his record for a 130 mph lap at Brooklands in a two-litre car will never be broken; and Rolt would win Le Mans for Jaguar in 1953.

All three were dismayed at the state of the British motor industry after WWII, and Ferguson took his windfall and bankrolled a company to build four-wheel-drive cars in England. A number of prototypes were built, but the industry was still in a post-war funk and nobody would take a chance.

So the three, under the umbrella of Harry Ferguson Research, decided to build a Grand Prix car to show off four-wheel-drive's potential. Ferguson hired Claude Hill from Aston Martin to design the space-frame chassis and planned for the then-current 2.5-litre displacement, for which Coventry Climax built a 243 hp, DOHC, four-cylinder engine. Unfortunately the rules changed and Formula 1 was restricted to 1.5-litres, which meant the extra weight of the four-wheel-drive system would be a handicap. Still, it rains a lot in England, so they pressed on. Luckily the Inter/Continental series was established for the 2.5-litre engines, and the Ferguson was built to accommodate both Climax motors.

The whole project took less than a year. As with other Ferguson projects, there were to be no concessions with regard to tolerance. Perfection would only just be good enough. Dixon had been right when he calculated that differentials, bearings, gears and other drivetrain parts could be lighter if the energy was dispersed to four wheels rather than two. And Ferguson's central differential system, which would be the key to Peugeot's and later Audi's rally success in the 1980s, could balance out the delivery of that power to the wheels. Ferguson was also keen to try out the Dunlop Maxaret anti-lock brake system, and the whole assembly would eventually find its way into the automotive mainstream some 30 years later. Sadly, Harry Ferguson would die before his dream car could take to the track, and it was Rolt who eventually became the driving force behind the project.

By 1961 both Lotus and Cooper were very competitive on the Formula 1 circuit, having developed mid-engine cars that rendered all the front-engine GP cars obsolete. So the Ferguson P99 was a complete dark horse and initially appeared to be too late to the dance.

The P99 was launched at the 1961 British Empire Trophy at Silverstone, and Jack Fairman drove the car in Rob Walker's team colours of dark blue and white, which it still carries. Unfortunately the P99 had mechanical problems and didn't finish. Its next outing was at Aintree in the British Grand Prix. Rob Walker entered a Lotus 18 for Moss and the P99 for Jack Fairman, but when the Lotus broke, Moss took over the P99. Sadly, a pushstart meant he was black-flagged, so his rapid progress through the field came to nought.





10T 165

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CHASSIS NO. **P99-01**

SPECIFICATIONS:

243 hp, 2,495 cc DOHC Coventry Climax four-cylinder Hemi, with twin 58 Weber carburettors, fivespeed transmission, independent front and rear suspension by unequal length wishbones, with combined coil springs and Armstrong adjustable shocks, four-wheel Dunlop hydraulic disc brakes. Wheelbase: 90"



ESTIMATE: £475 000 – £575 000 €565.000 – €680.000 \$735,000 – \$890,000

DOCUMENTS: Bill of Sale (Race Car)

See page 13 for VAT status explana



Only four-wheel-drive car to win a Grand Prix (Stirling Moss, Oulton Park, 1961) Driven by Graham Hill in two Australian GP races in 1963 (6th and 2nd) Won 1964 British Hillclimb Championship Driven by Moss at 2005 Goodwood Revival and Monaco Historics in 2008 Ferguson four-wheel-drive system the basis for World Rally Cars today





For the September 1961 Oulton Park Gold Cup, Moss returned in the P99, and to his delight, it was a classically British summer's day – 57 degrees, steady drizzle and a wet track. Moss won the race by 46 seconds from Jack Brabham, the only Grand Prix ever won by a four-wheel-drive car. Formula 1 promptly banned four-wheel-drive.

Moss had the option of using the Dunlop Maxaret antilock brakes but preferred to turn them off and use his own judgment. They would reappear in 1967 on the Jensen FF – the huge Chrysler-power coupé that was a four-wheeldrive version of the Interceptor, utilising both the Ferguson four-wheel-drive and anti-lock brakes.

The Ferguson P99 itself next raced in Australia in 1963, with a 2.5-litre engine in the hands of World Champion Graham Hill, finishing 6th in the Australian Grand Prix and 2nd at the Lakeside International. The P99 was returned to England and lent to hillclimb racer Peter Westbury, who won the 1964 British championship with it. It also ran competitively in 1965 and 1966 and was retired in 1968.

Four-wheel drive would make one more appearance in Formula 1 in 1969, as teams struggled for more traction. Matra, Lotus and McLaren all tried the Ferguson system, while Cosworth devised their own. The 1968 season had seen a number of wet races, and it was thought that four-wheel-drive could be the answer. However, 1969 was entirely dry and that year saw the introduction of wings, which could achieve the same traction without the weight penalty. Overall, only eight fourwheel-drive F1 cars were ever built. In 2004, following a period of 35-plus years in the Donington Collection, the Ferguson P99 was recovered to the Ferguson Family Museum on the Isle of Wight and overhauled. The car was completely stripped and was found to be in remarkably good order and was thus meticulously re-assembled using all of the original parts, including the extremely rare twinchoke Weber 58 carburettors, and was re-fitted with the totally original bodywork which still wears original Rob Walker team paint and livery. Sir Stirling Moss drove it at the 2005 Goodwood Revival and at the Monaco Historic Grand Prix in 2008. In 2006 Moss handed it over to Barry "Whizzo" Williams at Goodwood, who started 18th and had worked his way up to third before his brakes faded and he finished in that position. The Ferguson P99 is a one-of-a-kind, time-warp Formula 1 car that is completely original and has won a race in the hands of Britain's Stirling Moss, who is also a huge fan of the car and was recently re-united with it during the Oulton Park Gold Cup meeting to the delight of the crowd. Moss has said that this, alongside the Maserati 250F, is the best Grand Prix car that he ever raced. This unique piece of Formula 1 machinery is as competitive today as ever and will be welcome everywhere. It's ready to race, and all the new owner needs is a rainy day to be certain of success.





Stirling Moss passes the checkered flag at Oulton Park. Image courtesy of the Ludvigsen Library

1954 TOJEIRO-BRISTOL SPORTS RACING CAR

JOHN TOJEIRO – THE EARLY DAYS

The son of an English mother and Portuguese banker father, John Tojeiro was born in Estoril, Portugal in 1923. Like other racing car builders, his early passion for fast motoring included motorbikes and modifications to various production cars. The earliest Tojeiros featured the transverse leaf spring suspensions pioneered by Cooper with his own twin tubular chassis and cross members, plus sheet steel boxes at each end to carry the suspension. The first Tojeiro, an abbreviated affair with cycle fenders, was purchased by up-and-coming club racer Chris Threlfall, who achieved many good finishes with it in 1952.

Tojeiro built "LOY 500," his most famous early car for Cliff Davis, fitted with a two-litre Bristol engine and an attractive Ferrari Barchetta-style body. "LOY 500" so impressed Ernie Bailey, a director of AC Cars, that he urged Tojeiro to demonstrate it to the company. AC, headed by Charles Hurlock, was then a staid company with little product suitable for the bourgeoning post-war market. In a matter of days, AC decided to market a new sports car based on "LOY 500" called the AC Ace for which Tojeiro would receive a royalty fee of £5 per car. (Despite its antiquated chassis, this car carried on for a further ten years as Carroll Shelby's famous AC Cobra!) By 1954 Tojeiro had designed a proper space frame with a double wish bone coil-spring front suspension and a De Dion tube rear system. Larger engines and more substantial customers followed as Tojeiro Jaguars were supplied to the famous Ecurie Ecosse Team.

TOJEIRO TAD/2/55

Of the three early 1955 "space frame series" racing cars constructed, Percy Crabb's Bristol-powered version, 8 APH, was the first to be delivered. (This is thought to be TAD1/55). The third car, likely registered SOO 140, went to Tojeiro racer Chris Threlfall. Our car, TAD/2/55, registered as JPR 603 and originally fitted with a 1,500 cc Turner engine, was delivered to Tojeiro exponent Jim Fiander, an engineering apprentice living in Blackford, Dorset. He raced TAD/2/55 for about a year and a half, achieving several class wins, although recently he recalled the car as being "somewhat underpowered."

lot **166**





Visit **rmauctions.com** to view all photos Photography: Darin Schnabel

CHASSIS NO. TAD 2/55



CONTACT A CAR SPECIALIST ABOUT THIS CAR



Raced in England by Chris Threlfall and Jim Fiander in the 1950s Full no-expense-spared restoration to FIA standards Shown at Amelia Island, Newport Beach and Greenwich, Connecticut concours Eligible for all major events



SPECIFICATIONS: Two-litre six-cylinder Bristol engine with three Solex carburettors, four-speed synchromesh gearbox, four-wheel disc brakes. Space frame steel tubing chassis with independent front suspension and De Dion rear. Aerodynamic alloy hand-formed body panelling. Wheelbase: 87"

ESTIMATE: £160 000 - £225 000 €190.000 - €265.000 \$250,000 - \$350,000 OFFERED WITHOUT RESERVE



See page 13 for VAT status explanation







At the end of 1956 when Fiander reported for his National Service, he asked his father to sell the car. (The Fiander power complaint was remedied, likely in the late '50s when a subsequent owner fitted the two-litre Bristol engine which is still with the car.) A gap in the ownership history occurred until the car surfaced in Birmingham in the late 1970s, when TAD/2/55 belonged to collector/dealers Adrian Liddell and Rodney Horner. On 30 April, 1984, it was sold at auction to Devon motor trader David Thoms who in turn passed it to David Baldock in Kent. American Michael Tangnye of Santa Clara, California bought the Tojeiro, got the engine running and began to vintage race the car. By 1989 the car was traded to Colorado's George Raterink for a Cobra and some cash. Raterink entered it in the 1989 Colorado Grand, having fitted disc brakes and Dunlop wire wheels.

Fellow Colorado resident Terry Hefty was the next person to fall under the spell of the Tojeiro's sensuous curves. After seeing it in the 1989 Colorado Grand, he bought it, before commissioning Green Mountain Motorsport's Tom Ellis to carry out a massive work-list. Hefty returned the car to the Colorado Grand in 1991 and 1993 before passing it on to Rich Becherer of Birmingham, Michigan. The next owner, Pennsylvanian Don Kass, a VSCCA competitor, removed the full width screen and roll bar and had an alloy metal tonneau cover and hood scoop fitted before racing the car at Mt. Tremblant. Kass sold the car four years later to fellow VSCCA member Victor Pastore of New Jersey. It took the current owner, another victim of the seductive charm of this car, a further six years to purchase it from Pastore.



While the Tojeiro had received many useful modifications and had been partially renewed over the years, it would now be treated to a full proper restoration. The owner selected Kent Bain's Automotive Restorations of Stratford, Connecticut for this extravagant exercise, since they had previously restored two other Tojeiros. Essentially an "open chequebook" project, Kent Bain credits the owner thusly: "He loves this car and his only instruction to me was – make it period correct and make it perfect please." The result is a Tojeiro which can likely lay claim to the title "The World's Best." Upon completion, the present owner, who is also the proprietor of two major east coast racing circuits, opted for a concours career in favour of further historical racing. So except for two "test & tune" track days at his own VIR facility and in a Brian Redman "Targa 66" event, this Tojeiro has wowed show attendees for the past two years at Amelia Island, Florida, Newport, Rhode Island, and Greenwich, Connecticut, easily garnering firstin-class trophies at the latter two events.

Despite the Tojeiro's superlative appearance, Kent Bain assures us that this sports racer is also totally trackprepared and ready to resume its racing career.

Please ask an RM Car Specialist to review the extensive files, log book and dyno sheets for the Bristol D-2 engine.

1972 FERRARI 365 GTB/4 BERLINETTA

At the 1968 Paris Salon, Ferrari introduced what most agreed was their finest GT car to date, the 365 GTB/4. Never officially called "Daytona," the car remains notable as the last road-going front-engine model designed before Fiat essentially took over the production side of Ferrari in 1969. Externally, the new 365 GTB/4 benefited from yet another timeless Pininfarina body design, executed by Scaglietti.

Power was provided by the Colombo-derived Tipo 251 V-12 engine, which displaced 4.4 litres and featured four overhead camshafts and six Weber twin-choke carburettors. Output stood at about 350 brake horsepower, sufficient for remarkable zero-to-100 km/h times of just 5.9 seconds and a reported top speed of 280 km/h (174 mph). *Road & Track* testers independently confirmed its breathtaking performance, and without a doubt, the

Ferrari 365 GTB/4 distinguished itself as the world's fastest production car.

Noted racing driver Sam Posey echoed this sentiment in 1974, as he participated in a comparison test at Riverside Raceway. Speaking of the road-going version of the Daytona, Posey remarked, "It's fantastic. I've never driven a street car that can do what this one can – handling, power, predictability; it has it all." More recently, five-time Le Mans winner Derek Bell remarked that his own Daytona was almost as fast as the competition variants he had raced at Le Mans during the 1970s. In true grand touring style, this incredible performance was complemented by power brakes and a leather interior with luxurious Connolly hides.

The 1972 365 GTB/4 offered here, chassis 14795, is a right-hand drive example, originally finished in *Argento Auteuil Metallizzato* (silver-grey metallic) with a *Nuvola* interior and delivered new to Maranello Concessionaires Ltd., in the UK, the official Ferrari importers. In fact, the car was originally delivered with a wooden steering wheel and without headrests – an interesting request from the first owner. Maranello Concessionaires delivered the car to its first owner, R. Symondson on 18th January, 1972. 14795 is now offered from a prominent private collection and presents very well.

Although the Daytona was initially conceived as an interim model for the long-awaited 365 GT/4 Berlinetta Boxer, it was released as the fastest and, for legions of Ferrari enthusiasts, the most desirable car in the world. Some four decades after its debut, however, the 365 GTB/4 Daytona maintains its status among the sports-car elite and is still one of the most capable GT cars Ferrari has ever produced.



LOT 167

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CHASSIS NO. **14795**

SPECIFICATIONS:

352 hp (DIN), 4,390 cc DOHC V-12 engine, six Weber twin-choke carburettors, five-speed manual gearbox in rear transaxle, four-wheel independent suspension with unequal-length A-arms, coil springs and anti-roll bars, and four-wheel hydraulic disc brakes. Wheelbase: 94.5"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £155 000 - £195 000 €180.000 - €230.000 \$240,000 - \$300,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

See page 13 for VAT status explanat

The world's fastest production car upon introduction Right-hand drive example



1931 BENTLEY 8-LITRE TOURER

First introduced at the London Motor Show in 1930, the Bentley 8-Litre made an immediate impact. It was formidable, fast and impressive. Fitted with an Elektron crankcase and sump, the 8-Litre was an extension of the immensely successful 6.5-litre power plant that earned Bentley its exceptional reputation on the racetrack. However, the 8-Litre was not intended for competition; rather, it was a focused effort aimed squarely at dethroning Rolls-Royce from its pedestal as the manufacturer of the world's finest luxury motor car.

The Bentley 8-Litre was an incredibly brisk performer, capable of 160 km/h speeds, even when fitted with relatively heavy formal coachwork. The Rolls-Royce Phantom II, by comparison, had difficulty attaining 145 km/h, even with lightweight coachwork. The 8-Litre attracted a well-polished list of customers and equally impressed the automotive scribes of the era. *The Sphere* of 1931 described it as "one of the finest examples of British Automobile Engineering that has ever been produced."

A 1930 article printed in *The Autocar* recounts a road test its editors conducted on the model:

Had it been that the performance made the car difficult to handle on top gear at low speed, difficult to manoeuvre in traffic or in a confined space, harsh or noisy, then the performance by itself might be justly regarded as simply that of a sports car, though few of these features are easily noticeable even in the modern sports car. unless it has been tuned for racing. Quite on the contrary, this car can be driven really softly on its high top gear, as slowly as a man walks, and can accelerate from that without snatch and without difficulty, and the whole time the engine, being well within its power, is silent and smooth. In fact, it is only rarely apparent that there is a big engine working under the bonnet at all, and that so high a top ratio is used, when the machine is accelerated from a crawl. For all practical purposes, therefore, the machine does its work on the one gear...

Unfortunately, its introduction coincided with the deepening Great Depression, rendering the exceptional quality and performance of the 8-Litre out of reach for the vast majority of people. There were great costs involved in bringing the 8-Litre into production, and as resources continued to thin, so did the market for the car. Eventually

Bentley's chief financier, the great "Bentley Boy" Woolf Barnato, in pecuniary trouble himself, cut his losses and severed his ties with the great margue.

Amidst these dire financial straits, Bentley Motors effectively ended in 1931, when the company notified London Life that it would be unable to make its 30 June mortgage payment. Undaunted, W.O. was confident that the company would continue under the proposed new ownership of Napiers of Acton, London. The Receiver's sale of Bentley's assets was considered a formality. but in the Roval Courts of Justice, a barrister representing the British Central Equitable Trust made a counter offer, much to everyone's astonishment. Napier immediately offered more, but the judge informed the court that he was not an auctioneer and gave the two parties until 4:30 in the afternoon to return with sealed bids. W.O. later said. "I don't know by how much precisely Napier were out-bidded, but the margin was very small, a matter of a few hundred pounds. All I knew that evening was that the deal would not be going through after all."

Later, W.O. commented on the bankruptcy. He said, "when people ask me (and they are too tactful to do so often) why Bentleys went bust, I usually give three reasons: the slump, the 4-litre car, and the 'blower' 4.5s; in proportions of about 70, 20 and 10% respectively." After the court case, it became clear that the B.C.E.T. was in fact representing Rolls-Royce. Having acquired all of Bentley's assets, including the design of the 8-Litre, it is perhaps telling that the model was never again produced.

After only 100 examples of the 8-Litre were built, Bentley ceased production. To ensure that the Bentley threat would never resurface, Rolls-Royce created a completely new line of Bentleys that would serve as entry-level cars into the ultra-luxury department. The Bentley marque was not dead, but it would never again build a car as significant as the mighty 8-Litre.





One of only 100 8-Litre Bentleys built The swan song of the W.O. Bentley era Sporting open touring coachwork Featured in Bentley – Fifty Years of the Marque



Photography: Stephen Goodal

CHASSIS NO. YR5086

ENGINE NO. YR5086

SPECIFICATIONS:

220 bhp at 3,500 rpm, 7,982.81 cc coupling rod driven single overhead camshaft inline six-cylinder engine, two SU carburettors, four-speed sliding pinion transmission with open propeller shaft, half elliptic springs front and rear suspension, and four-wheel drum brakes. Wheelbase: 156"



ESTIMATE: £415 000 - £545 000 €490.000 - €645.000 \$650.000 - \$850.000

DOCUMENTS:

US Title

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CHASSIS YR 5086

The car presented here, an 8-Litre Bentley, chassis number YR 5086 was delivered new to Mr. A.V. Bustard of Antrim, Northern Ireland on 1 April, 1931. It was built on the 13-foot wheelbase chassis, with engine number YR 5086 and an 'F'-type gearbox, numbered 8083. The chassis left the Cricklewood works on 7 January, 1931 to be bodied by Thrupp and Maberly, also of Cricklewood, with an enclosed limousine body. Cost new was £3 055. It is known that Mr. Bustard kept the car until at least 1933, when the service records finish. Interestingly, his brother, R.L. Bustard, bought an 8-Litre Bentley at the same time. Chassis YR 5025, his car was bodied by Freestone and Webb and destroyed by fire in 1932 after being hit by an Austin Seven.

Little is known of YR 5086's subsequent history, but it is known to have been owned by one Mr. Dale in the late 1950s. During Mr. Dale's ownership, the engine was rebuilt, and it is then believed to have had a succession of UK-based owners, until it was re-bodied in the mid1960s with a Vanden Plas-style, dual-cowl touring body by Wallis. The car is pictured in Johnnie Green's book, *Bentley: Fifty Years of the Marque*, on pages 111 and 113. Here, it states that the car is owned by Scott Appleby, Esq. The book was first published in 1969, so it can be assumed that it was Mr. Appleby who commissioned the new coachwork. YR 5086 has been in the United States since 1966, and it was last recorded with the Bentley Driver's Club in 1976, until registered with them by the previous owner in 2008.

YR 5086 is truly an impressive car. It has received a major mechanical rebuild by well-known specialist Brian Joseph of Classic and Exotic Service in Michigan. Only 100 8-Litre Bentleys were built, rendering each surviving example highly sought-after by collectors. These race-bred, high-speed and highly evocative motor cars are very rare to the marketplace. This car, YR 5086 is ready to be entered into the very best historic events around the world, and it will certainly be a welcome sight on the many events held by the Bentley Drivers Club.



1952 ASTON MARTIN DB2 VANTAGE DROPHEAD COUPÉ

"Export or Die" was the industrial watchword in England after WWII, and Aston Martin drew on its competition past to make sure it fell into the former category.

The new DB2 was announced in April 1950 to coincide with the New York Auto Show, and many aficionados believe this might be the best car the company has ever made.

Certainly it was a tremendous leap forward for them, with the 2.6-litre W.O. Bentley-designed Lagonda engine replacing the wheezy two-litre, four-cylinder unit from the baroque Two-Litre Sports. Coupled with an elegant factory-built saloon body (a "fastback" coupé to U.S. eyes) and a very handsome convertible coupé, the first of which was shanghaied by David Brown for his personal use, it was clear Aston Martin had its sights set on America. Sales from the 1950 New York Auto Show totalled \$70,000, from about 100 cars, and the company seemed set on a financially secure path.

Of course that path led directly to the race track, and David Brown was smart enough to know that sales of this elegant coupé would depend on continued racing success. He brought in John Wyer to manage his racing campaign and entered three team cars for Le Mans, finishing fifth and sixth overall and first and second in their class – which led to Wyer's full-time job as Development Engineer with the company.

LOT 169





One of 98 DB2 drophead coupés built between 1949-53 First registered as NGO 633 on 21 October, 1952 Upgraded to Vantage specification by Aston Martin Works in 1953 Fully documented, including original build sheet



Visit **rmauctions.com** to view all photo Photography: Pieter E. Kamp

CHASSIS NO. LML/50/223

ENGINE NO. LB/68/50/58



SPECIFICATIONS:

125 hp, 2,580 cc DOHC Vantage six-cylinder engine, two 1¾-inch SU carburettors, four-speed manual transmission, independent front suspension with coil springs, live axle rear with coil springs, 12-inch hydraulic drum brakes front and rear. Wheelbase: 99"

ESTIMATE: £175 000 - £200 000 €205.000 - €235.000 \$270,000 - \$310,000

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DOCUMENTS:

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Aston Martin wasted no time trumpeting its Le Mans success in July with sizeable ads in motoring publications announcing a three-litre lap record, 1st and 2nd in the three-litre class and a total distance record of just under 2,100 miles in that same class. "Win on Sunday, sell on Monday" proved true once again, as Phil Hill and Briggs Cunningham bought early DB2s in America, with Cunningham purchasing a second Vantage model.

The factory team cars, registered VMF 63, VMF 64 and VMF 65, were then lent to journalists as the London Motor Show loomed. It turned out to be an astute move, as even though there were some quibbles, all the writers were impressed by the DB2's performance, which might have been because the cars were fitted with the as-yet-unreleased 125-hp Vantage engines, some 20 hp over stock units.

In those days a sleek aerodynamic coupé that could do 0-60 in 10.7 seconds with a top speed of 117.3 mph was bound to be an attention-getter. Subsequent road tests by other magazines produced varying figures but were notable for the length of time they took the cars. How about 1,900 miles in 10 days by *The Autocar*, which called the DB2 "in the first rank for handling and sheer brilliance of performance"? *Motor Sport* then hijacked David Brown's own convertible for a mid-winter test in 1950-51 in dreadful conditions and concluded "in short, it's one of the world's really great cars," so the buzz among the press was definitely real.

In the December 1951 *Road & Track*, Phil Hill, himself a DB2 owner and on his way to drive for Ferrari and win a World Championship, declared that the car's handling was beyond reproach. Hill wrote, "the Aston handles as well as any sports car I've driven, far better than any passenger car...the DB2 handles like a dream and is a lot of fun to drive."

Just about the time 20% price increases were dismaying potential British buyers in spring 1951, the company played to its strength at Le Mans with even better results than the year before. The three works cars finished 1-2-3 in their class, with two privateers 5th and 6th. Overall, Aston Martin finished 3rd 5th and 7th against larger displacement cars, such as a C-Type Jaguar and two 4½-litre Talbot-Lagos.

In an inspired move, the Le Mans class-winning VMF 64 was lent to *The Autocar* for a road test on its return to London. There was no overall speed limit in England in those days, and the car was clocked at 130 mph, with 0-100 mph coming up in about 28 seconds. The factory hung onto the three DB2 team cars for a number of years, eventually "adopting them out" to good homes. Fittingly perhaps, VMF 64 was sold by RM Auctions at the Automobiles of London auction in 2009 for a record \$910,865, the most ever paid for a DB2.

This then is the family pedigree of the Vantage-engine convertible offered here. This car is one of 98 drophead

coupés built between 1949-53 and was first registered as NGO 633 in London on 21 October, 1952 to an owner on the South Coast. It was later upgraded to Vantage specifications by the Aston Martin Factory just six months after production on 27 April, 1953, which makes it a rare item.

This DB2 Vantage Drophead Coupé comes with a large file of documents dating back to its original build sheet, which notes it was delivered in Moonbeam Grey with blue leather and a light gray top. The build sheet was retrieved by the fifth owner, Flight Lieutenant R.M.J. Holland of the Royal Air Force and stationed in Suffolk, on 20 August, 1980. It indicates that this car was originally delivered to a company registered in the name of Cavendish, who sold the car to Mr. Harris in the early 1960s. While in his possession, invoices from 1967 show that he repainted the car in British Racing Green. Mr. Harris kept the car for several years before selling it on 27 March, 1968 for a mere £365 to one Mr. Charles J.C. Levison in London, England, Had Mr. Levison held onto this car, he would have surely been pleased with the return on his investment! He decided, however, to pass the car along to its next owner, Mr. Anthony Eastwood from Widford, Hertfordshire, shortly after in 1973.

Its fifth owner, Lieutenant R.M.J. Holland, acquired it in 1980 and in 1988 sold the car to Mr. Robert Olsen who was based in Australia. Mr. Olsen used the car sparingly for the better part of two decades until just recently, selling it to its current European owner. Having only recently returned to Europe, this car is being sold with all EU taxes paid.

The car is now finished in light British Racing Green with a tan canvas top, matching leather interior and new chrome wire wheels. A complete and very high quality restoration was carried out in Australia prior to the car being purchased by its current owner.

Today, this wonderful Aston Martin is presented in truly magnificent mechanical and cosmetic condition. It is described as running very well, and the records are impressively complete. With the price spread between high-quality cars and driver-quality cars widening in today's market, this no-stories, outstanding example is sure to be one which will be a safe investment and provide years of driving enjoyment to come.




1957 FERRARI 250 GT ELLENA COUPÉ

Designed by Pinin Farina, the Boano/Ellena Grand Touring cars are generally considered to be Ferrari's first seriesbuilt production cars. To be sure, they were not exactly mass-produced by North American standards, since only 50 Ellena Coupés were built, but nevertheless it was the first time Ferrari made this many cars of similar configuration. To put this into perspective, during the first eleven years of Ferrari's existence, only 502 road cars had been produced.

Pinin Farina's design theme of simple, elegant lines with minimal brightwork, a long hood and the signature oval radiator opening had secured "Principal Ferrari Design House" status for the Turin firm by the mid-1950s. However, since Pinin Farina's new factory was not ready, the coachwork was contracted to Ezio Ellena and Luciano Pollo's Carrozzeria Ellena.

The 250 GT Ellena's improvements over the previous "Boano" model included a two-inch raised roof-line for

better head room and body proportions, the adoption of a standard shift-pattern four-speed gearbox, larger brakes, a ZF steering box and the installation of a more reliable single distributor.

Also impressive was the performance of the famed Colombo-designed all-alloy V-12 three-litre engine, which produced between 240 and 280 horsepower, depending upon its specification. Griff Borgeson's January 1958 Sports Cars Illustrated road test of the Richie Ginther Lime Rock race-winning 250 GT, which listed for \$10,975, called it a "Grand Touring masterpiece – without comparables – except other Ferraris." "Racing car performance with the manners and appointments of a luxury automobile in the grand manner," summarises the theme of the Borgeson road test. The perfect seating position, silence at speed, fully synchronised transmission, engine flexibility, predictable handling and gigantic brakes further impressed Borgeson, not to mention the styling, which he labelled "contemporary Italian conservative, beautiful without being the least bit gaudy."

Top speed was listed at 127 to 157 miles per hour depending on the final drive ratio, with the road test car's 4.57:1 final drive ratio providing a zero to 60 miles per hour time of 5.9 seconds. Such performance is not surprising since the mechanical specifications of an Ellena, the engine, gearbox, differential, suspension, brakes as well as wheels and tyres, are the same as those of Ferrari's GT racing car, the Tour de France. Even interior aspects like the steering wheel, instrument panel, gauges and door hardware were identical to its glamorous sister cars of the period, the "TdF" and the LWB California Spyder, many of which owe their lives today to a donation of vital parts from these cars. This occurrence, coupled with the minimal build numbers, means a very low survival rate for the 250 GT Ellena series.

Although marketed as Ferrari's luxury Grand Touring car, the 250 GT Boano nevertheless also distinguished itself in competition, running in the original Mille Miglia, scoring an Alpine Rally GT Class win and securing a remarkable overall victory in the 1957 Acropolis Rally. Since the Boano/Ellena GTs are also eligible for the North American Ferrari Shell Historic Challenge, several owners have also garnered 1st place trophies in this prestigious racing series.

The Ellena Coupé presented here, chassis no. 0785 GT, is the 21st example built, completed by the factory in February 1958 before being delivered to its first owner Yomo Sitia of Milan, Italy. Exported to the United States in the late 1950s, by 1960 0785 GT was owned by Richard Bell of New York City. Richard Nordquist of Minneapolis eventually acquired the car in the early 1980s, and in 1984 it was purchased by noted Japanese collector Yoshiho Matsuda. By 2001, it was advertised for sale and described as a restoration project in running condition but stripped to bare metal. John Hannan of New



LOT **170**

CHASSIS NO. 0785 GT

SPECIFICATIONS:

220 bhp, 2,953 cc single overhead-cam alloy block and head V-12 engine, four-speed manual synchromesh transmission, independent front suspension with A-arms and coil springs, solid rear axle with trailing arms and leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 102"





ESTIMATE: £230 000 - £260 000 €270.000 - €305.000 \$355.000 - \$400.000

DOCUMENTS:

Import Documents

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The 21st of only 50 Ellena Coupés ever produced Formerly part of the famed Matsuda Collection A Mille Miglia Storica entrant in 2006 York City purchased the car in 2005 and subsequently drove it in the Mille Miglia Storica in 2006, finished in metallic silver-grey with a deep grey roof, tan interior and race number 363, which is still on the car. The car was then acquired by a prominent East Coast collector who then sold it to the current owner.

0785 GT is documented as having received mechanical work from a Ferrari dealer between October 2005 and July 2006, including a rebuild of the engine, suspension, brakes and gearbox, as was necessary. Complete with bills amounting to over \$150,000 in repair work,

it remains in nice running condition. It should also be noted that this car is fitted with a replacement engine block stamped 0785.

Sports Cars Illustrated's January 1958 article also proclaimed, "the design, detailing and execution of every part of its chassis and body reflect the builder's determination to put together a perfect machine." This car represents a very rare opportunity to own a wonderful example of one of these rare and beautifully proportioned "perfect machines."

34









1961 ASTON MARTIN DB4 SERIES III

For many people their first exposure to the premier British marque Aston Martin came via the MI6 007 Agent James Bond. His expert handling of a DB5 coupé in several Hollywood blockbuster movies added to the sophisticated, macho image of the character, as well as to the car's international reputation.



But sports car enthusiasts knew Aston Martin had a long history pre-007. In fact, the very first car to bear the corporate name was a pre-WWI hybrid racer featuring a Coventry-Simplex engine dropped into the frame of a 1908 Isotta-Fraschini. It was raced at Aston Hill by one of the corporation's founders, Lionel Martin, hence the company moniker.

Production was halted during WWI in 1915, and once production was reconstituted after the armistice, Aston Martin spent the next two decades in relative turmoil, going bankrupt twice but still managing to design and build a series of successful racing machines that competed at Le Mans and in the Mille Miglia, among other venues.

Well-known British entrepreneur David Brown bought the company in 1947, after responding to an ad in *The Times* advertising a "High Class Motor Business." A man of many talents and business interests, he had spent the war years building and selling the popular "David Brown" tractor, the success of which allowed him to ante up the £20 000 asking price for Aston Martin. In 1950, the first of the David Brown "DB" series appeared, the DB2.

But whereas the DB2, in all its iterations up to DB MK III, was sometimes derided for its comparatively agricultural specification, the DB4 was a shock to the senses, powered by an all-new Tadek Marek-designed dual overhead camshaft aluminium inline six, producing 240 bhp in standard tune.

By the time the DB4 pictured here left the factory in 1961, Aston Martin had built an enviable reputation for combining power, beauty and that indefinable "something" that moves truly great automobiles ahead of the pack.

With only 165 Series III models produced in 1961, the example offered here, which retains its original engine, is a rare find indeed. Equipped with a four-speed manual transmission, it has the rare and desirable Laycock De Normanville overdrive, which makes this car capable of reaching a top speed of 240 km/h instead of the standard 223 km/h.

Finished in its original colour of Snow Down Silver, this lovely Aston is nicely complemented by a red leather interior, red carpets and a black dash. It has been exceptionally maintained through the years in the ownership of just one family until late 2009. Maintenance was carried out only by original Aston Martin dealers or specialists, as confirmed by the various maintenance records that accompany the sale. This highly original example benefits from an engine overhaul in the 1990s as well as a gearbox overhaul with a new clutch in 2005. It presents very nicely and is reportedly in good running and driving condition.

With its known history from new, extensive documentation that includes the owners manual, and its one-year-only limited production with overdrive, this 1961 Aston Martin DB4 Series III would make a great addition to any collection of the finest European GT cars.





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CHASSIS NO. DB4/672/R

ENGINE NO. 370/678

SPECIFICATIONS:

240 hp, 224 cu. in. dual overhead cam inline-six cylinder engine, dual SU single-barrel carburettors, double wishbone independent front and live axle/ coil spring rear, four-wheel Girling disc brakes. Wheelbase: 98"



ESTIMATE: £125 000 - £150 000 €145.000 - €175.000 \$190.000 - \$230.000

DOCUMENTS:

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One of only 165 examples built Equipped with the Laycock De Normanville overdrive option Single family ownership until 2009

1972 LAMBORGHINI MIURA SV

This was where it all started – the first production automobile to prove itself worthy of the 'supercar' tag. Prior to the Lamborghini Miura's arrival in 1967, many sports cars had offered high levels of performance and handling. The Miura however was the first built around the criteria that define our modern concept of the supercar: massive speed and jaw-dropping design coupled with technical innovation, together with a wallet-wilting price tag to which only the wealthiest could aspire.

First shown to a stunned public in March 1966 at the Geneva Salon, the Miura was the brainchild of seven young engineers working after hours at Lamborghini on this radical new sports car. In fact, credit for the design goes to Marcello Gandini at Bertone, who was only 22 at the time. The specifications are still impressive today: a lightweight frame, all independent suspension, four-

wheel disc brakes and a well-proven, wonderful-sounding V-12 engine breathing through four triple-throat Webers. With 350 brake horsepower on tap, the car was capable of nearly 180 miles per hour in the hands of the brave, which was more than a match for any other road-going production car. Clothed by that unmistakable, heart-stopping shape and formed in aluminium, the Miura was the stuff of dreams.

A process of evolution and improvement was maintained throughout the life of the Miura, and in 1968, the 'S,' for spinto (or tuned), version appeared, boasting 370 brake horsepower, updated brakes and numerous other enhancements. Faster, more stable, with better braking and more luxuriously appointed, it was a large step forward from its already magnificent forebear.



lot **172**





Photography: Tim Scott/Fluid Images

CHASSIS NO. **4818**

ENGINE NO. **30734**



Documented in the Lamborghini Registry, delivered new to Rod Stewart Restoration completed by the Lamborghini Factory in 2004 One of only seven right-hand drive examples built One of approximately 96 SVs equipped with the split-sump lubrication system



SPECIFICATIONS:

385 bhp at 7,850 rpm, 3,929 cc transverse mounted alloy V-12 quad-cam engine, Weber carburettors, five-speed manual gearbox, independent front and rear suspension with A-arms, coil springs with tubular shocks and anti-roll bars, four-wheel disc brakes. Wheelbase: 98.4"

ESTIMATE: £500 000 - £560 000 €590.000 - €660.000 \$770,000 - \$860,000



See page 13 for VAT status explanation

Undoubtedly the most accomplished of all Miura variants, however, was the SV. 'S' for spinto, 'V' for veloce (fast), it was Lamborghini's final evolution of their seminal supercar. Once again launched at the Geneva Salon, in 1971 the SV took a significantly greater stride forward in development terms than the S had been over the original P400. Starting with further development to the chassis, the front and rear suspensions were completely reengineered to improve handling (most profoundly reducing oversteer). The rear suspension geometry was changed from lower triangles to lower quadrilaterals to handle the much wider, Pirelli Cintauratos on nine-inch Campagnolo wheels. The ventilated disc brakes offered on the later S models became standard. Mechanically, output was increased further yet with the SV pumping out a heartpounding 385 brake horsepower at 7,850 rpm.

This was primarily accomplished by enlarged inlet ports, modified cam timing and altered carburettors, while aesthetically Bertone made a number of subtle changes that help differentiate the SV from earlier incarnations. The most striking of these were the now bulging rear wheel arches to accommodate the wider wheels, adding a smartly purposeful look to the already distinctive shape. Gandini's distinctive slatted eyelashes were dropped in favour of a smoother, matte black-painted headlight surround and a more integrated front bumper housing larger supplementary lenses. At the rear were revised light clusters which incorporated reverse units for the first time. The cockpit was now fully trimmed in sumptuous leather. During the autumn of 1971, an optional selfblocking ZF differential became available, and a dry sump lubrication system was fitted, the latter eliminating the bearing damage that some earlier Miuras had suffered after consistently hard driving. At the end of the day, the Miura SV was the fastest production vehicle on the planet.

Despite the widely held impression that the SV was clearly the best Miura yet, only 150 were built because it was announced alongside Lamborghini's prototype LP500 Countach. Virtually overnight, demand slowed to a mere trickle. Thus, the SV was more or less doomed from the outset, which was a great shame as the true potential of this revolutionary car was finally fulfilled. Production ended in early 1973, although it was not until autumn that the last deliveries were made.











CHASSIS NO. 4818

The Miura on offer is one of those rare and desirable SV variants, completed 31 May, 1972 (#701 of 765 total Miura production). A right-hand drive, late production example that is complete with air conditioning, it is also one of approximately 96 SVs equipped from the factory with the split sump lubrication system – a very desirable specification.

According to the Lamborghini Registry, chassis no. 4818 was delivered new to rock singer and music icon Rod Stewart. He kept the car until 1985 before selling it to Essex resident Mark Walker, who then registered the car with GB registration "LUC 38 K." The car then traded hands and was acquired by a prominent UK collector who decided to commission the ultimate Lamborghini authority, the factory, to complete an extensive restoration of the car at a cost in excess of €160.000.

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The fully photo-documented restoration was completed in early 2004, and the current owner had the car UK registered as "SV 6769." It is finished in its original *Giallo Fly* yellow, which is nicely complemented by its lovely dark blue leather interior, carpets and dash; the original gold sills and wheels were changed to silver during the exhaustive restoration, and the car is fitted with the proper Campagnolo wheels shod with Pirelli tyres. Exceptionally maintained in a prominent UK collection, the paint and brightwork, as well as the interior, remain in exquisite condition, and there is no question that this is one of the finest Miura SVs in the world, complete with an extensive history file.

As only 150 SV cars were produced, these Miuras were rare when new, and even rarer today. They were owned by an extraordinary list of individuals, including the Shah of Iran, Frank Sinatra and, of course, Rod Stewart, who owned at least two. Beyond its extraordinary performance, it is a stunning design statement. Perhaps *Road & Track* said it best in April 1970 when they described the Miura as "an exercise in automotive art."



°1975 LAMBORGHINI COUNTACH LP400 "PERISCOPO"

The future of the modern Automobili Lamborghini was revealed at the 1971 Geneva Auto Show with the first public display of the new Countach, believed to be so named after a loosely translated and rather risqué Piedmontese expression of utter disbelief. Outrageous and seemingly otherworldly even by today's standards, the car's dramatic styling with its trademark scissor doors and low, angular, wedge-shaped body left all onlookers speechless.

The show car was designated the LP500, for Longitudinale Posteriore 5 Litri, or longitudinal-rear five litres, with a midmounted engine located in front of the rear axle, while the gearbox was mounted in front and positioned between the two seats. Cleverly, the final drive passed back through the engine sump, under the crankshaft, to the differential. As a result, the engine was raised, necessitating the installation of side-draft Weber carburettors to maintain a relatively low rear-deck profile.

By virtue of this arrangement, the Countach was shorter in both wheelbase and overall length than its predecessor. However, since the stunning design of the Countach provided virtually no rearward visibility, a periscopetype rear-view mirror was added, lending the name "Periscopo" to the initial Countach series. Unfortunately, just one LP500 was built, and it was ultimately destroyed at England's Motor Industry Research Association (MIRA) facility during crash testing.



LOT 173





Visit rmauctions.com to view all photo Photography: Tim Scott

CHASSIS NO. 1120026

ENGINE NO. 1120026





The first RHD Lamborghini Countach ever produced! An early "Periscopo" model; 28,500 kilometers from new Recently refinished and mechanically overhauled Complete with a history file and photos of recent work



SPECIFICATIONS:

375 bhp, 3,929 cc V-12 engine with dual overhead camshafts per cylinder bank, six Weber dual-choke carburettors, five-speed manual gearbox, independent front suspension with unequal-length A-arms, coil springs and anti-roll bar, independent rear suspension with upper lateral links, lower A-arms, upper and lower trailing arms, dual coil springs and anti-roll bar, and four-wheel hydraulic disc brakes. Wheelbase: 96.5"

ESTIMATE:

£190 000 - £240 000 €225.000 - €285.000 \$290,000 - \$370,000



See page 13 for VAT status explanatio

The production car, designated the LP400 in recognition of its somewhat downsized yet ever-potent four-litre V-12 powerplant, was presented for public viewing at the 1973 Geneva Motor Show. While the LP400 closely resembled the LP500 prototype, there were some differences. At the insistence of development driver and engineer Bob Wallace, the chassis, produced by long-time Lamborghini supplier Marchesi, was redesigned, and the bodywork was now constructed of lightweight aluminium.

To achieve further weight reductions, special glass was procured from Belgium's Gleverbel, and magnesium was substituted for heavier metals. To reduce the prior LP500's tendency to overheat, production cars incorporated additional air boxes to feed cooler air to the relocated radiators, while NACA air ducts were added to the sides of the car to further aid cooling. Other notable changes marked the LP400, including the addition of a pair of small side windows, a revised taillight design and the use of Stewart-Warner instruments. A Fichtel & Sachs aluminium clutch, as used in the mighty Porsche 917 race cars, plus a pair of six-plug Marelli distributors, were specified for the LP400 as well, rounding out the development of the production Countach.

Testing and development work continued, with the 1973 Geneva show car used as the testing "mule." In the meantime, many orders awaited fulfilment, and series production began slowly, with customer deliveries commencing in 1974. However, just 150 examples of the LP400 were built before the introduction of the LP400S in 1978, making these early examples, with their remarkably clean styling and purity of purpose, highly coveted and sought-after by astute collectors and marque enthusiasts today.







The remarkable 1976 LP400 Countach offered here is the 15th car built and the first right-hand drive example. It was originally finished in *Arancio* (Orange) with *Bianco* (white) leather interior, later changed to *Rosso* (Red), and has had just five owners from new. Originally supplied to the UK, we understand it was the second English owner that exported 1120026 to Florida's Palm Beach area in the early 1980s, where it was seen still retaining its British registration number "HPP 5." It returned to Essex, Great Britain in 1987, this time registered on "JYP 43 N."

In 2006, another UK-based enthusiast (believed to be the third owner), who commissioned a refinish to yellow with a brown leather-trimmed cockpit, acquired it. Upon purchase of the now yellow Countach, the next owner was not happy with the performance and handling of the car, so he sent 1120026 to official dealer Lamborghini Wycombe to complete a full mechanical overhaul. The V-12 engine was removed from the car, as was the entire suspension, both of which were rebuilt to original, factory-correct specifications. All the work carried out by Lamborghini was fully documented and can be inspected in the history file of the car. The seller informs us that the car's handling was indeed transformed after the overhaul, and the engine was now producing true Countach-levels of performance. When the engine was out, attention was also given to the cosmetics, ensuring the car was refinished and detailed with all the correct Lamborghini parts as it would have come out of the factory in 1975.

Having covered just 28,500 kilometers from new, this Countach is offered complete with a historical file including photographs of all the work performed. Extremely rare when new and even more so today in such wonderfully correct and carefully maintained condition, this 1975 Lamborghini Countach LP400 represents the clean, initial version of the definitive Italian supercar. It is most certainly the most outrageous automotive design statement of the 1970s and '80s.



1968 ASTON MARTIN DB6 MARK I VOLANTE

Sir David Brown's 25-year stewardship of the Aston Martin marque, which spanned the glorious period from 1947 to 1972, produced some of the most charismatic models in this storied marque's long history. The DB2, considered



the first "true" post-war Aston Martin series, and its carefully developed variants were hand-built from 1949 to 1959, using a 2.6- to 2.9-litre six-cylinder engine designed prior to World War II by none other than former Bentley Motors owner and founder, Walter Owen Bentley.

When the new DB4 model debuted in 1959, an all-new and very powerful 3.7-litre alloy six, designed by Polishborn Aston Martin engineer Tadek Marek, was placed under the bonnet. Versions of this torquey and versatile unit in various displacements and output levels powered the succession of DB4, DB5 and DB6 Aston Martins for 13 years, until the launch of Marek's own 5.3-litre, quad-cam V-8 in 1971.

Of these models, the DB6 unquestionably advanced the many attributes of David Brown's "gentleman's express" concept of a luxurious, high-speed Grand Touring motorcar.

The DB6 received the attractive DB4GT/DB5type nose with covered headlamps, while the rear was designed with an aero-efficient "Kamm tail" featuring a small upswept spoiler. The chassis was extended by three inches in order to accommodate a pair of small but now-usable rear seats, and the body panels were, as always with an Aston, made of hand-formed aluminium.

The comprehensive assortment of standard DB6 equipment included air conditioning, adjustable shock absorbers, electric window lifts, power-assisted Girling four-wheel disc brakes, a "Power-Lok" limited-slip differential, a radio and wire-spoke wheels, with ZF power steering optional. Inside, the cockpit was richly trimmed with the finest Connolly leather hides and Wilton wool carpeting. These luxurious appointments belied the

race-bred performance of the DB6 and its eager 4.0-litre six, which produced 282 bhp in standard tune and propelled the DB6 from rest to 60 mph in about six seconds, en route to top speeds of 148 mph or more depending upon the rear-axle ratio selected.

As production of the new Aston Martin DB6 was heralded by the marque's display at the London Motor Show in October 1965, an initial batch of 37 "interim" convertible models were initiated on the last few remaining DB5 chassis that were slated for production. These cars were simply christened "Volante," a name coined by Kent Monk, literally meaning "flying" and marking the first such open Astons to carry this nomenclature. Ever since then, this elegant designation has been used to identify Aston Martin's open cars.





One of just 102 DB6 Mark I Volantes produced First owned by Lady Wolfson of Marylebone for 26 years Very well maintained, with many appropriate upgrades Highly documented with extensive service and MoT records



Visit **rmauctions.com** to view all photos

CHASSIS NO. DBVC/3709R

ENGINE NO. 400/3797

SPECIFICATIONS:

282 bhp, 3,995 cc inline six-cylinder engine with dual overhead camshafts and triple SU carburettors, ZF five-speed manual gearbox, independent front suspension with upper and lower control arms, coil springs and anti-roll bar, live rear axle with Watt linkage, radius rods and coil springs, and four-wheel hydraulic disc brakes. Wheelbase: 101"



ESTIMATE: £220 000 - £280 000 €260.000 - €330.000 \$340.000 - \$430.000

DOCUMENTS:

See page 13 for VAT status explanation







After this initial group of DB5-based convertibles, production of the new DB6 Volante commenced, of which just 140 examples were built from 1966 through 1969. Of those, 102 Mark I models were produced between 1966 through late 1969, which are easily distinguished from the later "Mark II" variants by their non-flared wheel arches and more delicate styling.

Built in 1968, this very nice DB6 Mark I Volante is a welldocumented, matching-numbers example that has only had a limited few owners from new. Delivered new to Aston Martin agents H.R. Owen Ltd., the Volante was equipped with such options as a Borg-Warner automatic gearbox, power steering, chrome road wheels, a poweroperated radio antenna, "three ear" spinners, two pairs of front seat belts and a 3.54:1 rear-axle ratio. It was registered on 22nd November, 1968, remaining with H.R. Owen Ltd. until September 1971, when Lady Wolfson purchased it. The Volante is reputed to have been chauffeur-driven during her 26-year ownership until 1997. It was always carefully and sympathetically maintained. In 1985, the interior was completely refreshed and renewed in Connolly hides where required before the Volante was given a bare-metal strip and refinish in 1989.

In 1997, the Volante was sold at auction on behalf of Lady Wolfson, following which the new owner, a Mr. R.L. Draysey, entrusted it to noted Aston Martin marque specialist Richard Williams to look after and maintain. The present owner, who is an Aston Martin enthusiast and AMOC member, purchased the car in 2001 and decided to fit a manual gearbox to maximise the pure driving pleasure that this car offers. Since acquisition, the Volante has received a number of other thoughtful upgrades, including the conversion of the cylinder head in 2003 to allow the use of unleaded fuel and the addition of a pair of uprated camshafts, providing a further performance boost. In addition, a new mohair hood and new carpets were fitted, plus telescopic rear shock absorbers and an uprated front anti-roll bar. A concealed modern CD stereo unit was also installed, along with new chrome wheels and a modern alternator.

With a current MoT valid until July 2011, the Volante is offered complete with the original Borg-Warner automatic gearbox, a copy of the original purchase order, a DB6 owner's manual and a comprehensive file containing service invoices dating back to 1985, plus MoT certificates dating from 1990. Along with its very interesting and well-documented ownership history, this incredibly rare DB6 Volante is offered in a stylish and elegant colour combination and benefits from caring, longterm ownership and sympathetic upgrades that enhance the driving experience. As such, it is more than ready for the next owner to use and enjoy.









1970 ASTON MARTIN DB6 MK II VANTAGE

Just two years after the introduction of its DB5 model, Aston Martin unveiled the slightly larger and plusher DB6. The car was undeniably more practical and still quite potent while offering more comfort than its predecessor. Arriving in late-1965, the DB6 stretched the venerable Aston Martin chassis 3.75 inches as well as relocated the rear axle, with the entire amount given to additional rear seat space. At the front, the DB6 closely resembled the DB5, but from the cowl back, changes were more apparent. Its windshield was higher and more vertical, and the roofline was raised to provide more headroom. The tapered tail was gone, having given way to a modern, abrupt Kamm-style treatment similar to Ferraris of the era. Front-door guarter-windows returned along with an oil-cooler air scoop low on the nose and quarter-bumpers at each corner. Aston Martin produced a total of only 1,321 DB6 Coupés from 1965-1970.

The matching numbers DB6 Mk II we have the pleasure of offering here was built to the ultimate specification, delivered new with the five-speed manual ZF gearbox and

Vantage specification engine, which produced a reported 325 bhp with three Weber carburettors – a significant improvement over the already impressive 285 bhp of the standard DB6.

It was the tenth car built of only 243 Mk II DB6 saloons, of which only about 45 were equipped with the desirable Vantage-spec engine. A previous report on the car indicates that it spent most of its life in the Northwest of England, belonging to a wealthy farmer who didn't drive the car very much. The car was then sold to a hotel owner in Cumbria before changing hands once more and ultimately being acquired by Bob Fountain in November 1988. By this point, it had only covered 55,000 genuine miles and remained in very good shape.

The Aston Workshop conducted a full restoration on the car in the 1990s, finishing the car in Silver Grey with navy blue Connolly leather. The car was stripped down to bare metal before the sills and rear lower panels were removed and all corroded areas sandblasted. New panels were

fitted to the inner sills, engine compartment, rear chassis and front and rear jacking points. A new rear panel, sills and door skins were fitted as well. The engine was also stripped, the liners were removed, the crank simply required polishing, and new pistons and a timing chain were fitted. In addition to a complete engine rebuild, the suspension received the same attention to detail, with new Koni shock absorbers fitted to the front and a Harvey Bailey suspension kit installed (four new springs and a sway bar), resulting in considerable handing improvements.

Since its complete restoration, the car has been maintained in impeccable condition, and it retains all of the desirable extras, including the fire extinguisher, jack, knockoff hammer, tool roll and owner's instruction manual. In fact, it has been honoured with numerous concours awards, including the 1992 Aston Martin Owners Club Scottish section and finishing second at the Doune Classic Concours the same year. In 1994 and 1995, the car once again won the AMOC Scottish section. In 1997, it was converted to run on lead-free petrol and continues to run and drive without issue.

The current owner acquired this DB6 in December 2004 from one Mr. Parker, who had owned it since 1991 and commissioned the car's restoration. For Aston enthusiasts, this DB6 literally checks all the boxes – the ultimate, most desirable specification, a matching-numbers Vantage engine, stunning colour combination, known history and a restoration that today would likely exceed £100 000. Offered now with a fresh MOT and ready to enjoy, this is a fantastic alternative to a DB5 and, with the added benefits of the perfect colour combination, Vantage specification and handling kit, is a real driver's DB6.





Visit **rmauctions.com** to view all pho Photography: <mark>Simon Clay</mark>

CHASSIS NO. DB6MK2/4111/R

ENGINE NO. 400/4305 VC

SPECIFICATIONS:

Est. 325 bhp, 3,995 cc double overhead cam inline six-cylinder, ZF five-speed manual transmission, front suspension with upper and lower A-arms, coil springs and anti-roll bar, rear suspension with live axle, Watts linkage, radius rods, coil springs, Girling front and rear disc brakes. Wheelbase: 101.7"



ESTIMATE: £75 000 – £95 000 €85.000 – €110.000 \$115,000 – \$145,000

DOCUMENTS:

See page 13 for VAT status explanation



One of only about 45 Vantage DB6 saloons built Five-speed ZF manual gearbox and triple Weber carburettors Matching numbers and complete concours award-winning restoration



1948 DELAHAYE 175S COUPÉ DE VILLE, AERODYNAMIC BODY

Coachwork by Figoni et Falaschi

Delahayes were awarded top awards at the Concours d'Elegance of the era, with their striking Art Deco coachwork from Europe's most renowned craftsmen, including Chapron, Saoutchik, Franay, de Letourneur et Marchand and, in the case of the car offered here, Figoni et Falaschi.

The new type 175 evolved from the 135, but with an entirely new chassis and an updated inline six-cylinder engine. Unveiled at the first post-war Paris Auto Salon in 1946, the resulting 175S was a sensation. Its performance capabilities were almost eclipsed by the sensual flowing lines of its coachwork. Yet, its state-of-the-art chassis design featured the new Dubonnet independent front suspension, utilising enclosed coil springs and a De Dion tube at the rear with parallel semi-elliptic leaf springs.

The 160 bhp, 4,455 cc inline six-cylinder engine was based on a new cylinder block with the long crankshaft supported by seven main bearings. The larger bore resulted in a substantial increase in horsepower in the range of 120 to 165 bhp, depending upon the number of carburettors fitted. The gearbox was the four-speed, electro-magnetic Cotal pre-selector transmission with a steering columnmounted shifter. The Delahaye 175S offered here, Chassis 815001, is the sole example built with the striking Coupé de Ville Aerodynamic body design from the fertile minds and skilled fabricators of the renowned French coachbuilding firm, Figoni et Falaschi. It was designed and completed specifically for the 1948 Paris Salon, and it is also notable as one of just 10 Delahaye 175S chassis that were originally produced with left-hand drive, intended specifically for Delahaye's foray into the burgeoning postwar automobile market in the United States.

While clearly linked to the great pre-war French tradition of mating a high-performance chassis and drivetrain with bespoke coachwork and opulent passenger amenities, the Figoni et Falaschi Coupé de Ville bodywork provided a bold stylistic leap forward and predicted many leading-edge automotive design trends. Wonderful stylistic features included formal Victoria-style blind rear quarters with a pronounced "notchback" rear roofline, dramatic "fadeaway" front wings flowing neatly back to the lower rear wings, and a removable clear forward roof panel predating today's Targa-style roof designs by some 20 years. The brightwork, gently caressing the front and rear wings and running uninterrupted along the wheel arches and car's rocker panels, was a remarkable study in understated yet effective application.

At the time of writing, the history of this singular Figoni et Falaschi Coupé de Ville is unknown following its debut at the 1948 Paris Salon. In the 1980s, it was completely restored, and in 1988 it was shown at the Pebble Beach Concours d'Elegance, where it was received both the Best in Class and Best French Car awards. In February 2005, the noted collector Mr. John M. O'Quinn of Houston, Texas acquired it. The Coupé de Ville was properly stored in Mr. O'Quinn's facilities, and likely, it was used very little, if at all. Recently, it was shipped to France for a specialist restoration by Carrosserie Tessier.

According to a report by the restorer, the car's metal panels have been completely restored, and it is noted that while the fenders are Figoni-inspired, they do not conform to their original design. Primer has been applied to the metal surfaces. While the upholstery was addressed during the prior restoration, it is noted to not have been in accordance with original specifications. The chassis still requires overhaul, and the engine has been checked and is confirmed to be in good condition, but the rebuild is not yet finished. A provisional re-assembly of the car has already been accomplished, but the entire car will, of course, need to be completed and checked over by the new owner.

Along with the other French coachbuilt cars offered here in London from the private collection of the late John M. O'Quinn, the offering of this singular 1948 Delahaye 175S Aerodynamic Coupé de Ville by Figoni et Falaschi provides a truly wonderful opportunity. While not yet complete, the new owner will be able to oversee its restoration and experience the deep satisfaction of débuting the car again at the world's most prestigious concours events, where its incredible style and sheer presence will certainly captivate all who see it.





LOT 176

Photography: Tom Wood

CHASSIS NO. 815001

SPECIFICATIONS:

162 bhp, 4,455 cc overhead-valve inline six-cylinder engine, triple carburettors, Cotal four-speed electromagnetic pre-selector transmission, Dubonnet independent front suspension with enclosed coil springs, De Dion rear axle with semi-elliptic springs, and four-wheel hydraulic drum brakes. Wheelbase: 116"



ESTIMATE: £80 000 - £120 000 €90.000 - €150.000 \$125.000 - \$200.000

DOCUMENTS:

US Title

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The sole example built by Figoni et Falaschi One of just 10 left-hand drive 175S chassis produced First in Class and Best French Car at Pebble Beach, 1988 Offered from the John M. O'Quinn Collection; partially restored



1971 ASTON MARTIN DBSV8

The late-1967 introduction of the DBS opened a new chapter for Aston Martin, maintaining their position at the cutting edge of Grand Touring style and engineering. This timeless styling, with its basic body and chassis design, continued in use relatively unchanged through to the 1988 introduction of the Virage. Destined to replace the DB6, which continued in production through late 1970, the DBS was both longer and wider than its predecessor and was intended to carry an allnew race-bred aluminium, quad-cam V-8 engine. With its chic bodywork, opulent interior and bespoke Aston Martin cachet, the DBS was the perfect on-screen car for Roger Moore, who played an ex-racing driver with Tony Curtis in the TV series *The Persuaders*. In addition, it updated James Bond's famous DB5 in *On Her Majesty's Secret Service* and became Aston Martin's first "supercar."

As documented in a November 2007 *Classic & Sports Car* article, the crisp fastback styling of the DBS was penned by William Towns, an Aston Martin seat engineer who self-published a brochure with his design sketches for a new GT car. Towns' ideas, including a fastback roofline extending to the tail and a "Coke bottle" rear fender line,

caught the eye of company Chairman David Brown, just as Carrozzeria Touring of Milan went out of business. Towns' original sloping frontal treatment was ultimately replaced by a modified four-headlamp version of the traditional Aston Martin nose. The chassis was a widened and stretched variant of the basic DB6 layout, with the live rear axle replaced by a de Dion setup providing improved ride and handling characteristics.



Since the new Tadek Marek-designed V-8 engine was still undergoing development, his legendary dual-overhead cam inline sixcylinder engine initially powered the DBS. Once released on 19 September, 1969, however, the mostly hand-built, 5,340 cc quad-cam V-8 infused the heavier DBSV8 with abundant power and performance that eclipsed even the Vantage-spec "six." While Aston Martin did not officially publish its engine output and performance data, the V-8 was found to produce approximately 350 bhp, providing speeds of 160 mph and acceleration from rest to 60 mph in six seconds. Either a ZF five-speed gearbox or a Chrysler TorqueFlite automatic unit was available with the DBS.

With just 42,000 documented miles from new, this 1971 DBSV8 is very elegantly presented in Aston Martin Midnight Blue with Navy Blue Connolly hides and Wilton carpets. It features a comprehensive body-off-frame restoration, mainly by the highly respected firm Aston Engineering of Derby, UK, which was completed in 2008. The owner estimates that, excluding the value of the car, it would cost £150 000 to replicate a restoration of this quality today. A matching-numbers car, it is equipped with a ZF five-speed gearbox and Bosch fuel injection as per its original specification, plus an upgraded electronic ignition system for improved performance and reliability.

The DBSV8 is also offered with a comprehensive history file, beginning with a copy of the original build sheet and continuing chronologically through its recorded owners, service, maintenance and, finally, the details of its comprehensive restoration. As offered, it perfectly captures the more delicately stylised early look of the original "four-headlamp" DBS that has become highly valued. With its powerful and reliable four-cam V-8 for which the body was first conceived, plus its finely researched history and a no-expense-spared restoration to the very highest of standards, this car truly sets a new benchmark for this model. Owners' handbook, jack and tools are included.

For further information, please consult with an RM Car Specialist.





LOT **177**

Photography: ASA Infinity Studios

CHASSIS NO. DBSV8/10086/R

ENGINE NO. V/540/112

SPECIFICATIONS:

Est. 350 bhp, 5,340 cc light-alloy V-8 engine with dual overhead camshafts per cylinder bank and Bosch mechanical fuel injection, ZF five-speed manual gearbox, independent front suspension with upper and lower control arms, coil springs and anti-roll bar, de Dion rear suspension with Watt linkage, trailing arms and coil springs, and dual-circuit. Wheelbase: 102.75"



ESTIMATE: £85 000 - £125 000 €100.000 - €145.000 \$130.000 - \$190.000

DOCUMENTS:

See page 13 for VAT status explanati



A desirable, early "four-headlamp" example Matching-numbers powertrain Meticulous body-off restoration by UK marque specialists Just 42,000 documented miles from new; extensive history

2010 PAGANI ZONDA R

The brainchild of former Lamborghini engineer Horatio Pagani, the Zonda represents the highest degree of performance sophistication ever put into a four-wheeled street-legal vehicle.

It sourced its engine from the race track-only Mercedes-Benz CLK-GTR, a 6.0-litre AMG V-12 producing 750 horsepower and 523 lb-ft. of torque mated to a sequential six-speed manual gearbox capable of snapping through gears every 20 milliseconds.

Although absolutely a thing of beauty, the Zonda R's body was not created with aesthetics in mind. Four projector beam lamps peer out above a massive snout flanked by as many diffusers and spoilers as any car will likely ever see. From the rear, the highly adjustable rear wing and quad tailpipes leave little to the imagination; this vehicle represents a level of engineering simply not found elsewhere.

The Zonda R sprints to 60 mph in fewer than 2.7 seconds thanks to its phenomenal 701 horsepower per ton rating. Brembo carbon ceramic brakes bring things to a halt even faster than they started.

Don't take our word for it – we haven't driven one (unfortunately) but *Evo Magazine* has tested one and the following is what was said:

GIVE IT SOME STIG

When Pagani's 739bhp, track-only Zonda R came to the UK, we took it to the Top Gear test track to see it in action. Some say it could lap faster than a Ferrari FXX...



The box trailer tips up; planks and blocks of wood are carefully positioned to ensure a scuff-free disembarkation, and inch by glorious inch the Zonda R appears. It looks truly amazing, like an uber-posh Group C racer, its matt carbon body contrasted with gloss carbon spoilers and skirts and rose-gold centre-lock alloys. This 1.456m euros (plus local taxes) trackday toy is the answer to the question: what's the most extreme version of the Zonda we could make, money no object?

As ever with Pagani, inside and out, from the tip of its front splitter to the trailing edge of its vast rear wing, beneath the clamshells and even in the crannies you can't see, the detailing is exquisite and the finish impeccable. The Zonda R looks too good to drive, and Horacio Pagani says that some owners will put them in their living rooms, end of. Not this one, though; it belongs to the factory and it's for driving, though sadly not by us today. It was wowing the crowds at the Goodwood Festival of Speed yesterday, and before heading home to Italy has made a modest diversion up to Dunsfold Park, home of the Top Gear test track.

LOT **178**



Visit rmauctions.com to view all photos Photography: Tim Scott/Fluid Images

CHASSIS NO. **05**

ENGINE NO. AMG 297P08007Z21846905





One of only 15 scheduled to be built

The greatest performance iteration of the Zonda – 750 bhp, 6.0-litre AMG Mercedes V-12

Zero to 60 mph in only 2.7 seconds!

A Ferrari FXX beater, 11 seconds quicker around Nordschleife



SPECIFICATIONS:

750 bhp, 6.0-litre Mercedes-Benz M120 dual overhead camshaft V-12 with four valves per cylinder, and SFI fuel injection, Xtrac Magnesium-cased dog ring six-speed gearbox, four-wheel aluminium independent suspension, carbon ceramic brakes with anti-lock and Bosch 12-way traction control. 0-60 mph in 2.7 seconds. Top Speed: 233 mph. Wheelbase: 109.6"

ESTIMATE:

£1 300 000 - £1 400 000 €1.545.000 - €1.665.000 \$2,015,000 - \$2,150,000 OFFERED WITHOUT RESERVE



See page 13 for VAT status explanation.



It's a happy coincidence that the only circuit we could find that was both conveniently located and available is the same one that just a couple of weeks earlier played host to Michael Stigmacher and the Ferrari FXX. Not that we're here to beat the 1min 10.7sec time set by the track-only FXX. Only the Stig (and Schuey, apparently) can do that. But we've brought along our VBOX timing gear so we might as well fit it to the car so that the guys from Pagani can get an idea of the Zonda R's potential as it nears the end of its development programme.

I swing open the passenger door and it feels no heavier than a regular car's fuel filler flap. Inside, a complex little roll-cage adds strength to the tub, which is made from Pagani's own carbonfibre with strands of titanium woven in. It's obviously a Zonda interior, with the breast-plate centre console and snorkel air vents, but pared back as much as possible.

With its rear bodywork removed, the Zonda R looks perhaps even more fabulous. The gold topped, dry-sumped 6-litre Mercedes AMG V12 sits low in the chassis and six fat, white powder-coated exhaust pipes sprout from each side. They twist and turn, amalgamate, and thread through the inboard rear suspension before clustering in Pagani's signature fourpack of tailpipes at the rear, and not a silencer to be seen. The engine, based on that of the CLK GTR racer, produces a prodigious 739bhp, which is fed to the rear wheels via a sixspeed sequential gearbox and transaxle made by Xtrac. There's no time to admire the details right now, though; we have cadged just a couple of hours of track time and ominously dark clouds are brewing on the horizon. There's no shortage of driving talent here. We have Pagani's in-house test driver, Davide Testi, who must be in competition with Max Venturi from Lamborghini for the title of 'best name for a test driver' in the business. It won't be Testi driving first, though. That will be Andrea Montermini, ex-F1 driver and, more recently, 2008 International Open GT champion, who is bringing valuable GT experience to the project.

The Zonda R is a proper racer. It might have a userfriendly paddle-shift box and just the two pedals, but it still needs a positive gassing to get it on its way. And here we are, joining the Top Gear track at the 'Hammerhead' end. Montermini gives the Zonda a tickle of throttle on the straight that follows and it snaps forward with the alarming ease that distinguishes light cars harbouring big-capacity, violently powerful engines. Adding to the menace, the roof-mounted air scoop arcs down just over your shoulder, so the sound of the V12 taking in bites of air is loud, even inside a crash helmet. As 'Follow-Through' rushes up, I signal right with a hand and it strikes me that it would perhaps have been better if we'd pootled out in a road car first to work out which way the circuit goes. I get the feeling that Montermini has done a bit of homework, though, because as we round the last corner revealing the start line, he says 'Ah' and nails it.











A Pagani Zonda R on its way to set the Nürburgring lap record 6:47. Image courtesy of Frozenspeed / Evo UK Ltd / Dennis Publishing.

Unusually for an airfield, there's a bit of elevation, the track rising gently as it goes slightly right before going back left over a little crest, so you're unsighted for turn one, 'Willson', the car slightly unbalanced too. It just looks like a long sweep left on the telly, doesn't it? Maybe it is in lots of cars, but not in truly quick ones like the Zonda R. What is becoming rapidly clear is that this is a much trickier circuit than it appears on TV.

Next lap round, I can sense chunks of the track falling into place in Monti's mind and we arrive at Willson very hot. The speed we have gained since the start line is phenomenal, but then again this carbonfibre confection weighs just 1104kg, plus 65kg of driver and 70kg of justbeginning-to-sweat ballast. We crest going left and I'm wondering if the slicks will hang on. Monti is calm and guides the car in on the brakes before we find we're on exactly the right line for the next bit. Even though the R has been set 30mm higher than it can be, so it could handle the blast up Lord March's drive, there's still an awful lot of aero action going on.

'Chicago' next. A tough, long, constant-radius right that spits you out towards Hammerhead. The brake point for Hammerhead is tricky to judge. The first time we approach it on full throttle, hitting 140mph, it feels like Monti is too late, but the Zonda's 380mm carbonceramic discs haul the speed off so efficiently, and with minimal anti-lock actuation, that Monti has to release them again. Later, the data logger shows it can pull 1.25G. I tighten my shoulder straps so that next time I'll stay in contact with the seat.

Through Hammerhead the car flicks left and right obediently on warming Pirelli slicks and the boot goes in early. There's quite a big bump on the exit that doesn't come across on TV, and Monti twists the castellated aluminium knob to adjust the traction control, though I can't decide whether he's asking for more or less intervention.

The acceleration down the straight is full-on and ferocious now, the big V12 yowling to a nape-prickling 8000rpm inches from our backs, the Xtrac sequential 'box upshifting almost in an instant. Now Monti only dabs the brakes before driving the car confidently through Follow-Through, having sussed that it opens out very quickly. 'Flat here?' Clarkson often asks on the box. Not for us – we're hitting 140mph before braking, it later transpires.

It's the next corner, Bentley, that bothers me. The line of tyres on the right and a gulley drain on the left force an exit line that spits you out towards the blond, swaying grass on the far edge of the main runway, rather than left along it. With a car this fast you'd find out you'd carried too much speed when you were mowing your way to Brighton.

There are a few people from the industrial units out watching now as we tackle the last two corners, no doubt brought out by the glorious bark of the unsilenced V12. Monti is very deep into Gambon on the brakes, knocking in a seamless downshift at the last moment. The Zonda hangs into the apex beautifully, and then stays on line with just a twitch as Monti picks up the throttle early for the exit. It's a wonderful, flowing, high-G experience, and I'm grinning. At the same time I'm ever so slightly nauseous, partly because of the fairground-ride acceleration and braking, mainly because earlier I was pointing out which way to go instead of looking where we were actually heading. So I'm rather relieved when Monti throttles off and heads back to the trailer.

It's a demanding little circuit with a good mix of turns, a proper test of a car, and I'm looking forward to spectating, to hearing and seeing the Zonda tackling it one-up. But it's at this point that someone arrives to tell us that the car has set off all the noise alarms at the local council offices and rattled the windows and cages of everyone with nothing better to do within a five-mile radius. It's game over, for today. How quick is it? Without giving anything away, easily quicker than any of the roadgoing supercars that have been round the track.

If Pagani does get invited to Top Gear for a lap, I reckon the Stig will feel right at home in the Zonda R, and that the Zonda will feel right at home on the track. In fact, from the data we've seen of the R on barely warm slicks, carrying 70kg of anxious ballast and with a handy driver just getting used to the track, not even the FXX will be able to resist. (Excerpt courtesy of John Barker / Evo UK Ltd / Dennis Publishing)

Evo's writers were correct. Not long after printing this story, Marc Basseng set a new lap record around the Nürburgring Nordschleife, not only a new record but smashing the previous one by a full 11 seconds, effectively conquering the Ferrari FXX.

Rarely ever will the opportunity to acquire a Zonda R become available. The brainchild of one of the world's most brilliant engineering minds, the Pagani Zonda R is undeniably a work of art worthy of any collector's admiration. And if you know the Nordschleife better than Basseng, then this is your best chance to prove it as Pagani Zonda R number 5, the car offered here, has benefitted from the lessons learned that day and has had all of the same setting built into it!

This lot is subject to VAT (at 17.5%) on the full purchase price (both on the hammer price and the commission.)





1960 BENTLEY S2 CONTINENTAL COUPÉ

Coachwork by H.J. Mulliner

A cousin of the Rolls-Royce Silver Cloud II, the Bentley S2 was introduced in September 1959, and while it retained the basic body and chassis of its predecessor the S1, the new S2 replaced the F-head six-cylinder engine of the S1 with an all-new and powerful aluminium overhead-valve V-8 engine. While Rolls-Royce, Bentley's parent firm, had long disdained the publication of horsepower ratings, the new V-8 was estimated to develop over 200 bhp and, due



also to lower weight, made both the Silver Cloud II and S2 faster and quicker than their immediate predecessors. Remarkably, this basic V-8 engine design would continue in use for nearly 40 years, until the 1998 introduction of the Arnage. The S2 also introduced standard power-assisted steering and shared the GM/Hydra-Matic four-speed automatic gearbox with the Cloud II. A manual gearbox was no longer available.

The "Continental" name originally graced a flowing two-door coupé by H.J. Mulliner on the 1952-55 R-Type chassis. When the S1 was introduced, the Continental was given higher compression for better performance, and Park Ward and James Young were also enlisted as body suppliers, with Park Ward supplying Drophead Coupé bodies, while James Young provided four-door Saloon coachwork. H.J. Mulliner introduced the fourdoor "Flying Spur" body for the S1 in 1957, which joined their two-door Saloon. All these body styles were applied to the S2, which continued into 1962 when its successor, the S3, appeared.

LOT **179**





The Continental variant of the S2 chassis carried on with the tradition established with the R-Type Continental of the early 1950s by offering a number of distinctive stylistic and performance-oriented features. Among them were a shorter radiator profile, upgraded braking with four-leading-shoe front drum brakes, and a higher rear axle ratio up to chassis BC99BY. Of total S2 production numbering 2,308 cars, just 388 H.J. Mulliner-bodied Continental coupés were ultimately produced.

This right-hand drive S2 Continental from 1960 was delivered new in England. It was later sold to the United States, spending some time in Beverly Hills, California. Since 1988, it has resided in Europe. Today, the Continental is offered from a noted private collection, and it remains in outstanding overall condition, befitting its distinguished status as one of the world's premier automobiles. Complete with a fascinating selection of documentation, the Continental includes copies of registration documents and correspondence between previous owners.





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CHASSIS NO. BC115AR

SPECIFICATIONS:

Est. 200 bhp, 6,230 cc overhead-valve V-8 engine, dual SU diaphragm-type carburettors, four-speed automatic gearbox, independent front suspension with unequal-length wishbones and coil springs, rigid rear axle with semi-elliptic leaf springs, single radius rod and electrically-controlled shock absorbers, and four-wheel drum brakes (hydraulic front, servo-assisted mechanical rear). Wheelbase: 123"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £85 000 – £110 000 €100.000 – €130.000 \$130,000 – \$170,000

DOCUMENTS:

Danish Registreringsattest

See page 13 for VAT status explanation.



One of just 388 S2 Continentals produced OHV V-8 power, four-speed automatic gearbox Offered from a private collector
1989 FERRARI F40

Introduced in 1987, Ferrari's F40 supercar was a shock to the senses and combined raw-edge, radical styling with state-of-the-art technology in its engine, body and chassis design. Without question, driving an F40 is a visceral experience, hammering the senses with brutal acceleration, go-kart quick reflexes and a howling exhaust note that is music to the ears of the devoted enthusiast. The experience is addictive – a powerful narcotic even.

Conceived in 1986, the F40 project was intended to celebrate Ferrari's fortieth anniversary. Il Commendatore is reported to have said, "Let's make something special for next year's celebrations in the way we used to do it." The name was suggested by a friend of Ferrari, Gino Rancati, who received a silver plaque to commemorate the occasion. It was inscribed, "To Gino Rancati for a brilliant idea." An accompanying letter said, "Dear Rancati, with this plaque I want to commemorate our meeting on the 4th June when you kindly contributed to the choice of name for the GT car we presented at the Frankfurt motor show.

Your contribution has produced excellent results – the 'F forty', based on the idea of forty years of Ferrari cars, identifies and personalises the fastest Ferrari GT. Kindest regards. G.B. Razelli." Next to this, in slightly shaky script with violet ink, was, "To Signor Gino, Ferrari." Sadly, the F40 was to be the last car that Enzo would see launched by the company he founded.

In true Ferrari tradition, the F40 bridged the gap between the company's road cars and racing cars, further representing a progression of the 288 GTO Evoluzione. Cost-no-object engineering produced technical specifications that remain the stuff of fantasy even today. A carbon-fibre and Kevlar-reinforced steel space frame chassis with composite body panels was mated to an Evoluzione twin-turbocharged and intercooled four-cam, port-injected V-8 engine, controlled by a race-proven Weber-Marelli engine management system and producing close to 500 brake horsepower.



lot **180**





Photography: Photographer

CHASSIS NO. ZFFGJ34B000080693





An enduring supercar icon, the last Ferrari under II Commendatore Brilliant performance and specifications A desirable early "Non-Cat" and "Non-Adjust" model



SPECIFICATIONS:

471 bhp (SAE), 2,936 cc overhead camshafts per cylinder Weber-Marelli engine management intercoolers, five-speed manual gearbox in rear transaxle, four-wheel independent suspension with unequal-length A-arms, coil springs and anti-roll bar, and four-wheel ventilated hydraulic disc

ESTIMATE: £290 000 - £330 000 €345.000 - €390.000 \$445,000 - \$510,000

DOCUMENTS:

All told, the 1,100-kilogram heavy F40 was capable of blinding performance. *Fast Lane* magazine road tested the F40 in the late 1980s, achieving zero-to-sixty times of just 3.9 seconds. From a standstill, Ferrari's supercar accelerated to 100 miles per hour in just 7.8 seconds and to 140 miles per hour in 14 seconds! Independent testing revealed even quicker acceleration times. Regardless of the source, the F40 proved to be the fastest road car ever produced, and its performance abilities remain simply staggering in every respect.

While the initial production run was limited to about 400 examples, the market demand was so overwhelming – even with the car's stratospheric price tag – that production continued until 1,315 F40s were built by the time production ended in 1991. American enthusiasts, however, had to wait until 1990 for the chance to own one. With such strong demand, U.S.-specification cars traded for thousands above their list price. Over a three-year period, only 213 examples were built for the U.S. market.

Based on its chassis number, this 1989 Ferrari F40 is a very early production example. It is a "Non-Cat" and "Non-Adjust" model. The supplying dealer, Auto Becker of Düsseldorf, sold it to original owner Josef Horst, and the manufacturer's warranty for the car was activated on 12 December, 1989. During the late 1990s, the F40 was imported to the UK, where it passed through two owners who maintained it with Ferrari marque specialists, including such respected names as Maranello Concessionaires and Graypaul Ferrari. An annual service was carried out by F40 specialists, Dick Lovett Ferrari, and in addition to the usual factory-specified maintenance requirements, the camshaft belts were changed in 2008. Due to the low mileage covered to date, however, the fuel tanks have not required replacement.

Many MoT certificates accompany the car's history file, which confirm this Ferrari's mileage as being correct from new. All European taxes have been paid, and the car is currently registered in Germany. This car drives as good as it looks and handles beautifully, pulling through the gears with tremendous performance. It is most certainly a "blue chip" investment-quality automobile that will continue to top the Ferrari collector's wish list for many years to come.







1968 ASTON MARTIN DBS/V-8 SALOON

The story of prototype experimental engine V/535/001/ PX and how it came to be installed in a DBS Aston Martin is an interesting one. A book published in 1985 by ex-Aston Martin Engineering Director Michael Bowler, *Aston Martin V8*, details the development of the DBS/V-8 cars. Page 130 offers the following:

With American air pollution legislation in mind the decision was taken to go for the Bosch injection system. At the close of 1968, it was decided to increase engine capacity to 5340 cc with a bore of 100 mm and a stroke of 85 mm. In March the first of the prototype 5340 cc engines – V535/001/PX went to Bosch complete with cast inlet manifolds, air filters and air boxes. This engine had a 9:1 compression ratio and made 343 BHP @ 5500 RPM.

How did this rare engine end up installed in a six-cylinder DBS? In the 1990s, AML Historian Roger Stowers assumed

that our DBS was used as a factory test car. However, later Stowers discovered that this V-8 was fitted on 22 April, 1974, which ruled this out. Further scrutiny of Factory Service Records show that no less than three six-cylinder engines were fitted under warranty by 1973, prompting Stowers' comment, "the Factory's release and installation of a prototype V8 may have been a means of placating an irate owner."

It must also be remembered that Aston Martin had been rescued by Company Developments Ltd. in 1972, which, after a brave attempt at building cars, found itself "on the ropes" by late 1973 when a shaky world economy had evaporated the market for expensive fuel guzzlers. Thus, when a potential customer arrived at the factory in early 1974 inquiring about a V-8 engine installation, a set of the latest alloy wheels and other work, he would have been warmly welcomed!

GENERAL HISTORY OF DBS/5072/RAC

The factory Build Sheet shows it was sold to a Demetrios Z. Pierides of Farmagusta, Cypress on 28 June, 1968. The owner at the time of the prototype V-8 conversion in early 1974 was likely a Mr. P. Harris. Mr. G. Russell of Bournemouth is indicated by a 1981 re-upholstery invoice, and by 1983 a Mr. Tibble in Hertfordshire is named on an AML parts purchase invoice. Pranged on the left front, it was sold stateside to AH Spencer of Buffalo, New York, In 1989, after driving the car and pronouncing it "scary fast." he sold it to Chris Nelson, a Canadian who kept it a further 15 years, carrying out a total body and mechanical restoration. In 2004 the present owner, an ex-Chairman of the AMOC East/USA bought #5072. After ten years or so in an unheated barn, another mechanical refurbishment was in order. It is almost easier to list what wasn't done, but suffice it to say that the engine, fuel injection, suspension, clutch, braking system and the electrics were renewed. Since club track days were anticipated, performance improvements were also carried out. An HD suspension, four springs, four shocks and front and rear anti-sway bars, as well as an oil cooler kit and "MSD" electronic ignition kit, were fitted. A rare Vantage V-8 three-piece alloy boot-lid spoiler was also sourced and installed.

DBS/5072, with its exceedingly rare prototype V-8, V535/001/PX, will be a satisfying acquisition for a collector who wants to exploit its dual purpose nature, road and track, in the varied venues offered by the Aston Martin Owners Club.





Factory-fitted with prototype experimental engine V/535/001/PX Rare prototype V-8 found in a DBS



LOT 18

Visit rmauctions.com to view all photo Photography: Stephen <u>Goodal</u>

CHASSIS NO. DBS/5072/RAC

ENGINE NO. V/535/001/PX

SPECIFICATIONS:

Alloy V-8, 5,340 cc engine with Bosch fuel injection and dual overhead camshafts, 9:1 compression ratio and developing 343 bhp at 5,500 rpm, ZF five-speed gearbox, double wishbone front suspension with coil-over shock absorbers and a De Dion rear located by trailing arms and a Watts linkage, four-wheel Girling disc brakes and AM rack and pinion steering, steel platform chassis with aluminium coachwork. Wheelbase: 8' 6¾" (261 cm)



ESTIMATE: £65 000 - £95 000 €75.000 - €110.000 \$100,000 - \$145,000 OFFERED WITHOUT RESERVE



See page 13 for VAT status explanation

1957 ASTON MARTIN DB MARK III COUPÉ

The landmark DB2, considered by many the first "real" post-war Aston Martin, was introduced in May 1950. The ultimate and most highly refined variant, the DB Mark III (the "2/4" designation was eventually dropped) was introduced in March 1957 and produced through July 1959 in both fixed and drophead coupé form.

Engineer Tadek Marek thoroughly revised the sixcylinder engine, with output rising to 162 bhp or 178 bhp with twin exhausts. Front disc brakes supplemented Alfin rear drum brakes, with this upgrade being optional on the first 100 Mark IIIs. Styling and body fittings were updated, most notably with a new DB3Sstyle grille opening. While the later DB5 is most often associated with James Bond, Ian Fleming's original novel *Goldfinger* actually had 007 driving a DB Mark III. In fact, the Mark III was the only car in his books equipped with the "Q-Branch" lethal gadgets Bond fans associate with Aston Martins. During 1958, the new DBB competition-spec engine was announced, with triple Weber carburettors, higher compression and modified camshafts. In conjunction with twin exhausts, the DBB option added just £70 to the cost of the car and provided 195 bhp. However, only about 10 of the 551 Mark IIIs produced had the DBB originally fitted.

This Mark III is highly documented from new. While it was thought that Mark IIIs were not exported to France until May 1957, a copy of the original build sheet confirms that this car was delivered to the main Aston Martin dealer in Paris, Garage Mirabeau, and delivered to its first owner, Mr. M. Firino-Martell of Cognac, on 12 April, 1957. This original left-hand drive example was specified with front disc brakes, twin exhaust and exceptionally rare triple Weber carburettors. Of note, Mr. Firino-Martell was a member of the Martell family of distilling fame in Cognac, France, whose enthusiasm for motorsport was evident in his association with the development of the Magny Cours racing circuit.









In 1958, the Mark III received a conversion to the extremely rare DBB competitionspec engine by the Aston Martin Racing Department and French agent, Garage Mirabeau. With the odometer reading 16,423 km, the factory build sheet for the car indicates that on 2 November, 1957, the rear axle and speedometer were changed, as well as the engine, which was removed from the car and handed to the Racing Department with the notation "Instruction for other work to follow." The factory records then show that in August 1958, the original engine was exchanged for the present DBB-spec engine, with the same engine number used.

Superbly restored in 2008 by Aston Martin marque specialists Four Ashes Garage, this Mark III is now presented in the Silver Birch exterior finish later immortalised by James Bond's on-screen DB5, with the interior trimmed in red Connolly hides and Wilton wool carpeting. Blessed with DBB power, this matching-numbers Mark III is offered complete with detailed history, an eight-page account of its restoration process, and service history from 11 June, 2002 through 8 December, 2009. It remains show ready and perfectly suited to a multitude of classic rallies. In fact, this Mark III is one of the most advanced Astons to be Mille Miglia eligible, as only the first 50 or so examples of the model were completed during the all-important 1957 year.

For further information, please consult with an RM Car Specialist.

LOT 182



Visit rmauctions.com to view all photo Photography: ASA Infinity Studios

CHASSIS NO. AM300/3/1310

ENGINE NO. DBA/928 (DBB - SEETEXT)

SPECIFICATIONS:

195 bhp, 2,922 cc DBB inline six-cylinder engine with dual overhead camshafts and triple Weber 35DC0 twin-choke, side-draft carburettors, David Brown four-speed manual gearbox, front disc brakes, Alfin rear drums, independent front suspension with trailing link, coil springs and Armstrong lever dampers, live Salisbury rear axle located by trailing links and transverse Panhard rod. Wheelbase: 99"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £115 000 - £145 000 €135.000 - €170.000 \$175,000 - \$220,000

DOCUMENTS:

See page 13 for VAT status explanation.

Original LHD, with optional front discs, twin exhausts and triple Webers Engine factory upgraded to rare DBB competition-spec in 1958 Matching-numbers engine, supported by factory documents

LOT 183



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CHASSIS NO. BC111AR

SPECIFICATIONS:

Est. 200 bhp, 6,230 cc overhead-valve alloy V-8 engine, four-speed automatic gearbox, independent front suspension with unequal-length A-arms, coil springs and anti-roll torsion bar, rigid rear axle with semi-elliptic leaf springs, single radius rod and electrically-controlled shock absorbers, and hydraulic front, mechanical rear servo-assisted brakes. Wheelbase: 123"



ESTIMATE: £60 000 – £75 000 €70.000 – €85.000 \$90,000 – \$115,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation



1960 BENTLEY S2 CONTINENTAL DROPHEAD COUPÉ

Coachwork by Park Ward

A cousin of the Rolls-Royce Silver Cloud II, the Bentley S2 was introduced at the 1959 London Motor Show. While the S2 retained the basic body and chassis of its predecessor, the six-cylinder F-head engine of the S1 was replaced by an all-new overhead-valve V-8 design with an aluminium block and cylinder heads. Rolls-Royce had long avoided official publication of its engines' horsepower ratings, but the new V-8 was estimated to develop some 200 bhp.

Due to its lighter weight and higher output, the new V-8 easily made both the S2 and the Silver Cloud II considerably quicker in acceleration than their immediate predecessors. The new V-8 provided strong performance when coupled with the standard four-speed automatic gearbox and such power accessories as air conditioning and power steering. Production of the S2 commenced in late 1959 and continued into 1962, when it was succeeded by the S3.

Handsome Park Ward DHC bodywork V-8 pace with four-speed automatic gearbox Runs and drives as it should; fresh repaint One of just 388 S2 Continentals built As a sportier variant of the S2, the Continental offered lighter-weight coachbuilt bodies, upgraded drum brakes and a higher rear-axle ratio perfectly suited to high-speed motorways. With a top speed approaching 120 mph, Continentals were consistently faster than the standard production cars, in keeping with Bentley tradition. They were also rarer, with just 388 S2 Continentals ultimately produced.

Compared with the standard S2 bodywork, coachbuilder Park Ward differentiated its Drophead Coupé models with a straightthrough wing line from nose to tail, hooded headlamps and a three-inch shorter radiator grille. The right-hand drive, first-year example offered here is equipped with power steering and a four-speed automatic gearbox. The maroon exterior paintwork has been restored as required, and other features include a white leather interior and a white electric top. Many consider the S2 and S3 models to be among the last "proper" Bentleys ever built, particularly the Continentals. Complete with a current MoT certificate, this Park Ward-bodied Continental is a very desirable and drivable example. We understand it has spent some time in America earlier in its history but has since been returned to the UK and has recently been serviced and professionally detailed by the current owner. It is ready to be driven and enjoyed.



1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Introduced in 1970, the Mercedes-Benz 280SE 3.5 Cabriolet was identical to the standard 280SE Cabriolet, with the exception of the engine. In place of the modest, standard issue inline six-cylinder engine, customers enjoyed spirited performance from an all-new 3.5-litre V-8 that offered more than a 25 percent increase in power.

Referred to as the "engine of tomorrow" by Mercedes, the company threw much of its technical prowess into making the engine both smooth and powerful. With an oversquare combustion chamber, aluminium alloy cylinder heads, a cast iron block and featuring Bosch electronic fuel injection as well as transistorized ignition, power output was a healthy 230 hp. This helped propel the 280SE 3.5 to 60 mph in less than 10 seconds.

The comprehensive list of amenities included power steering, power brakes, stereo, radio, air conditioning, electric windows and an automatic transmission. Further luxuries aimed at pleasing up to five passengers included a genuine leather interior and beautifully polished wood trim. Only 4,502 of these cars, in both coupé and cabriolet form, were sold between 1969 and 1971. Apart from the Mercedes top-of-the-line 600



series, this car was the flagship model in the line-up. At \$14,509 in 1971, it was also one of the most expensive.

The 280SE 3.5 Cabriolet pictured here is a lovely example of this very sought-after model. Presented in white with its original soft top and a handsome brown leather interior, it is also fitted with electric windows and still retains its rare original steel wheels, complete with stainless steel painted wheel rims. The car has covered 58,500 miles from new and is in very good overall condition, with a fresh MoT.

Many astute collectors feel that 280SE 3.5 Cabriolets are among the best looking and most collectible cars of the era. They are prohibitively expensive to restore and correspondingly difficult to find in the superb condition of the example offered here.



LOT 184

Visit **rmauctions.com** to view all pho Photography: James Mann

CHASSIS NO. TBA

SPECIFICATIONS:

230 bhp, 3,499 cc overhead cam fuel injected V-8, three-speed automatic transmission, four-wheel independent suspension, four-wheel disc brakes. Wheelbase: 108.3"



ESTIMATE: £80 000 – £100 000 €95.000 – €115.000 \$120,000 – \$155,000

DOCUMENTS:

See page 13 for VAT status explanatio

1958 MERCEDES-BENZ 300SL ROADSTER

The spectacular Mercedes-Benz 300SL Gullwing was in production for just three years, during which time just 1,400 cars, not including racers and prototypes, were built largely by hand in Stuttgart's highest luxury car traditions. Yet despite the low volume, Daimler-Benz was sufficiently convinced of the value of an expensive sports car as part of its model lineup to develop an improved version.

Still other stories claim U.S. Importer Max Hoffman as being largely responsible for Mercedes' decision to build a roadster variant of the Gullwing Coupé. The vast majority of those cars (about 80 percent) were coming to the States, and he felt his pampered customers wanted a bit more comfort, a larger boot and a bit more fresh air. Whether or not Hoffman prompted the decision, the roadster made its first appearance in the spring of 1957 at the Geneva Motor Show. By the end of that year, the final 70 of the 1,400 Gullwing Coupés and the first 618 of 1,858 roadsters produced would come off the assembly line.

Production began in May, immediately following the cessation of coupé production, and cars were available for the 1958 model year. Mercedes-Benz identified certain items in the Gullwing Coupés, which it planned to address with the new roadster. Admittedly, access was a bit challenging through the gullwing-style doors. There was also the absence of a sensible boot and the fact that the car was only available in closed form in its greatest potential market in California, where buyers would have preferred an open car. It was clear from the outset that costly modifications to the space frame chassis would be necessary to provide solutions to these problems, but work began quite early in the Gullwing's production run. A modified roadster chassis was first spotted in the summer of 1956 at Stuttgart by the German magazine Auto, Motor und Sport.





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CHASSIS NO. **7500690**

ENGINE NO. **7500718**



Landmark grand touring design A superb restoration and an outstanding performer Formerly part of the Michael Pastor private collection



SPECIFICATIONS: 225 bhp (DIN), 250 bhp (SAE), 2,996 cc overhead-cam six-cylinder engine, four-speed all-synchromesh gearbox, independent front suspension with twin wishbones, coil springs and anti-roll bar, single-pivot swing axle rear suspension with compensating spring and coil springs, hydraulic telescopic shock absorbers, and hydraulic front disc, rear drum brakes. Wheelbase: 94.5"

ESTIMATE: £325 000 - £375 000 €385.000 - €445.000 \$500,000 - \$580,000



See page 13 for VAT status explanation

The main alteration to the roadster space frame was the lowering of the centre section to permit smaller sills and larger doors. Strength was maintained by the addition of diagonal struts bracing the lowered side sections to the rear tubes. At the rear of the car, additional modifications enabled the spare tyre to be mounted below the boot floor, necessitating a smaller fuel tank but providing at the same time reasonable room for luggage. Further changes to the rear section permitted installation of the singlepivot swing-axle rear suspension, which had first been seen on the 220a saloon models of 1954.

Another important difference was a coil spring mounted transversely above the differential and linked to the two axle halves by a vertical strut. As the car would enter a corner, the spring was unaffected, but when a rear wheel hit a bump, this additional spring compressed and added to the stiffness already provided by the outboard coil springs. The result was that relatively soft springs could be used to maintain a comfortable ride while cornering behaviour was much improved, despite the stiffer suspension. Coupled with fatter tyres and wider front and rear tracks, the roadster exhibited none of the Gullwing Coupe's tricky handling.

The revisions to the roadster would add some 250 pounds of weight over the Gullwing Coupé, most of which was associated with the convertible top and its necessary mechanism. The snug-fitting top retracted fully into a well behind the seats and was covered with a metal panel making for a sleek body. Thanks to a boost in compression ratio, US market models would gain an additional 10 hp to help offset the increase in weight. Regardless, the car remained an excellent performer with the factory claiming a 137 mph top speed.

Optional equipment included a 90-lb removable hardtop and a beautiful set of specially-fitted luggage. Predictably, the roadsters were quite popular among the top celebrities of the era, including such Hollywood legends as Clark







Gable and Glenn Ford, as well as the hugely successful entertainer Elvis Presley. The 300SL did a great deal of good for Mercedes-Benz's image and reputation but, unfortunately, not much for the company coffers. The \$11,000-plus price-tag when new kept production to just 200-250 units per year. Roadster production ended on 8 February, 1963.

This striking left-hand drive 300SL Roadster from 1958 was acquired approximately seven years ago by the current owner from the private collection of Michael Pastor, Monaco's largest property owner. During 2003 and 2004, Italy's Brescia Racing executed a complete, body-off-frame restoration, with the work including a bare-metal refinish, a re-trim of the interior in the correct red, new hood and a mechanical overhaul, making the car a near-perfect example.



To enhance the driving experience and to maximise the 300SL's prodigious capabilities, a pair of front-disc brakes was added, a very popular upgrade to many of the 300SLs in period. The 300SL was recently driven about 500 miles from Monaco to Brescia, where it performed beautifully and exactly as it should. Mileage currently stands at 34,400 kms. RM Auctions staff have recently driven the car and can confirm that it does indeed drive as well as it looks. Aside from the recent Monaco-Brescia trip, however, the 300SL has only seen limited use as part of a private Italian collection, wherein it has been properly maintained.

The iconic 300SL today remains one of the greatest production automobiles ever produced, and it will be forever recognised for its sheer performance, heritage and engineering. This fine example is no exception.



1965 FERRARI 500 SUPERFAST

In its day, the 500 Superfast was the undisputed pinnacle in Ferrari ownership. At a time when a 275 GTB's V-12 produced about 300 hp, the 500 Superfast's 4.9-litre V-12 put out a full 400 hp, was capable of exceeding 170 mph and was produced in miniscule, ultra-exclusive numbers. The list of owners was the usual who's who of Ferrari's elite clientele: Principe Sadhruddin Aga Khan, Peter



Livanos (later to own Aston Martin), Georges Filipinetti, the Shah of Iran and Peter Sellers, to name a few.

The 500 Superfast was a supercar in the truest modern sense of the word – impossibly powerful, beautiful and unbelievably expensive yet perfectly suited to high speed continental trips in true GT fashion. Introduced at Geneva in 1964 and designed and built by Pininfarina, the 500 Superfast was built in a limited run of only 36 cars. It was a logical evolution not only of the 410/400 Superamerica but also the one-off "Superfast" styling/engineering executed by Ferrari in previous years. Its Type 208 V-12 was unique to this model with the bore-and-stroke dimensions of the Lampredi V-12, but its construction with detachable cylinder heads was more akin to the Colombo motor.

Enthusiasts typically divide the car's production run into two series, the first having 24 cars and the second 12. Generally speaking, the difference with Series II examples is the fivespeed gearbox, suspended pedals, Borg and Beck clutches, power steering and other features, but as with all things Ferrari, the distinctions are not as cut and dry. The stunning 500 Superfast offered here, chassis 6661 SF, is now finished in elegant dark metallic blue (it left the factory painted *Blu Chiaro* 19343 M) with a beige Connolly leather interior (VM 3309), and not only does it retain its original, matching-numbers engine, but it also has the distinction of being one of only eight 500 Superfasts built in right-hand drive. A very late Series I example, it is factory-equipped with the desirable five-speed transmission (a "Series II" improvement) and was delivered new without rear seats, three air ducts and circular Carello turn signals.

Chassis 6661 SF was ordered from Colonel Ronnie Hoare, Maranello Concessionaires via Coombs and Sons on behalf of their client, the banker Jack Durlacher, resident in London and Sevenoaks. According to the fascinating file of original correspondence (supplied with the car), it appears that there were some delays with the bodies being supplied by the factory, as evidenced by an apologetic letter from Colonel Hoare to John Coombs, which states, "the Commendatore is personally progressing this order." Once the car was finally delivered, Mr. Durlacher and Coombs and Sons were dissatisfied with the finish on the £11 500 car and therefore placed an order for another Superfast (chassis 8459 SF).

Chassis 6661 was therefore sold to Broadway Autos in Cricklewood who found a new owner, the Greek shipping tycoon Mr. George Tsakiroglou. While in Mr. Tsakiroglou's ownership, new valve guides and a new rear axle were ordered from the Ferrari factory





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CHASSIS NO. 6661 SF

ENGINE NO. 6661 SF

SPECIFICATIONS:

400 bhp, 4,962 cc single overhead camshaft V-12 engine, five-speed manual gearbox, independent front suspension with A-arms and coil springs, live rear axle with semi-elliptical leaf springs, four-wheel Dunlop disc brakes. Wheelbase: 104.3"



ESTIMATE: £500 000 - £580 000 €595.000 - €690.000 \$775,000 - \$895,000

DOCUMENTS:

See page 13 for VAT status explanation



One of only eight Superfasts built in right-hand drive Matching numbers and long-term current ownership Very late Series I example with five-speed transmission Fully restored by Terry Hoyle with service by Bob Houghton and fitted to the car in 1966. The car was even featured in the magazine *Drive* and, by the late 1960s, was owned by Ivan W. Halbert of Bristol. It subsequently changed hands twice more through two known London-based owners, including well-known racing driver Richard Attwood, and by 1980 had acquired 41,000 original miles.

In the 1980s, it was owned by A.J.M. Van der Lof of Holland and changed ownership in England before being fully restored by marque specialist Terry Hoyle in the late 1980s. The car was finally acquired by the current long-term owner in 1993. A devoted racing and sports car enthusiast, she has had the car maintained and serviced by Ferrari authority Bob Houghton with recent work including a top-end engine overhaul and full service. The offering of a 500 Superfast of this calibre is a rare occurrence indeed and a unique opportunity for the true connoisseur. These cars are rarely brought to auction, and they were and remain one of Ferrari's finest Gran Turismos. Chassis 6661 SF combines all the elements of desirability *tifosi* look for – a specialist restoration, superb colour combination and a matching-numbers original engine with a five-speed transmission. In the realm of ultra-exclusive Ferrari ownership, the 500 Superfast stands virtually alone as the company's crowning achievement in Gran Turismo production.





1938 TALBOT-LAGO T23 TEARDROP COUPÉ

Coachwork by Figoni et Falaschi

Without doubt, the Talbot-Lago Teardrop Coupés by Figoni et Falaschi represent the crowing achievement of French design and engineering during the 1930s. It is believed that just 16 Teardrops were built in total, along two slightly different body styles. The first car, in the



96304 pictured in period.

"Jeancart" design after the name of its first owner, was a beautiful aerodynamic coupé with a long, streamlined rear. Only five such cars were built and, of those, just four remain today; this car, chassis 93064, was the sole Jeancart-style Teardrop originally built upon a fourlitre, T23 "Baby" chassis. The other 11 Teardrop coupés were built in the "New York" style, named after the car exhibited at the 1937 New York Auto Salon. Except for one car on a T23 chassis, these "New York" cars were all based upon the shorter T150-C chassis.

While hardly a long-wheelbase chassis by the standards of the Coachbuilt Era, the effect of the 2.95-metre wheelbase of the T23 chassis, combined with the Figoni teardrop coachwork, is simply breathtaking. Blessed with a physical presence unlike many of its counterparts, the slightly wider track of 93064 gives it a very balanced and sporting stance. While the identity of its first owner has been lost, records indicate that 93064 was ordered as a "Baby 4L" chassis with Style 9221 Model Jeancart coachwork, built by Figoni et Falaschi as job number FF685. Following completion, it was delivered on 21 February, 1938 to a French resident, registered as 199 ADY 75. Predictably, its exceptional beauty made it prominent at concours events in period, with contemporary magazines showing it in the company of a striking woman at its first showing in June 1938 at the Concours d'Elegance de l'Auto. Chassis 93064 made its way to Southern California during the late 1940s, having likely been imported by a returning member of the American armed services. At this time, David Radinsky, a Denver, Colorado native, acquired the Teardrop. He later sold the car to machinist Paul Major, and for many years, Major was seen driving the car in the Denver area. At this point, the headlights had been recessed into the front wings, and the taillights were now flush with the rear wings. Sometime in the mid-1950s, the trafficators ceased to work, prompting Major to add turn signals at the tops of the head and taillight housings. Bumpers from a pre-war Cadillac were also fitted to the car.





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CHASSIS NO. 93064

ENGINE NO. 80572

FIGONI NO. 685

SPECIFICATIONS:

115 bhp (rated), 3,996 cc inline six-cylinder engine with hemispherical combustion chambers and twin carburettors, Wilson four-speed pre-selector gearbox, independent front suspension with transverse leaf spring. Wheelbase: 116.14"



ESTIMATE: £1 100 000 - £1 400 000 €1.300.000 - €1.700.000 \$1,750,000 - \$2,250,000

DOCUMENTS:

US Title

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From the Estate of John M. O'Quinn One of five Jeancart-style cars built and four remaining The sole Jeancart-style, four-litre T23 Teardrop built A former Pebble Beach "Elegance in Motion" winner Not seen since full concours standard restoration







Under Major's ownership, 93064 was featured and photographed for an article in *Rocky Mountain Autolife*, written by Ronald C. Hill, a friend of Major's. According to Hill, Major offered the car at auction in September 1966 at Arthur Rippey's Veteran Car Museum, although it appears to have remained unsold. It was again offered at the same venue in November 1967, this time selling to a buyer in Atlanta, Georgia, believed to have been named Millbank.

In the early 1970s, Mr. Millbank shipped 93064 to Paris for restoration by French coachbuilder Henri Chapron, and once complete in 1974, the car made its post-restoration debut in Paris. During the restoration, the car was returned to its original colours, and several small touches were added. The headlights were modified slightly, the rear turn signals were removed, and the bumpers were changed to the more appropriate single-blade style.

At some point in the late 1980s, 93064 was purchased by a Japanese collector and remained there until its next owner, Mr. Charles Morse, returned it to America. Soon after Mr. Morse received the car, the engine and mechanicals were restored. While a body-off-frame restoration was deemed unnecessary, 93064 was nonetheless cosmetically freshened with a new paint finish and interior. In 2000, the Teardrop received the Elegance in Motion Award at the Pebble Beach Concours d'Elegance.











Prior to selling the 93064 to the present owner in early 2006, Mr. Morse reported to RM Auctions that the racebred Talbot-Lago chassis, combined with the lightweight Figoni et Falaschi Teardrop Coupé coachwork, resulted in an exquisite driving experience. He also noted that the unassisted steering was surprisingly quick and light, and that the Wilson preselector gearbox was smoother than a conventional manual gearbox, with positive coupling and quick gear changes. In Mr. Morse's ownership, the four-litre engine was adapted to Winfield carburettors for improved throttle response and a broader power band. Mr. Morse extensively toured the Talbot, just as it was originally intended. Following its second running on the Colorado Grand, the noted mechanic and restorer, Mr. Jim Stranberg, rebuilt the steering mechanism and the front suspension.

Shortly before its early-2006 sale, where it joined the O'Quinn Collection, a road test revealed the Talbot to have been in excellent operating order. Recently, the Teardrop was shipped to expert restorers in France, where it has received a complete, body-off-frame restoration with no expense spared. The body's wooden sub-structure was carefully examined and





93064 on display at the 1938 Concours d'Elegance de l'Auto where it was awarded Best of Show.



repaired, with an estimated 80 percent of the original woodwork saved and preserved. The flowing sheet metal was extensively repaired as well, with 90 per cent of the original metalwork remaining. New front and rear bumpers were installed, as the prior units had become separated from the car at some point in time. New front lights were installed as well. The chassis and mechanical components have been fully restored, and the engine has been overhauled, retaining all original engine parts with the exception of a new set of pistons. The interior upholstery has been completely restored to original specifications, and the stunning exterior was refinished in Lago Blue, the same colour as when it was displayed at the Concours d'Elegance de l'Auto in 1938.

This 1938 Talbot-Lago T23 Teardrop Coupé is a masterpiece of French artistry, with its proportions and gently sweeping curves representative of France's pre-war design themes. Freshly restored and listed in the Registre Talbot, Chassis 93064 remains the sole Jeancart-style Teardrop Coupé built by Figoni et Falaschi on the race-bred Talbot-Lago T23 chassis. This historic automobile is without exaggeration a piece of rolling artwork the likes of which the dedicated collector is unlikely to see again.







1965 FERRARI 275 GTB/6C BERLINETTA

In many ways, the Ferrari 275 GTB is often lauded by enthusiasts and the media as the last of the "classic Ferraris." Conceived and executed under the guidance of Enzo Ferrari himself, the 275 GTB was introduced at the 1964 Paris Auto Show and marked a natural evolution from its immediate predecessors, the 250 GT SWB Berlinetta and Lusso. It was also by far the most advanced road-going Ferrari produced at the time of its introduction, and it served as a production test-bed for several notable engineering advances.

Designed by Pininfarina and executed by Scaglietti, the 275 GTB was an especially organic but aggressive and purposeful design. Named number three on *Motor Trend's* list of the 10 greatest Ferraris of all time, many enthusiasts have been drawn to its instantly recognisable looks alone, before opening its hood or even settling into the driver's seat.

The 275 was considered by many to have been the finest production Ferrari ever built, combining the strong pedigree of its legendary road-racing forebears with

sufficient creature comforts and a new fully-independent rear suspension to produce a superlative high-speed, longrange GT car. The engine was based on the race-proven Colombo-derived V-12, now displacing 3,286 cc to produce 280 bhp with the standard triple Weber carburettor setup and 300 bhp with the optional and desirable set of six Weber 40 DNC/3 dual-choke carburettors.

With its sensuous lines, covered headlights, long hood, short rear deck, neat Kamm tail, abbreviated bumpers, low oval air intake, "egg crate" grille and limited brightwork highlighting the 275 GTB's purposeful design, it literally suffers from no "bad angle." In particular, its long, slim nose and four side-ventilation louvers per side gave it a shark-like appearance, a theme that could also describe its ample performance.

With the final evolution of Ferrari's relatively smalldisplacement Colombo V-12 under its hood, the 275 GTB was an extraordinarily rev-happy machine, even by Ferrari standards. In a period road test, legendary Hollywood star and automobile enthusiast Steve McQueen described

the smooth action of the five-speed manual transaxle as "like sliding a knife through butter." It helped get the most out of the Colombo's enlarged 3,286 cc displacement. Weighing merely 1,200 kg, the 275 GTB easily accelerated from rest to 60 mph in a scant 6.3 seconds.

Today's collectors divide the 275 GTBs into the early (short-nose) and late-production (longnose) cars. As with many things Ferrari, the reality is not so simple. While high-volume carmakers produced endless quantities of nearly identical cars, Ferraris were still built, to an astonishing degree, by hand. As improvements were devised, they were incorporated into production, often with the very next car in the production sequence. In other cases, features from earlier production would appear on later cars, to the delight of their owners and to the consternation of Ferrari historians and marque experts. The changeover to a longer-nose body design, which was introduced at the 1965 Paris Salon with production beginning in early 1966, was the result of the alarming incidence of frontal lift at high speeds caused by the short-nose setup.

Chassis 07699, the 275 GTB/6C offered here, was completed on 30th July, 1965 and finished in the understated and stylish combination of *Grigio Fumo* (code 106 E8) with a black leather interior and red carpets, a black Nardi steering wheel and black leather-covered dash complementing the well-appointed interior. Concealed under the bonnet were six big downdraught Weber carburettors to give this 275 that all-important performance advantage on the highly competitive Club racing circuit of the mid 1960s for which it was destined.

This particular 275 GTB/6C was delivered to T.A.K Motors in South Africa in August 1965 and sold to its first owner, stockbroker and





lot **188**

Visit rmauctions.com to view all photo Photography: Simon Clay

CHASSIS NO. 07699

ENGINE NO. 07699

SPECIFICATIONS:

300 bhp, 3,286 cc Tipo 213 overhead camshaft V-12 engine, six Weber carburettors, Tipo 563/1015 five-speed manual gearbox in rear-mounted transaxle, Tipo 563 chassis, four-wheel independent suspension with A-arms, coil springs and telescopic shock absorbers, and four-wheel hydraulic disc brakes. Wheelbase: 94.5"



ESTIMATE: £475 000 - £575 000 €570.000 - €680.000 \$750.000 - \$890.000

DOCUMENTS:

See page 13 for VAT status explanation



An original six-carburettor example, delivered new to South Africa Matching numbers Fully sorted and in outstanding condition Iconic Pininfarina styling, Scaglietti-crafted body



racing enthusiast Hugh McNeil, to race in Club events. The following year, obviously impressed by the new longnose variant of the 275 GTB that was now available, McNeil appointed the Ferrari main agent in Cape Town to have the undamaged short-nose removed and a new, factory-supplied long-nose fitted to his car. The work was carried out by noted, imported, Italian coachbuilder Pierino Scalco, who had also worked on a number of other highly important racing Ferraris, including a 250 GTO and a P3 racing prototype. A photograph of the work-in-progress taken from the Southern Equatorial Ferrari Automobili Club (SEFAC) magazine is included in the file.

It is understood that the car then passed through the hands of a Mr. A. Watson before being sold to noted South African racing driver G.J. Van Zyl of Cape Town, who continued to have the car looked after by the Viglietti brothers in Cape Town. Included in the file on this car are bills for a full engine rebuild by Viglietti Motors, on behalf of Van Zyl in 1982, with all replacement original Ferrari parts coming from Graypaul in Loughborough, England.

In 1986, well-known Ferrari expert David Cottingham of DK Engineering purchased the car and then sold it to English collector Tom Walduck, who had the car imported to the UK and used it for many years. Cottingham had clearly taken a liking to this car, as he bought it back via Paradise Garage in 1999. Cottingham had obviously decided that he wanted to enjoy the car for his own personal use and had FIA papers issued and all of the front suspension and steering components crack tested prior to participating in numerous events, including the 2001 South African Western Province Motor Club race meeting, the 2001 Tour España and the 2004 275 Factory Tour. During this period, the car was finished in red with white and blue racing stripes, and many photos of David's exploits are included in the file.

The present owner, a well-respected English collector and racing enthusiast, has now had the car repainted in its original factory colour of *Grigio Fumo* and has spared no expense in ensuring that the car presents and drives beautifully.

This 275 GTB Ferrari has the highly desirable factory specification of six carbs, the all-important matchingnumber mechanicals, period-fitted long nose for better stability at high speed, period racing history, has never crashed, and has had the benefit of being properly looked after and, most importantly, sorted for fast road use by one of the leading Ferrari experts in the business to use as his personal road/rally car. Bidders should also note that a number of spares, including the original 14-inch wheels, are to be included in the sale.



[°]2004 FERRARI ENZO

Announced at the 2002 Paris Motor Show, the Enzo was created to celebrate Ferrari's return to Formula 1 dominance and coincided with Ferrari's 2002 World Championship win. It also seemed fitting to name the car in memory of the company's legendary founder, who never wavered in his commitment to racing, particularly Formula 1.

At its core, the resulting supercar can be likened to Schumacher's championship-winning F1 car with a sports car body. The spec sheet certainly reads like that of an F1 car, with a carbon-fibre chassis, carbonceramic disc brakes and a paddle-operated six-speed gearbox. Pininfarina highlighted the Enzo's F1 heritage by incorporating a pronounced nose and giant rear air diffusers. The aerodynamic package, including computercontrolled adaptive aerodynamics, was so effective that unprecedented levels of grip were achieved with minimal drag penalties. The 5,998 cc V-12 is a paragon of engineering wizardry, producing 650 bhp and 484 pounds-feet of torque. In contemporary tests, *Road & Track* noted that the Enzo recorded the best acceleration figures ever for a production road car – 0-60 mph in 3.3 seconds and the ¼-mile in 11.1 seconds at 133 mph. Testers also marvelled at the Brembo-developed, race-bred braking system, and their best 188-ft stop was another record. Yet another best was the 73-mph run through the slalom and a skid-pad reading of 1.01 g of lateral acceleration! Other road testers indicated a top speed of 218 mph.

Production was very limited, and only existing Ferrari owners were invited to buy one. Just 349 cars were originally planned, all of which sold before production began. Later, after numerous requests, 50 more cars were made, bringing the total to 399, with the 400th Enzo presented to Pope John Paul II.



LOT **189**





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CHASSIS NO. ZFFCZ56B000137339

ENGINE NO. 83278



One of only 400 built Complete with full service history and Ferrari Classiche certification Two-owner car from new with just 9,000 miles Recently serviced and fully detailed

SPECIFICATIONS:

650 bhp, 5,998 cc V-12 engine with double overhead camshafts, four valves per cylinder, Bosch Motronic engine management and electronic fuel-injection, six-speed computercontrolled sequential gearbox, limited-slip differential and traction control, front and rear pushrod-actuated double wishbones with horizontal coil-spring damper units, and four-wheel, ventilated carbon-ceramic 15-inch disc brakes with ABS. Wheelbase: 104.3"

ESTIMATE:

£640 000 - £720 000 €760.000 - €855.000 \$990,000 - \$1,115,000



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See page 13 for VAT status explanation





As a two-owner car with just 9,000 miles from new, 137339 is a European-specification 2004 Enzo Ferrari finished in *Rosso Corsa* and includes such desirable features as a Nero hide interior, medium racing seats, a four-point safety harness, a Rosso instrument dial, Scuderia Ferrari shields and black brake callipers. Supplied new to Italy on 18 May, 2004, the first Bolognese owner acquired it and registered the car on "CP 660 CJ." In October 2005, it attended the first International Enzo Ferrari Rallye at Mugello, and then in 2009, the second owner acquired 137339. The car benefits from a recent service by official Ferrari service centre Graypaul Ferrari and is fully detailed and immaculate throughout. It is also complete with its full Ferrari service history, Ferrari Classiche certification and a car cover.

Ferraris have always stood proudly at the very top of the automotive food chain, and without doubt, the Enzo represents the highest-performing and most advanced model in the modern lineage of this storied marque. This car is outstanding in its cosmetic and mechanical condition, as might be expected of a car with such limited mileage and proper care. Of the 400 Enzos built, however, an alarming number have succumbed to irreversible damage at the hands of lead-footed drivers. Unmolested and properly maintained examples such as this are therefore highly desirable and worthy of very close attention.





1931 BENTLEY 8-LITRE OPEN TOURER

Coachwork by Harrison

After the First World War, in a small office on Conduit Street, W.O. Bentley began designing a new engine. He recruited F.T. Burgess from Humber and Harry Varley from Vauxhall. By September 1919, the design was complete and all the parts manufactured. Nobby Clarke, chief mechanic of one of the R.N.A.S. squadrons that had used Bentley rotary engines, was hired to assemble the first car engine. The 2,996 cc long-stroke four-cylinder engine developed maximum power at just 3,500 rpm. It was successfully run for the first time at New Street Mews at the beginning of October, and a mock-up chassis was readied for the Olympia Motor Show in London.

The car made an immediate impression, with its tall, imposing radiator and winged Bentley badge that had been designed by famed motoring artist F. Gordon Crosby. *The Autocar* reported, "the Bentley chassis stands alone in its class as a car designed to give that peculiar and almost perfect combination of tractability and great speed usually to be found on machines built for racing, and racing only."

Of course, Bentley would achieve incredible motor racing success for many years, winning the Le Mans 24 Hours four times in a row during the 1920s. Bentley's drivers included Woolf Barnato, Sir Henry 'Tim' Birkin, Jack Barclay, Glen Kidston and George Duller. The "Bentley Boys," as they were known, became part of the Bentley legend, with W.O.'s clear policy to "race on Sunday, sell on Monday."

S.C.H. Davis gave a 3.0-litre Bentley with an open fourseater tourer body its first road test for *The Autocar* in January 1920. Bentley moved to a factory in Oxgate Lane in Cricklewood, where the Bentley cars were assembled. The first customer's 3.0-litre was delivered in August 1921. Bentley would go on to produce models of 4.5-litres, 6.5-litres and, finally between 1930 and 1931, the mighty 8-Litre.

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THE MIGHTY 8-LITRE

The 8-Litre was basically an enlarged version of the Speed Six. It had a new and lower chassis, with out-set rear springs and an 'F'-series gearbox differing from all previous Bentley designs with its casing split down the centre, as opposed to the square box with a lid on top, which was used in all the earlier cars. This layout allowed for larger bearings, which provided extra strength and reduced engine noise.

The first 8-Litres appeared at the Olympia Motor Show in October 1930 and created a sensation. This magnificent machine would top 100 mph with limousine coachwork and eight people inside!

Bentley's Sales Manager Arthur Hillstead wrote in his book, *Those Bentley Days*, "Eight litres! Nearly three times the cubic capacity of the never-to-be-forgotten 3! And

what a motor it was! Having a six-cylinder engine with a bore and stroke of 110 mm by 140 mm respectively, and a top-gear speed range (with a ratio of 3.5 to 1) of a minimum of 6 mph and a maximum of 104 mph – what more could man ask for? Yes, indeed; and add to that an acceleration capacity of 10 mph to 100 mph in 50 seconds with a fully equipped saloon body, and surely we had the answer to the sporting motorist's prayer? The sporting motorist! Speed cum refinement in its highest form! A creation evolved from years of racing experience!"

The 8-Litre was clearly aimed to go headto-head with the Rolls-Royce Phantom II, although Hillstead was impressed by the fact that while the Bentley outperformed the supercharged Mercedes of that time on both acceleration and maximum speed, "it performed with a silence that was uncanny." He said, "there was nothing like it in the world."





Photography: Darin Schnabel

CHASSIS NO. YR5076

ENGINE NO. **YR1576**

SPECIFICATIONS:

220 bhp, 7,983 cc single overhead-camshaft inline six-cylinder engine with four valves per cylinder, dual SU carburettors, four-speed sliding pinion manual gearbox, live front and rear axles with semi-elliptic leaf springs and friction dampers, and four-wheel drum brakes. Wheelbase: 156"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £770 000 – £1 000 000 €915.000 – €1.190.000 <u>\$1,200,000 – \$1</u>,600,000

DOCUMENTS:

See page 13 for VAT status explanation



The final Bentley designed by the marque's founder One of 100 8-Litre Bentleys and 10 open tourers built Original coachwork by Harrison




It would have been interesting to see what developed in this rivalry, but Bentley was by now in deep financial trouble. Bentley Motors effectively ended in 1931 when they notified London Life that they would be unable to make their 30 June mortgage payment. W.O. was confident that the company would continue under the proposed new ownership of Napiers of Acton, London. The receiver's sale of Bentley's assets was regarded to be a formality, but in the Royal Courts of Justice in London's Strand, a barrister representing the British Central Equitable Trust made a counter offer, much to everyone's astonishment. Napier immediately offered more, but the judge informed the court that he was not an auctioneer and gave the two parties until 4:30 in the afternoon to come back with sealed bids. W.O. said, "I don't know by how much precisely Napier were out-bidded, but the margin was very small, a matter of a few hundred pounds. All I knew that evening was that the deal would not be going through after all."



Later W.O. commented on the bankruptcy. He said, "when people ask me (and they are too tactful to do so often) why Bentleys went bust, I usually give three reasons: the slump, the 4-Litre car, and the 'blower' 4 ½; in proportions of about 70, 20 and 10% respectively." Following the court case, it became apparent that the B.C.E.T. was representing Rolls-Royce. Having acquired all of Bentley's assets, including the design of the 8-Litre, it is telling that the model was never again produced.

YR5076

The last car designed by W.O. Bentley, only 100 8-Litre Bentleys were built, and of those, about 78 remain in existence today. Only sixteen 8-Litres were originally built with open bodywork, comprising six Drophead coupés and 10 open tourers; only 12 of these open cars survive today with their original coachwork. The car presented here, chassis YR5076, is one of these extremely rare cars.











It would have been interesting to see what developed in this rivalry, but Bentley was by now in deep financial trouble. Bentley Motors effectively ended in 1931 when they notified London Life that they would be unable to make their 30 June mortgage payment. W.O. was confident that the company would continue under the proposed new ownership of Napiers of Acton, London. The receiver's sale of Bentley's assets was regarded to be a formality, but in the Royal Courts of Justice in London's Strand, a barrister representing the British Central Equitable Trust made a counter offer, much to everyone's astonishment. Napier immediately offered more, but the judge informed the court that he was not an auctioneer and gave the two parties until 4:30 in the afternoon to come back with sealed bids. W.O. said, "I don't know by how much precisely Napier were out-bidded, but the margin was very small, a matter of a few hundred pounds. All I knew that evening was that the deal would not be going through after all."



Later W.O. commented on the bankruptcy. He said, "when people ask me (and they are too tactful to do so often) why Bentleys went bust, I usually give three reasons: the slump, the 4-Litre car, and the 'blower' 4 ½; in proportions of about 70, 20 and 10% respectively." Following the court case, it became apparent that the B.C.E.T. was representing Rolls-Royce. Having acquired all of Bentley's assets, including the design of the 8-Litre, it is telling that the model was never again produced.

YR5076

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LOT **191**



Photography: Darin Schnabel

CHASSIS NO. 8701

SPECIFICATIONS:

Inline six-cylinder engine, four-speed manual gearbox, live front and rear axles with semi-elliptic leaf springs, rear coil-spring dampers, and rear-wheel internal expanding brakes and foot-operated transmission brake.



ESTIMATE: £55 000 – £75 000 €65.000 – €85.000 \$90,000 – \$120,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation



1911 DAIMLER 6-23 PHAETON

Beginning with the production of a twocylinder, four-hp car based on the existing Panhard in 1897, Daimler of Coventry established a well-deserved reputation for quality and reliability. Convincing proof was offered when one such Daimler was the first motor car to traverse the entire length of the island of Great Britain between Land's End at the southwest and John O'Groats to the north. King Edward VII purchased a six-hp Daimler in 1900, beginning a long association between England's royalty and Daimler.

A line of two- and four-cylinder models were produced under J.S. Critchley over the next few years, and then in 1902, a new threecar model line, designed by Edmund Lewis, was introduced. King Edward again chose a new Daimler, this time a 22-hp model. Up

From the Estate of John M. O'Quinn An older, concours-quality restoration Uncommon Brass Era car Former Meadow Brook and Pebble Beach award winner until 1908, Daimler was highly regarded for performance, with a succession of four- and six-cylinder automobiles, powered by engines ranging in size from 3.3 litres to a mammoth 10.4 litres of displacement! However, soon after, Daimler opted for refinement over raw power with the adoption of the sleevevalve engine designed by American Charles Knight. Following the merger of Daimler with BSA in 1910, the Daimler model line-up was streamlined in the interest of efficiency.

The handsome 1911 Daimler Phaeton offered here is one of the earliest products of the Daimler-BSA union, and it is said to have once been a personal car of King George V, however, no records are available to support this claim. It received a meticulous, concoursquality restoration in 1991, with its quality confirmed by concours wins at Meadow Brook and at the prestigious Pebble Beach Concours d'Elegance, where it was awarded the coveted Lord Montagu of Beaulieu Award for the most significant English car. It is offered from the private automobile collection of the late Mr. John M. O'Quinn, and as presented, this handsome, refined and well-equipped automobile would be a boon to any collection of eclectic Brass Era motor cars.



1979 ASTON MARTIN V8 VANTAGE "OSCAR INDIA"

Aston Martin wavered on the brink of extinction in the mid-1970s, haunted by the Official Receiver on the one hand and ill-fated projects like the electronic Rubik's Cube of William Towns cheese-wedge Lagonda sedan and the mid-engined, flatfish Bulldog project on the other. Fortunately, good fairies appeared in the shape of investors Peter Sprague, George Minden, Alan Curtis and Tony Flather, who directed a serious infusion of energy into AM's core business V-8 saloons with the return of the true Vantage in 1977.

The V-8 Vantage was announced on 18th February, 1977 with revised camshafts, airbox, larger inlet valves and carburettors, and new inlet manifolds for an increase in power of 40 percent, up to almost 380 hp. The ZF five-speed manual transmission became standard equipment, as the company built Vantages to order and had serious doubts about the ability of the Chrysler TorqueFlite automatic to handle the additional power.

Aerodynamic improvements included a rear tail spoiler, a deep air dam below the front bumper, blanked off radiator and bonnet air scoop and Cibie driving lights. Koni shocks were fitted and the suspension stiffened. *Motor Sport* declared in their April 1978 road test that the Vantage was the fastest accelerating production car in the world at 0-60 in 5.4 seconds. Not to be out-done, *Motor* magazine took a V580 Vantage to task on 25th April, 1981 and produced a 0-60 time of only 5.2 seconds.

The "Oscar India" Vantage was launched in October 1978 at the same time as the "Oscar India" V-8 saloon ("Oscar India" = October Introduction, as legend has it) and featured similar changes in body styling. Internally, a leather head liner became standard along with a black leather covered dash board; a burr walnut dash board was offered as an option – the walnut was considered distracting to serious performance drivers (really).

Finished in Jubilee Silver, actually a silvery green, the car on offer is an exceptional, original example just over 70,000 miles from new. The V-8 Vantage benefits from an unleaded conversion by an Aston Engineering mechanic and sills replaced by Marksdanes Ltd. After achieving numerous concours awards in the early 90s, it was featured on the *Top Gear* BBC television series in 1999, and an eye-opening video (as you can imagine) accompanies the car, along with a thick history file, original jack and owners handbook.

LOT **192**



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CHASSIS NO. V8VOR 12186

ENGINE NO. V540/2186/V

SPECIFICATIONS: 380 hp, 5,349 cc DOHC alloy V-8 engine, four Weber downdraught carburettors, ZF five-speed manual transmission, independent front suspension by upper/lower control arms, De Dion axle with Watts linkage, trailing arms and coil springs, hydraulic disc brakes front and

rear. Wheelbase 102.8"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £50 000 – £60 000 €59.000 – €71.000 \$77,000 – \$92,000

See page 13 for VAT status explanation.

Approximately 70,000 original miles; one of only 44 V540 "Oscar India" Vantages built Featured on Top Gear in 1999 Jubilee Silver with grey Connolly leather, rare original "black dash"

1966 FERRARI 365 CALIFORNIA SPYDER

Ferrari's 365 California was, in so many ways, the culmination of Ferrari's historically productive collaboration between sports car racing and customer road cars. Only 14 examples of the 365 California were built. They are almost invisible among the (relatively) boxcar loads of 275 GTBs and 365 GTB/4 Daytonas that Ferrari, along with Pininfarina and Scaglietti, turned out about the same time.

Not until Ferrari built the eight-cylinder 288 GTO in 1984, seventeen years in the future, would another low production, custom-built Ferrari cross Maranello's threshold. Even today, forty years later, the 365 California is the high performance front-engined V-12 Ferrari from which today's limited production specials take their inspiration – and a 550 Barchetta or 612 Scaglietti is commonplace compared with the fourteen 365 Californias built in 1966-67.

The 365 California was a hybrid made possible by the extraordinarily flexible combinations of its chassis, engines and drivetrains available at Ferrari. Pininfarina's design imagination and low volume coachbuilding skills enabled Ferrari to create niche marvels that sold at breathtaking prices to a small cadre of well-heeled and discriminating clients. The 365 California established a standard of exclusivity that later Ferraris didn't even try to meet. It was a low production, futuristically designed and styled visual masterpiece, and it had the chassis and drivetrain to back up its spaceship-like appearance. Ferrari never called it a "Spyder" or a "GT." It is simply a "365 California" – an elegantly simple name.

LOT **193**





Visit rmauctions.com to view all photos

CHASSIS NO. 08347

ENGINE NO. 08347

SPECIFICATIONS:

320 bhp, 4,390 cc single overhead camshaft V-12 engine, three Weber 40DFl dual choke downdraught carburettors, five-speed manual transmission, independent front suspension with coil springs, live axle rear suspension with coil springs, and four-wheel disc brakes. Wheelbase: 104.3"



ESTIMATE: £550 000 - £680 000 €650.000 - €805.000 \$850,000 - \$1,050,000



See page 13 for VAT status explana

The prototype of only 14 examples built Completely original and in superb condition Ferrari Classiche certified and matching numbers 1966 Geneva Show car Known history with only four owners from new The 365 California took its inspiration from Ferrari's 365 P and 365 P2/3 prototypes, the organically beautiful, rounded, svelte mid-engined prototype racing counterparts sold to client teams and concessionaires in lieu of the factory's 330 P, P3 and P3/4 endurance racing coupés. The 365 P series was little different from the 330 P other than in their 4.4-litre engines which were carburetted and less highly tuned than the Lucas fuel injected 4-litre 330 P series. The 365 and 330 Ps' chassis and bodies were essentially identical, employing Pininfarina's empirical understanding of aerodynamics in the ultimate expression of soft, rounded, organic shapes, resulting in the blossoming of cars that were as attractive as their performance.

Pininfarina's coachwork took its cues from the mid-engined 330 P and 365 P prototypes, translating them successfully to the soft top, front-engine idiom of the 365 California. Some observers note the scooped-out rear fender brake ducts which contain the door handles as a precursor of the later Dinos but fail to see their presentation as a successor element of the 365 P and 330 P prototypes. The 365 California's nose and tail translate almost directly from the 500 Superamerica, combining the classic Pininfarina oval air intake with egg crate grille and centred Cavallino Rampante, individual front bumpers flanking the air intake and seductively-shaped rear deck with cut-off Kamm tail.

CHASSIS 08347

Of the 14 365 California Spyders built, this particular example, chassis 08347, has the distinction of being the prototype example, the first car built and the one that was displayed on the Pininfarina stand at the annual Geneva Motor Show at the Plainpalais from 10th to 20th March, 1966.

Chassis 08347 entered the Pininfarina plant just two months earlier on 27th January, and was originally fitted with flat taillights, which were later modified to the standard three round lights, as seen on the other Californias. It was also equipped with ancillary pop-up driving lights next to the standard pop-up lights, which it retains to this day. Following completion, the car was factory tested on "Prova" plates "MO 49." It was quite the celebrity for the remainder of the year, first appearing at Geneva and then being pictured in the official Ferrari brochure before being delivered on 26th July to its first owner, Dino Fabbri, a publisher who resided in Milan.









Mr. Fabbri founded the publishing house Fratelli Fabbri Editori in 1947 with his brothers Giovanni and Ettore "Rino." The Fabbri brothers, born into a family of merchants, found success quite quickly publishing text books for schools. The 1960s were particularly successful as they not only branched out into multimedia products but also published *Conoscere*, an illustrated children's encyclopedia that was purchased by millions of homes, not only in Italy but internationally in over 10 other languages.

Dino, along with Rino, sold his shares in the company toward the end of the decade. He eventually relocated overseas in the 1970s and ultimately passed away in Florida. It's clear, however, that the car remained in Italy throughout this time. The rear bumpers were replaced at some point, and the chrome script "California" was added to the trunk lid. Although the car had been delivered in Azzurro metallizzato with a black and white cloth interior, the car was repainted dark blue with a new buckskin interior. This is the way the car is presented today, and it has been left unrestored and unmolested in this striking colour combination.

On 17th April, 1980, Mr. Fabbri sold his 365 California to the second owner Domenico Dalia of Reggio Emilia, Italy, who registered the car on "RE 360749." Dalia was quite the enthusiast and first participated with the car in the Raid Ferrari D'Epoca in Modena the following year and the Ferrari Days meeting in 1983. Mr. Dalia didn't own the car as long as its first owner, however, as he finally sold the car to its third owner Ennio Gianaroli of Belgium in 1984. Gianaroli was quite active with the car as well, participating in the Rallye du Champagne in Reime, France (1984) and at the F40 meeting in Brussels and Spa-Francorchamps (1992). Two years later he drove the car during the Club Ferrari France meeting "Les Cabriolets au Mas du Clos."

In 2001, after 17 years of ownership, Mr. Gianaroli sold the car to its current owner. A successful businessman and avid, well known collector of Ferraris, he has preserved the car's originality and left it just as it was in the ownership of Mr. Fabbri years earlier; it is still finished in dark blue with a buckskin interior, which remains in extraordinary condition.

A matching-numbers car with known history from new, it has been Ferrari Certified and is unquestionably one of the finest examples of the limited few 365 California Spyders built. Still in pristine condition, this is one of Ferrari's rarest coachbuilt road cars. With its competition derived 320 horsepower 4.4-litre engine and gorgeous Pininfarina body, it would be welcome to all the great Ferrari events around the world and, given its rarity and prototype status, is certainly worth of close consideration.





1969 LAMBORGHINI ISLERO GTS

One of the least-known Lamborghini models, the Islero GT is generally agreed to be the company's hidden gem. Only 226 were built – including 100 of the powerful "S" editions – and the model was named after the legendary bull that killed Manolete, the best matador in the world. Ferruccio Lamborghini himself even drove an Islero.

A revision of the quirky 400GT by ex-Touring designer Mario Marazzi, this conservative notchback coupé with hidden headlights was overshadowed by the glamorous Espada at the 1968 Geneva Auto Show launch of both models. In today's market, however, the Islero is widely considered to be more desirable.

A fine dark blue Islero owned by automotive journalist Donald Osborne brought a record \$203,500 at auction in Monterey in 2008, and while it was an original lowmileage example, it was not an "S" model, did not have this car's celebrity connection and had not been restored at a cost of nearly £100 000.

Once again carrying its original registration YLR 11G, this car was driven by Sir Roger Moore in the 1970 cult thriller *The Man Who Haunted Himself*. It was Moore's last movie before taking over from Sean Connery for seven James Bond movies, and he considers it his best work. He

played the dual role of a conservative city businessman and his doppelganger, a suave Bond-like figure, who drove this car. It was positioned as a powerful representation of the hero's alter ego throughout the movie, including the climactic chase.

Moore was recently reunited with this Islero in Knightsbridge and autographed the sun visor, the original driver's handbook and a special plaque. These come with the car, along with an impressive collection of documents, including the original factory invoice, a photographic record of the restoration and a letter from Valentino Balboni, the legendary Lamborghini test driver, confirming this is the actual movie car.

YLR 11G was invoiced by the factory on 31 March, 1969 and shown as being RHD, metallic azzurro blue with gray Connolly leather interior. The UK invoice dated 18 April, 1969 showed a total of £8 440, or \$20,256, including \$480 for the sprint engine and \$600 for air conditioning. The first owner was Clifford Johnson, who sold it to racing driver Paul Weldon shortly after the movie was made. Next it went to war hero Phillip Richards, who owned the car for 13 years. In 1986 Brian Power bought #6432 and had it restored by Gantspeed, regardless of cost. Power decided to mirror Lamborghini's own personal Islero, and #6432 was repainted in silver and trimmed with burgundy leather. The next owner was a wealthy collector who stored it in a climatecontrolled building for 20 years before selling it in 2007, when it was re-commissioned by Brian Classic.

Martin Buckley of *Classic and Sportscar* magazine drove this Islero in 2008 and proclaimed it "the best Lambo of the lot." His story can be found in the July 2008 issue of the magazine.

We believe this is the best Lamborghini Islero we have ever seen. The powerful four-litre "Sprint" engine is matched with a five-speed, full-synchromesh gearbox for an exhilarating experience. Modern adjustable shock absorbers and the superlight Campagnolo magnesium wheels ensure an excellent ride. The clutch is light, the throttle is smooth and progressive, and the gearshift has a precise, short throw. The "S" version includes side vents, suspension and braking improvements and more power. The redesigned cabin features air conditioning and higherbacked, more comfortable seats, as well as improved instruments and switchgear. The original Blaupunkt Blue Spot radio still works well, and the rich leather interior is superb. This is a beautifully restored, lowmileage, matching-numbers example with the additional uniqueness of being a car driven by James Bond himself, Sir Roger Moore. If life is all about the journey, why not travel in style?



LOT **194**

Photography: Tom Wood

CHASSIS NO. 6432

ENGINE NO. **2988**

Sir Roger Moore's car in the movie The Man Who Haunted Himself One of 100 Islero GT "S" models and one of only five RHD examples 38,000 original miles



A young Roger Moore stars along with the Islero (6432) in the movie The Man Who Haunted Himself.



SPECIFICATIONS:

350 hp, 3,939 cc DOHC alloy V-12 engine, six Weber carburettors, five-speed manual transmission, independent front and rear suspension by unequal length A-arms with coil springs, adjustable shocks and anti-roll bars, hydraulic disc brakes front and rear. Wheelbase: 100.4"



ESTIMATE: £95 000 – £135 000 €110.000 – €160.000 \$145,000 – \$205,000

DOCUMENTS:

See page 13 for VAT status explanation



1998 JAGUAR XKR JAMES BOND SPECIAL EFFECTS CAR

Die Another Day, released by MGM Studios and Eon Productions in November 2002, was the 20th film in the James Bond series, the most successful film series of all time. Pierce Brosnan reprised his role as James Bond, Agent 007, for the last time before the franchise returned to the beginning of the 007 timeline with Daniel Craig's role in *Casino Royale*.

In typical Bond fashion, Brosnan was shown driving an Aston Martin Vanquish. The villain Zao, played by Rick Yune, drove a highly modified Jaguar XKR equipped with a Gatling gun mounted centrally behind the seats, missiles firing from the front grilles, rocket launchers in the doors and mortars in the boot. No less than eight XKRs were used for filming, all of which were formerly Jaguar Cars engineering development fleet vehicles that were converted by Jaguar's own Special Vehicle Operations (SVO) in conjunction with Pinewood Studios' in-house special effects team.

Half of the XKRs were standard two-wheel drive XKRs (some supercharged, some normally aspirated XK8s) with cosmetic modifications. In order to prepare for the dramatic car chase on ice, however, the other four XKRs were built on a completely bespoke four-wheel drive chassis. All eight cars were painted the same green as Jaguar's Formula 3 racing team with Dorchester grey body kits, an R-performance option interior with Recaro bucket seats, 20-inch silver Detroit-style road wheels and Brembo brakes.

The XKR presented here is one of these eight cars built for filming and has been on loan to the famous National Motor Museum in Beaulieu from Jaguar Cars since December 2003. It is "SFX1," one of the four Special Effects Cars built on the four-wheel drive chassis. It is powered by a 302 ci (five-litre) Ford Mustang engine and transmission, which was smaller than the regular Jaguar engine and could therefore be moved rearward in the chassis to accommodate the modified Ford Explorer front suspension and four-wheel drive system necessary for filming in Iceland. The car is original and unmodified since the end of filming, as built by Jaguar SVO and Pinewood Film Studios. Being sold directly from Jaguar Heritage, this is the very first time that this blue-chip piece of Bond memorabilia with unquestionable provenance has been offered for sale.

one of the most stunningly designed and dynamic villain's cars in the history of the Bond franchise. So if you are not the successful buyer of the DB5 from Goldfinger, then perhaps owning this might give you a chancing of obtaining it via other, more sinister means!

Please note, however, that this car was built as a film stunt vehicle and is offered on bill of sale only.





LOT 195

CHASSIS NO. SAJDA42POYP00598

SPECIFICATIONS:

Ford Mustang 302 cu. in. V-8 front suspension unit, subtly flared rear wheel arches, unique offset Detroit 20-inch road wheels and highly modified front under-bonnet body structure.



ESTIMATE: £25 000 – £35 000 €29.500 - €41.000 \$38,500 - \$54,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



Special Effects Car 1 (SFX1) Featured in Die Another Day, starring Pierce Brosnan as 007 One of only four built with four-wheel drive and driven in ice chase scene

1956 ROLLS-ROYCE SILVER WRAITH EMPRESS LIMOUSINE

Coachwork by Hooper

The Silver Wraith was available in two wheelbase sizes; approximately 1,244 examples were built with the 127inch short wheelbase, while only 639 models were built with the 134-inch long wheelbase. For the first time, Rolls-Royce products were offered as complete cars with factory coachwork, however, in the tradition of the great pre-war coachbuilt cars, the Silver Wraith was also offered as a "chassis only" by Rolls-Royce. The price for the chassis alone was £1 800. These special cars were fitted with custom coachbuilt bodies by many of England's most respected coachbuilders of the period, such as H.J. Mulliner, Park Ward, Freestone & Webb and, of course, Hooper.

The Rolls-Royce Silver Wraith presented here, chassis number ELW-60, is an Empress Limousine with design number 8390 and is one of only 13 coachbuilt examples built by the Hooper Company on the Rolls-Royce Silver Wraith chassis.

This stately example was originally commissioned by a Mr. Gwinn, Chairman of the Libby Ball Bearings company.

After only a year in England, it made its way to the United States and into a collection in Chicago before being purchased by a collector in Florida. The Wraith remained unused in Florida for approximately 25 years before it was acquired by the previous owner and more recently by the vendor, an enthusiast who has had the car fully sorted and reports that it runs and drives very well.

The coachwork on this particular Hooper limousine is hand-formed aluminium over a wooden skeleton. It has a uniquely sporting appearance and is a stylistic departure from the normal bodies of the period, as it was fashionable at the time to build rather tall and sometimes cumbersomelooking limousines. The curved beltline originating at the iconic Rolls-Royce radiator stretches elegantly down to the bottom of the boot. The black fenders, trunk and upper body's striking contrast with the bright yellow lower body further accentuates the Rolls-Royce's lines.

The Empress Limousine's brilliant exterior lines are in step with its opulent interior, finished in silver-grey leather in the chauffeur's compartment and matching silver-grey



LOT **196**





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CHASSIS NO. ELW-60



cloth in the rear passenger compartment. The interior is adorned with an abundance of hand-polished and ornate woodwork. The rear passenger's compartment features a centre console with an elaborate vanity unit with a telescopic mirror and independent climate controls.

The previous owner purchased the Empress Limousine in the early 1990s and immediately embarked on an extensive mechanical and cosmetic restoration, which took nearly ten years to complete. The mechanical restoration included a complete rebuild of the engine, a new radiator and the replacement of many suspension components. The interior heating and air conditioning units were returned to proper working order. Cosmetically, the car received all new paint and fully refinished brightwork throughout. Following completion, it was rewarded with several wins at a number of prestigious shows and events throughout America. The car continues to present very well, both inside and out. No imperfections are readily apparent in the paint, brightwork, upholstery or wood.

If one considers that nearly 2,000 Silver Wraiths were built in all, this particular Empress – one of only 13 Hooper examples – is a tremendously rare automobile. In excellent overall condition, it is the epitome of English elegance and the bespoke luxury of the Hooper coachworks. One of only 13 coachbuilt Silver Wraiths by Hooper Beautifully presented in stunning colours Fully sorted







SPECIFICATIONS:

125 bhp, 4,887 cc overhead valve inline six-cylinder engine, single downdraught carburettor, automatic four-speed transmission, independent wishbones and coil springs front and semi-elliptic leaf spring rear suspension and four-wheel hydraulic brakes. Wheelbase: 134"

ESTIMATE: £50 000 – £75 000 €59.000 – €85.000 \$80,000 - \$120,000



See page 13 for VAT status explanation

THE MOST FAMOUS CAR IN THE WORLD 1964 ASTON MARTIN DB5

In its fifth year of continuous development, the celebrated DB4 had become slightly longer and taller, evolving into an exciting long distance grand touring machine. Aston Martin then upped the ante late in 1963 with the introduction of the ultra-desirable DB5 model. Upgrades involved a larger, 4.0-litre engine and triple SU carburettors as standard equipment, resulting in a nearly 20 percent increase in horsepower (factory rated at 282 bhp).

Therefore, it was no surprise when Eon Productions, the producers of the legendary James Bond film series, chose the new DB5 as the 007 conveyance, as it represented the epitome of British style and performance.

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The car had recently been displayed to great acclaim at the Earl's Court Motor Show in London, and although other marques were briefly considered, the producers eventually returned to their first choice.

The celebrated Silver Birch DB5, and the purposefulness with which it was deployed, embodied perfectly the virtues of the Bond character first launched with the lan Fleming novels from 1953: stunning elegance, international intrigue and the fluid command of visceral power.



LOT **197**



CHASSIS NO. DB5/1486/R

ENGINE NO. 400/1469/V

ORIGINAL UK REGISTRATION FMP 7B

SPECIFICATIONS:

manual gearbox, rack-and-pinion steering, four-wheel twin-servo wishbones, coil springs and transversely located by Watt's



ESTIMATE: AVAILABLE UPON REQUEST

DOCUMENTS:

Two DB5s were in fact used on-screen for the production of the timeless James Bond classics *Goldfinger* and *Thunderball*. One of those two cars has since disappeared without a trace; it was reported stolen in 1997 and is believed to have been destroyed. RM Auctions is proud to represent the other – and only known remaining – original 007 DB5 movie car. This will be the first time the car has ever been offered for sale, and it can indeed stake its claim as The Real James Bond Car.

THE MOST FAMOUS CAR IN THE WORLD

Such is the title of the book (by Dave Worrall, Solo Publishing, 1993) that chronicles the electrifying Aston Martin DB5 which roared into the popular consciousness with the release of the James Bond epic *Goldfinger* in 1964, the third instalment from the 007 series.



So from sketches from Ken Adam, John Stears (whose FX credits include flying cars from *Chitty Chitty Bang Bang* to *Star Wars*) went to work, re-engineering the DB5 to accommodate the plethora of hidden gadgetry for which the Bond DB5 has become so well-known. Revolving number plates, Browning machine guns, extending bumper overriders for ramming baddies, a smoke screen, an oil slick and nail spreaders, plus the infamous Martin-Baker fighter jet ejector seat, triggered by the little red button under the gear lever knob, are but some of the special

features provided to the superspy by

O-Branch. Notably, Stears received two Oscars for Special Effects, one for his involvement in *Thunderball* and the second for his expertise on the blockbuster original *Stars Wars*. The result created a worldwide sensation, for the 007 character, for the film series and for Aston Martin. The cultural impact of these early Bond films cannot be overstated, as the franchise became the most successful in history, with the character very effectively revived now, well into the 21st century.

> Indelibly ingrained into the minds of countless 14-year-old boys, the Bond DB5 image was memorialised on innumerable posters and in successive iterations of Corgi toy versions – their most successful car model ever, which remains in production today. Many of those boys grew up dreaming about owning the real thing...

FMP 7B featured on the cover of *Mechanix Illustrated*, borrowed from the AMF Monorail Pavilion of the New York World's Fair where it was on display in 1965. Image courtesy of Doug Redenius, Ian Fleming Foundation





followed by a midnight soiree at London's Playboy Club on Curzon Street (1969). Image courtesy of Jerry Lee.

FMP 7B (DB5/1486/R) - THE REAL JAMES BOND CAR

As seen on screen wearing the UK registration BMT 216A, the DB5 on offer here was the "stand-in" car used in *Goldfinger* and retrospectively became identified as the Road Car, as the first Effects Car proved to be cumbersome to handle, laden with its heavy gadgets. Interestingly, FMP 7B was fitted with the more powerful Vantage engine (400/1469/V, although running on the standard triple SU-carburettor setup, same as the Effects Car). This is logical as the Road Car was to figure prominently in the fast driving sequences. Indeed, FMP 7B was given substantial screen time in *Goldfinger*, notably from the scenes at the Stoke Park Golf Club and, even more recognisably, when Bond is spying on Mr. Goldfinger from the picturesque Furka Pass in Switzerland.

As the Road Car in *Goldfinger*, FMP 7B was also fitted with a special exhaust system which eliminated the rear resonators, giving the car a distinctive throaty roar. This more dramatic sound was dubbed in for all scenes involving movement of the Effects Car as well. After sharing the well-known opening scene of *Thunderball* with FMP 7B, Eon asked Aston Martin to fit the full complement of effects to the Road Car as well, which it carries to this day. According to Roger Stowers, the official Archivist of Aston Martin Lagonda, the gadgets in the factory-built car (FMP 7B) were designed for dependability, anticipating an afterlife as a promotional vehicle. He said that the car had to reliably repeat all the special film stunts over and over again. "In the film, the gadgets only had to work once!"

It is also important to note that the Effects Car, after its useful life as a film prop, was completely decommissioned of its gadgets, the items discarded, and the car subsequently sold by the Factory as a standard street automobile. Thus, FMP 7B is not just the only remaining example but also remarkably original, in that its specification had not changed since its appearance in *Thunderball* and virtually all its distinctive gadgets remain remarkably intact.

With the release of *Goldfinger*, it soon became apparent that the DB5 had created a sensation, and the movie cars were sent out on promotional duty, with FMP 7B making a display appearance at the New York World's Fair in 1965.

By the time *Thunderball* was released and screening continuously in virtually every town in 1966, Eon Productions commissioned the production of two additional replica Bond DB5s from Aston Martin, to be used for promotion.

THE MOST FAMOUS CAR IN THE WORLD

FMP 7B graces the cover of The Most Famous Car In The World, by Dave Worrall, Solo Publishing, 1993. Now known as the Press Cars, they, along with the factoryowned film cars, were kept very busy with international appearances at theatrical openings and exhibitions.

By the end of the promotional tour, ticket sales for *Thunderball* had exceeded those of any other Bond film to date and still remain the high water mark for global ticket sales for the 007 series.

Of the two Press Cars produced for Eon Productions (neither of which appeared on screen), one was sold by RM Auctions at our Arizona sale in January 2006 for nearly \$2.1M. The other resides in the Dutch National Motor Museum.

Today, FMP 7B remains in the possession of its first and only ex-factory owner, Jerry Lee of Philadelphia. Mr. Lee has enjoyed the car for over 40 years, treated it appropriately as a work of fine art, and stored it faithfully in a special, climate-controlled James Bond room of his home.

An unabashed enthusiast of new technologies and the latest gadgetry, Mr. Lee was of course captivated by the Bond films. Upon hearing of the sale in 1969 of the replica Press Cars, he contacted Aston Martin Lagonda to inquire as to the whereabouts of the real car. Informed that it too had retired from the promo circuit, indeed it was still owned by Aston Martin. With the assistance of AML North America general manager Rex Woodgate, Mr. Lee eventually acquired FMP 7B from the Factory, for the then-princely sum of \$12,000 US. Mr. Lee travelled to London personally to collect FMP 7B, where he orchestrated one final promotional event in the UK, centred around an appearance at the Playboy Club in Curzon Street, surrounded by Playboy Bunnies and the blinding light of popping flashbulbs, followed by a party in the penthouse suite, which was renamed the "007 Room" just for the occasion.

Back in the USA, and after a brief series of promotional appearances for Rex Woodgate, Mr. Lee withdrew the car from further public exhibition. The car was subsequently shown publicly exactly twice over the ensuing 30+ years: once at the New York Motor Show in 1981 (making its second appearance there) and secondly at the Meadow Brook Concours d'Elegance circa 1992. Otherwise, and until 2010, the car has remained completely out of public view and is therefore the least exposed of the original or replica film cars.

FMP 7B TODAY

The Bond DB5 was found just where legend had it, safe and secure in the special, purpose-built room in Jerry Lee's home. Clean but unrestored, the car had seen virtually zero road use during Mr. Lee's custodianship. The odometer shows around 30,000 miles, mostly, one presumes, from its tour usage. It was repainted at some stage, while the original dark grey interior (never black, as many assume) remains in generally good condition, displaying a remarkably authentic and appealing original patina to match the mileage.

Since extraction from Mr. Lee's home, a careful recommissioning programme was performed by top technicians at the award-winning RM Auto Restoration shop. Mechanically, this included a head-off engine service, clutch work, a fully rebuilt braking system and finally new exhaust piping to the original configuration designed for its exciting exhaust note. The systems running the modified devices have been repaired and serviced as well, for more reliable and robust demonstration. So today, we are happy to report, the car is once again in roadworthy condition with its factory-installed movie



gadgets returned to working order. Driving the James Bond Aston Martin is both exhilarating and awe-inspiring – if only the Mona Lisa had wheels!

After more than 40 years as the original, first ex-factory owner of this important icon, Mr. Lee is selling the car to further the charitable work of The Jerry Lee Foundation, a multi-national initiative dedicated to solving social problems associated with poverty, with an emphasis on crime prevention. The Foundation supports programmes at the University of Pennsylvania and Cambridge University (UK), as well as in Australia, Norway and Washington, DC, and has established the Stockholm Prize in Criminology for which Mr. Lee received a Swedish knighthood in 2008.

The offer of FMP 7B presents a unique opportunity to acquire what is unquestionably one of the most desirable products of our popular culture, one whose image is indelibly stamped on our psyches and with an allure that continues to this day. There may in fact be no object of greater fascination produced in the Media Age. The astute buyer of FMP 7B will not only attain The Most Famous Car In The World but also a singular piece of history that cannot be duplicated at any price.

EXTRA EQUIPMENT

Various items of memorabilia will be included with the sale of FMP 7B. These include the following:

- Photograph of Sean Connery standing with FMP 7B from the Switzerland location shooting in *Goldfinger*. Autographed by Sean Connery; framed and glazed
- 8 x 10-inch studio publicity photograph with Sean Connery and FMP 7B from The Stoke Park Golf Club (also from *Goldfinger*)
- 'Bond Drives an Aston,' poster featuring FMP 7B at Chateau d'Anet during the shooting of the opening scene of *Thunderball*; framed and glazed
- A limited edition lithographic poster of the Bond DB5 entitled 'The Most Famous Car in the World,' by Steven Massey, numbered 68/850; framed and glazed



Full details of the operating systems are available in the supplemental catalogue or online at www.rmauctions.com/bond. Special thanks to Dave Worrall and Mike Ashley.



lot **198**

JAMES BOND, ASTON MARTIN REVOLVING NUMBER PLATE THREE-SIDED PLINTH

The only other item known to survive the disposal of the original studio gadgets is this revolving number plate, literally fished from the rubbish bin by the vendor, another former Works Service employee. Mounted on a triangular plinth, this rare item is presented in as-found, original condition, displaying the correct film registrations for three countries: UK (BMT 216A), France (4711-EA-62) and Switzerland (LU-6789, Canton of Lucerne).

It is truly a rare opportunity to offer these last-known prop items which remain from the decommissioned studioeffects equipped car.

ESTIMATE: £8 000 - £10 000 €9.000 - €12.000 \$12,000 - \$15,000 OFFERED WITHOUT RESERVE







FROM THE ORIGINAL "EFFECTS CAR," BMT 216A JAMES BOND, ASTON MARTIN GEAR LEVER KNOB WITH EJECTOR-SEAT BUTTON

BMT 216A returned to Aston Martin Works Service on 25th April, 1968, when work number 39237 "REMOVING NON STANDARD EQUIPMENT AND REBUILDING AS STANDARD DB5" was completed. The film prop equipment was removed and later disposed of by Works Service. This replacement gear lever knob is one of two known objects to survive the purge. It was given to an Aston Martin employee by the supervisor of the disposal, and it sat on his desk until he left Aston Martin in 1983 after a 19-year career in the Service Department. It remains in very good condition, with some wear evident and colour fading of its infamous red button. This rare item from the original Effects Car was sold by Bonhams in 2007 for £41 100, inclusive of Buyer's Premium.

See: The Most Famous Car in the World *by Dave Worrall, page 145.*

ESTIMATE: £10 000 - £15 000 €12.000 - €18.000 \$16,000 - \$23,000 OFFERED WITHOUT RESERVE



1965 ASTON MARTIN DB5

The sensational Aston Martin DB4 was unveiled at the Paris Salon and clearly had all the makings of a star. A totally new design, its introduction was a significant achievement for a small British manufacturer. The specification included a completely new steel platform chassis with disc brakes all around and a freshly developed alloy twin-cam straight six-cylinder engine, all clothed in rakish, fastback aluminium bodywork styled by Touring of Milan utilising their patented Superleggera (super light) construction process. Overall, the new Aston was state-of-the-art for its time, a masterpiece of robust British engineering in combination with exquisite Italian proportions. In its fifth year of continuous development, the DB4 had become slightly longer and taller, evolving into an exciting long distance grand touring machine. Aston Martin then upped the ante late in 1963 with the introduction of the now legendary DB5 model. Upgrades involved a larger, 4.0-litre engine and triple SU carburettors as standard equipment, resulting in a nearly 20 percent increase in horsepower (factory rated at 282 bhp). The new car boasted many refinements such as twin fuel fillers, electric windows and a more highly tuned exhaust system. Plus, after the first 50 units, the ZF five-speed gearbox became standard, providing the much-needed longer legs for relaxed, high speed motorway driving.



LOT **200**





Despite all these advances, Aston Martin remained one of the world's smallest and most obscure of automakers, producing only a couple hundred cars a year, with each example built by hand. Aston's exclusive client base included some of the most discerning connoisseurs of grand touring automobiles, many of whom were attracted to the margue by its long history of sports car racing success. Rare when new, with a price roughly double that of the exciting new E-Type Jaguar and commensurate with a Bentley, Aston Martin was hardly a household name. But that was about to change. Soon its new DB5 model came to rival Sean Connery as the star of the hugely successful James Bond film franchise, becoming an object of intense fascination to men of all ages.



As it happens, DB5/2007/R is the only DB5 with a '007' chassis number. Among its other attributes, this was an attraction to its current owner, a director of the Aston Martin Owners Club. 2007/R epitomises the notion of the well-sorted driver, benefitting from a continuous programme of regular maintenance and refurbishment by marque specialists including a complete engine rebuild and a useful suspension upgrade.

One of only 886 DB5 Coupés produced Full engine rebuild by Aston Workshop Faithfully maintained by marque specialists The only DB5 with '007' in the chassis number!



/isit **rmauctions.com** to view all photos

CHASSIS NO. DB5/2007/R

SPECIFICATIONS:

283 bhp, 4.0-litre DOHC "Vantage" inline six-cylinder engine, triple SU HD8 carburettor, ZF five-speed manual gearbox, four-wheel twin-servo Girling disc brakes, independent front suspension, with double wishbones, coil springs and telescopic shock absorbers, rear suspension by live hypoid axle mounted on parallel trailing links, transversely located by Watt's linkage. Wheelbase: 104"



ESTIMATE: £150 000 - £190 000 €175.000 - €225.000 \$230.000 - \$290.000

DOCUMENTS:

ee page 13 for VAT status explanatio

DB5/2007/R performed faultlessly during the 2010 Mille Miglia, participating as a Press Car. Photo by Jesse Rose 3

FERMATA

Numerous invoices accompany the car from Richard Stewart Williams, HWM Motors and others, as well as photo documentation of the engine rebuild, by The Aston Workshop, that included the fitment of a replacement block and an increase in displacement to 4.2-litre unleaded specification. From the manifold to the exhaust tips, a complete stainless steel extraction system has been fitted. A Monte-Carlo handling kit has also been installed for improved road-ability. The chassis was comprehensively Waxoyled approximately 10 years ago, and there is evidence of refurbishment to the chassis outriggers and sills, although not up to the highly presentable cosmetic standard of the rest of the car. Other records include MOT certificates and tax discs.

2007/R starts on the button, runs strong oil pressure and does not overheat in traffic. In fact, the vendor just completed participation in the 2010 Mille Miglia, following along in the DB5 as a Press Car with all the punishing weather, elevation changes and varying terrain, while reporting no dramas from the start of its journey in Monaco through to the finish with the MM cars in Brescia. At the conclusion of this adventure, a fresh service was performed to ensure continued reliability.

In summary, the DB5 has received much care and attention to maintain its readiness. 2007/R is a willing performer, both strong and smooth on the road, that tracks straight,



shifts smoothly with sturdy brakes and has no known mechanical faults. It is offered ready to use and enjoy with nary a squeak of reluctance from any quarter. A keyless immobiliser completes the picture, which raises the windows automatically upon activation. An original jack, owners handbook and tool roll, as well as its British Motor Industry Heritage Trust Certificate, also accompany the car.

An Aston Martin DB5 is a rare and sought-after car in its own right. There were only 886 DB5 coupés built for an exacting and exclusive audience of performance GT aficionados. It was therefore the natural choice for James Bond's car, itself displaying the virtues of power with elegance. 2007/R lives up to the promise embodied in the dream.





1960 HILLER UH-12 E4 HELICOPTER

American Stanley Hiller designed his first helicopter, the XH-44, in 1944 at the age of 18. While many technical challenges had yet to be overcome, the XH-44 is still considered a crucial evolutionary step to the first "efficient" helicopter design and gave rise to Hiller's breakthrough "Rotor Matic" control system. The two-seat Model 360 quickly followed in 1948 with a 180-hp Franklin engine, and it flew into history by making the first commercial transcontinental helicopter flight.

With a more-powerful engine, revised rotor blades and other refinements, the Model 360 was ordered by the U.S. Army, entering service as the H-23 Raven and quickly proved its adaptability to a multitude of requirements



The Hiller featured in *Goldfinger*, landing at Fort Knox.

including battlefield observation, liaison and medical evacuation. The U.S. Navy also ordered the aircraft for pilot training, designating it the HTE-1.

Deceptively simple in its design, robust in its construction and capable of operating from virtually anywhere with a choice of wheel-type landing gear, landing skids and flotation gear, the basic UH-12 was quickly followed by civilian and military variants with uprated engines, improved transmissions and enlarged cockpits. A Lycoming V0-540 six-cylinder engine offering 305 hp, an anhedral (downward-angled) rear stabiliser, and an enlarged cockpit with seating for up to four passengers marked the definitive UH-12 E version. Overall, the UH-12 was a massive success for Hiller, with over 2,000 examples of this durable workhorse produced. It saw service in such locations as Canada, Central America, Great Britain, Japan, Mexico, Morocco, the Netherlands and South America.

The dual-control 1960 UH-12 E4 offered here is currently on the UK civil register as G-ASAZ, and it has been a fixture on the European and UK air show circuits for a number of years, formerly painted in British Royal Navy markings as RN serial number XS165. In addition to its air show performances, this UH-12 has also been employed on television, with appearances on ITV's *The Royal* and its spin-off series, *Heartbeat*. However, UH-12 G-ASAZ will forever be remembered by legions of James Bond fans as the very helicopter used in the 1964 big-screen adaptation of Ian Fleming's *Goldfinger*. In it, "Pussy Galore," portrayed by actress Honor Blackman, flies the UH-12 (with the spurious US civil registration N-ASAZ) to deliver evil genius Auric Goldfinger and an atomic bomb to Fort Knox as part of "Operation Grand Slam."

As offered today, the UH-12 is refinished in white and has benefited from the fastidious care of its owner to maintain the aircraft in proper and airworthy operation condition, in compliance with its Certificate of Airworthiness. Tom Clarke HFI Engineering, a marque specialist, totally overhauled the gearbox and the Eisenberg engine (less than 200 hours on both) as well as all major mechanical components. There is a photographic record of all work conducted. Furthermore, the Hiller was re-keeled, and the helicopter has less than 2,900 hours from new. Tom Clarke and the owner are both available to interested bidders for any specific questions.

Among his aviation-related business enterprises, the consignor is also the owner and operator of a flight training school in the UK, and as such, he is more than willing to provide instruction or professional flying services to the new owner of this very fine UH-12. A great example of perhaps the most successful light helicopter ever devised, this UH-12 is an extraordinary piece of cinema history.



The infamous Pussy Galore stands by the Hiller she "flew" in Goldfinger.



Infamously flown by "Pussy Galore" in the 1964 film Goldfinger A well-known fixture on the European and UK air show circuits Currently airworthy and in good operating condition Flight instruction and/or operating services available from vendor



Photography: Simon Clay

SERIAL NO. N5372V

UK REG NO. **G-ASAZ**

SPECIFICATIONS:

305 hp Textron Lycoming VO-540-A 1 A air-cooled, horizontally-opposed six-cylinder piston engine, main rotor diameter: 10.82 m, length: 8.53 m, height: 2.97 m, take-off weight: 1225 kg, empty weight: 824 kg, maximum speed: 153 km/h, cruising speed: 132 km/h, service ceiling: 4,025 m, range: 330 km.



ESTIMATE: £200 000 - £400 000 €235.000 - €475.000 \$310.000 - \$620.000

DOCUMENTS:

See page 13 for VAT status explanation

1967 TOYOTA 2000GT TARGA

This unique Toyota 2000GT Targa has lived two lives, very much in keeping with its origin as a one-off design presented to producer A.R. Broccoli for his 1967 James Bond thriller *You Only Live Twice*.

Toyota introduced the rakish two-seat 2000GT coupé at the 1965 Tokyo Auto Show, although it was a further two years before the design reached production. No more than 351 regular production examples were built by hand by Yamaha between 1967-1970.

The style of the 2000GT broke all conceptions of Japanese design when it was first seen, with a simplicity of form previously unknown in Toyota home market styling. When John Pride, Toyota's then-Managing Director in the UK, drove a 2000GT in England, it immediately evoked comparisons with the Jaguar E-type, an automobile that clearly influenced both the layout and the styling of the 2000GT.

Like other revolutionary designs, proper credit for the 2000GT's styling has been difficult to assign. Albrecht Goertz, associated with both the BMW 507 and the

Datsun Z car, has often been credited with the styling. But the manufacturer gives credit to Satoru Nozaki, a young designer working in-house at Toyota.

The 2000GT was designed around Toyota's 2.0-litre, straight-six M engine introduced in 1965. This engine became the basis for Toyota's most prestigious family of engines for 30 years. The 3M engine in the 2000GT utilised the cast-iron block, replacing the single overhead camshaft head with a new dohc design created by Yamaha. With three Solex side-draft carburettors, the revised unit was good for 7,000 rpm and 150 hp in the 2000GT and drove the car to over 135 mph.

James Crowe, writing in *Road & Track*, described the 2000GT as "highly refined in handling and driving and one of the most exciting cars we have driven." Luxury touches to the interior included a rosewood-veneer dashboard and signal seeking radio and were described as, "up to par for a luxurious GT – an impressive car in which to sit or ride, or simply admire."



LOT **202**





Visit rmauctions.com to view all photos Photography: Darin Schnabel

CHASSIS NO. **MF10-10125**

SPECIFICATIONS:

150 hp, 2,000 cc in-line six cylinder engine, aluminium DOHC two valve per cylinder Hemi head designed by Yamaha, three twin choke side-draft carburettors, five-speed fully synchromesh transmission with overdrive, four-wheel independent suspension, rack-and-pinion steering, four-wheel power-assisted Dunlop disc brakes.



ESTIMATE: £225 000 - £275 000 €265.000 - €325.000 \$345,000 - \$425,000

DOCUMENTS:

See page 13 for VAT status explanation
It should come as little surprise then that Broccoli, planning production of *You Only Live Twice* in Japan, contacted Toyota to provide two 2000GTs for the film. With no more than a month before production began, Toyota reportedly hesitated for nearly two weeks before embracing the potential value of placing James Bond in their newest supercar. Even then, it was determined that the limited head room in the coupé was a tight fit for the 6'2" Sean Connery playing Bond and would also make incar filming difficult.

Toyota engineers created sketches of the automobile seen on these pages, a modified Targa design that would allow Connery easier access to the GT and improve filming. With only two weeks remaining, there was no time to construct the special Bond 2000GT Targa, however. Two stock 2000GT coupes were quickly cut down to cabriolets for movie production. Coincidentally, *You Only Live Twice* became the first Bond film in which 007 did not drive an automobile. Bond appears in the movie only as a passenger in the 2000GT cabriolet.

The Targa design remained un-built until 1984, when enthusiast Ed Pessin of Culver City, California commissioned Richard Billings of Los Angeles to create a one-of-a-kind example of the car utilising the original Toyota sketch.

A 2000GT coupé, one of 62 originally imported to the U.S., was acquired from marque specialists Maine Line Exotics of Biddeford, Maine. This automobile was sold new by Memphis Toyota of Memphis, Tennessee to William Henry Gidden, before passing to Jim Martin of Wylie, Texas from whom Maine Line acquired the 2000GT.

The conversion was expertly completed in 1984 at Weatherby Motor Car of Carson, California to the highest standards. The original roof feature – with its hint of Zagato's famous "double bubble" – was retained as a removable Targa panel covered in black vinyl material. The panel stows in the rear hatch area, readily accessible in case of rain. Additional modifications to both 'a-pillars' and 'b-pillars' and removal of the rear quarter windows resulted in a car that performs flawlessly and without any hint of cowl shake.

A painted black Targa band reaches from the upper door moulding area across the roof, creating a dramatic contrast with the original Pegasus White factory colour of the body. The Toyota 2000GT emblems that are placed on the front fenders of production 2000GTs are relocated to the Targa band providing a distinctive finishing touch.



"ボンド・カー"の原案 原案では工事日数を考慮 して、屋根だけを切った タルガ・トップであった。 絵は関係者の話を元に したイメージ・スケッチ。

An original sketch from Toyota engineers showing the targa modified 2000GT as presented to the Bond producers.



This very special Toyota 2000GT has been driven only 29,647 miles from new and carries its original, matching numbers engine as well as its original dash pad, headliner, door panels, instruments and rosewood dash, all of which are in near-showroom excellent condition. The automobile was returned to Maine Line Exotics in 2010, where the exterior was refinished in the original factory colour. At the same time, correct NOS carpeting was fitted throughout, and the original seats were recovered in the correct OEM material and pattern.

The automobile is also fitted with the original, factory Magnesium Alloy wheels with knock-off chrome spinners, stainless steel dual exhausts, AM signal seeking radio with

retractable power antenna, dual factory rally clocks and an ultra-rare period-correct dealer installed Nippondenso air conditioning system.

The 2000GT's 150 hp propels this 2,470-lb early supercar to a top speed of 137 mph and required a dash-mounted cautionary decal asking the driver to limit speeds to 69 mph in 2nd gear and 97 mph in 3rd prior to shifting. The sellers can attest that these shift points were recently attained! This one-of-a-kind 2000GT designed for James Bond has been featured in the standard reference book for the 2000GT and is road ready for daily enjoyment or long distance grand touring.



LOT **203**



CHASSIS NO. **S817111**

SPECIFICATIONS:

210 bhp, 3,442 cc inline six-cylinder engine with dual overhead camshafts, dual SU carburettors, C-Type cylinder head, four-speed manual gearbox with Laycock de Normanville overdrive, independent front suspension with double wishbones, coil springs and anti-roll bar, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes. Wheelbase: 96"



CONTACT

ESTIMATE: £50 000 - £60 000 €59.000 - €71.000 \$77,000 - \$92,000 OFFERED WITHOUT RESERVE

DOCUMENTS:

Swiss Permis de Circulation

See page 13 for VAT status explanation



1955 JAGUAR XK 140MC DROPHEAD COUPÉ

From 1948 to 1954, the brilliant XK120 established Jaguar at the forefront of sports car manufacturers, with 12,000 units built in various iterations. However, it was soon clear that the original design could be easily improved with both enhanced performance and passenger comfort to maintain the appeal of Jaguar's sports cars, particularly in the all-important U.S. market.

Accordingly, the XK140 débuted in late 1954 with a comprehensive list of improvements designed to overcome the few shortcomings of its legendary predecessor. Notable upgrades included the addition of precise rack-andpinion steering, improved cooling and stopping power, and greatly improved cabin comfort and legroom. While the wheelbase remained unchanged, the bodywork was subtly updated, but the classical styling elements of the original design remained largely intact. In all, less than 9,000 XK140s were manufactured over a brief three-year production run, and the rare Drop Head Coupé



(DHC), with just 2,740 examples produced, remains a favourite among legions of Jaguar enthusiasts today.

This left-hand drive 1955 XK140, chassis number S817111, is a very desirable, highperformance "MC" variant. Among its many desirable features, this XK140 is equipped with a number of competition-bred upgrades. Among them, the car is equipped with a highflow C-Type cylinder head, a pair of enlarged two-inch SU H8 carburettors, overdrive, dual exhaust outlets, driving lamps and "knockoff," wire-spoke wheels. When new, the "MC" package added just \$295 to the base price of the XK140.

This XK140 includes a set of period-style luggage and is well maintained, with a unique colour combination. These XK140s are excellent event cars and wonderful for touring, particularly with the added performance of the "MC" specification.

Desirable "MC" specification Attractive colours, complete with luggage

LOT 204



1974 JAGUAR E-TYPE SERIES III CONVERTIBLE

The first E-Type Jaguar sports cars arrived late in 1961, first powered by a 3.8-litre engine and then a 4.2-litre six-cylinder unit. In 1971 the all new ultra-smooth V-12 was placed under the hood, Jaguar's first new engine since the twin-cam six had debuted in the XK120. Known as Series III cars, they were based on the original E-Type unibody platforms with sub-frames. From the outside, the Series III Jaguars featured a larger bonnet bulge, larger, flared wheel openings, a slightly wider track and different grille and bumpers. The convertible now rode on the longer 105-inch wheelbase. As a result, the doors and sills were longer, and the length and depth of the floorpan increased. A large horizontal scoop was added to the underside of the bonnet to assist in cooling. The interior was entirely new in the V-12, including the seats and door panels. The centre console was now vacuum-formed with a simulated



leather finish, and a smaller, dished, leather rim steering wheel was fitted.

With power brakes and steering, a 272-horsepower V-12, and a fully synchronised four-speed transmission, these cars were very capable and refined grand touring machines, while retaining the sensuous lines of their predecessors.

The 1974 Jaguar E-Type Series III Convertible presented here is finished in dark blue with a black leather interior and matching black carpets. Restored in 1992, the car has been exceptionally maintained since, and the paint, chrome and brightwork all remain in very nice condition. The leather seats sport a lovely patina that could very well be original, and the car remains professionally detailed down to the engine bay. Equipped with a four-speed manual transmission and an AM/FM radio, this Series III E-Type rides on standard 15-inch steel wheels shod in Pirelli P5 tyres.

This right-hand drive example features the European specification bumpers as opposed to the larger and rather unattractive U.S.-spec bumpers. With its handsome colour combination, four-speed transmission, and V-12 engine, this is a car that begs to be driven and enjoyed.



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CHASSIS NO. **TBA**

SPECIFICATIONS:

272 bhp, 5,343 cc V-12 engine with four Zenith-Stromberg carburettors, four-speed manual transmission, four-wheel independent suspension, four-wheel disc brakes. Wheelbase: 105"



ESTIMATE: £50 000 - £65 000 €59.000 - €77.000 \$77,000 - \$100,000

DOCUMENTS:

See page 13 for VAT status explanation

1951 ASTON MARTIN DB2/4 MK II FIXED HEAD COUPÉ "NOTCHBACK"

David Brown was very keen on motor racing, and so the first DB2s were actually Factory Works cars which ran quickly and reliably in a variety of races.

A quick look at the mechanical specifications of the DB2 is therefore in order. The engine, a 2.6-litre DOHC inline sixcylinder with hemispherical combustion chambers, had originally been conceived for Lagonda by Willie Watson under the supervision of Lagonda's Chief Engineer W.O. Bentley. Depending upon carburetion, compression ratio and cam configuration, this produced in the range of 120 to 150 brake horsepower. David Brown's Gear Division built the four-speed transmission, which transferred the power through a nine-inch Borg & Beck clutch to a Salisbury rear axle.

The chassis, a very early space-frame configuration, supported a modern independent front coil spring suspension with trailing arms, a transverse torsion bar and Armstrong shock absorbers. The live rear axle was also coil-sprung and located by parallel trailing arms and a transverse Panhard Rod. This was all very advanced, considering that the Jaguars, Ferraris and other marques of the time made-do with essentially "buggy springs" for nearly two decades following Aston's introduction of fourwheel coil spring suspension in 1949! Twelve-inch drum brakes with a friction area of 152 square inches provided ample stopping, and a 20-gallon fuel tank ensured an adequate continental touring range.

After production ceased at the end of 1952, a little over 400 DB2s had been made. In 1953 this gentleman's sports car grew to a four-place saloon, now called the DB2/4. Fastback bodywork was designed as the standard configuration, effectively creating the world's first modern hatchback. From mid-1954, a new 3.0-litre engine block was developed, generating 140 bhp. This translated into a genuine 120 mph top speed.

The MkII version of the DB2/4 was introduced in 1955, featuring a redesigned bonnet and dashboard and, for the first time, two individual bucket seats in place of the bench of the earlier cars. With the introduction of the Mark II version of the DB2/4, Aston Martin offered a car with a third body style, called the fixed head coupé, which was also commonly known as the "Notchback." This very attractive car had similar accommodations to



LOT 205



the drophead but was priced the same as the more versatile three-door saloon. The occasional rear seats provide more cabin room due to a slightly higher roof line at the rear. As with the other Mark IIs, these bodies were made at the famous Tickford coachbuilding facility in Newport Pagnell. During just two years of production, only 34 examples were completed, making them some of the rarest and most desirable of all the 1950s Aston Martins.

Chassis AM 300/1241 was delivered on 22nd November, 1956 to the well-known Aston Martin/Lagonda dealer Brooklands of Bond Street and was subsequently purchased by Essex-based Ashtons Development Company. The car was special-ordered with non-polished aluminium castings, a wooden steering wheel and the striking two-tone colour combination of Ice Blue with a Peacock Blue hardtop and blue-grey interior. Both factory options and paint-colour combination are still present on the car.

The log book indicates that the car was sold in February of 1960 to a Mr. Maurice Goldman, an Essex resident, who kept it for only one year and then sold it in October 1961 to a Londoner, Mr. Anthony Percival Amato. From then until approximately 1978, the car passed through the hands of four discerning British owners until being sold to Australian resident Christopher A. Green in early April of that year. The current European owners bought the car recently and believe it received a full restoration at some point while in Mr. Green's ownership, as today the car appears very presentable and has a nicely patinated restoration. The original twotone paint combination shows no major scratches or scuffing and is not faded at all. The interior has been used just enough to warrant jumping in and driving it without having to worry about devaluing a costly Pebble Beach restoration. The vendors have informed us that all the gauges are in fully-functioning condition and the car is a very impressive driver, reported to start easily, run strongly and track remarkably well, leaving the driver with confidence in a fully-sorted car.

With production numbers limited to just 34 in total, 16 of which were delivered to UK owners, this example is truly one of the most desirable of all 1950s "factory coachbuilt" Aston Martins and would make a significant addition to any blue chip collection, as it is ready for the next owner to show and enjoy.



Visit rmauctions.com to view all photo Photography: Pieter E. Kamp

CHASSIS NO. AM300/1241

ENGINE NO. VB6J/862

SPECIFICATIONS:

140 hp at 5,000 rpm, 2,922 cc inline twin cam six-cylinder engine, four-speed manual transmission, independent front suspension with trailing links, coil springs and torsion bar and hydraulic lever-arm shock absorbers with rear live axle located by parallel radius arms and Panhard rod, with coil springs and hydraulic lever-arm shock absorbers, Girling front disc brakes, 12" drums in the rear. Wheelbase: 99"



CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £95 000 - £110 000 €110.000 - €130.000 \$145.000 - \$170.000

DOCUMENTS:

See page 13 for VAT status explanation.

One of 34 DB 2/4 Mk II "notchbacks" built One of 16 originally delivered to UK owners Original matching numbers, correct colour <u>and specially-optioned car</u>

LOT 206



CHASSIS NO. LB/290/1/96

BODY NO. LAG 94

SPECIFICATIONS:

140 bhp, 2,922 cc twin overhead-cam six-cylinder engine, four-speed manual gearbox, independent coil spring front suspension, torsion bar De Dion rear suspension, and four-wheel hydraulic drum brakes. Wheelbase: 113.5"



ESTIMATE: £50 000 – £60 000 €59.000 – €71.000 \$77,000 – \$92,000 OFFERED WITHOUT RESERVE

DOCUMENTS:



See page 13 for VAT status explanation



1954 LAGONDA 3-LITRE THREE-POSITION DROPHEAD COUPÉ

Among the most English of cars, the Lagonda had its origins at the hands of an American opera singer and took its name from a river in Ohio. Wilbur Gunn arrived in Britain in search of a music career but went into the motorcycle business instead. In 1908 he moved up to motor cars and through 1920 offered a range of light cars. Gunn, however, died that year and the surviving managers decided that field was too crowded by volume producers to be profitable. The defection of W.O. Bentley from his namesake company in 1935 was Lagonda's good fortune, and the V-12 engine he brought with him the great prize.

After the war, David Brown purchased Lagonda, folding it into his Aston Martin organisation. The V-12 continued, but a 2.5-litre OHC six was the mainstay model. From 1953, this became the 3-Litre. The Duke of Edinburgh had a 3-Litre drophead for a time and was honorary president of the Lagonda Club.

Rare drophead model Fresh engine rebuild by specialists LMB Exceptional history and complete provenance Recipient of a recent engine rebuild by Lagonda specialists LMB of Wommelgem, Belgium, this 3-Litre drophead is exceptional in all respects. The Circassian Blue paintwork is in near-concours condition, as is the grey hand-stitched Connolly leather seating. Sympathetic upkeep has ensured a wonderful patina. The interior has luxurious polished walnut dashboard and door trim. Further interior specification includes heater and radio, the latter with multi-position speakers. One of a few 3-Litres with a floor gear change, the car also has built-in hydraulic jacks.

First registered on 6th December, 1954, this Lagonda is one of 57 drophead coupés, out of total 3-Litre production of just 270 cars. It comes with the original buff log book, original red instruction manual and buff service manual. A full history file accompanies the car, detailing just seven owners from new. It has always been dry stored, contributing no doubt to its fine overall condition. It has recently undergone a complete recommissioning, including full detailing and maintenance, to ensure that a new owner receives a car in perfect working order. A rare opportunity to acquire a rare model, this offering is one not likely to be soon repeated.



1972 BMW 3.0 CSL

Produced in two distinct series between 1973 and 1975, the BMW 3.0 CSL was truly a racing car for the road, featuring a lightweight alloy bonnet and bootlid, thin-gauge steel panels, deleted front bumper, lightweight interior and up-rated engine. On the track, the 3.0 CSL was more than a match for its nemesis, the Ford Capri, creating a sensation in German Touring Car (DTM) and European Touring Car Championship competition and securing the ETCC championship in 1973. Of all the 3.0 CSLs, the famed "Batmobiles" are certainly most recognisable, with their radical aerodynamic body kits.

This striking 3.0 CSL was delivered new to its first owner, Mr. Heinz Sussebach of Sembach, Germany on 13th November, 1972. The car was finished in Ceylon metallic (08) with black stripes, a rare colour combination of which it is believed only 17 were originally built.

Mr. Sussebach stored the car very carefully, used it mostly as a weekend driver and was very careful to maintain this CSL in excellent condition. He always had it serviced at the Karl Laudemann BMW dealership in Waldfischbach-Burgalben, and it was at this time that, most importantly, the car was equipped with the aggressive original BMW-supplied aerodynamic kit of the famed "Batmobile" CSLs, complete with front and rear spoilers.

According to service records, Karl Laudemann serviced the car from new all the way to 126,000 kms, before Mr. Sussebach finally sold the car after having driven it 139,000 kms.

The new owner was a Swedish businessman and collector by the name of Håkan Polhammar. Mr. Polhammar owns several restaurants and night clubs in Sweden, as well as the club "Nightlight" in Moscow. When his CSL arrived in Sweden, it was in good original condition, but Polhammar was not satisfied - he wanted it perfect. Consulting the best mechanics and restorers. the restoration was completed toward the end of the 1980s. In the process, the car received new paint and a complete mechanical rebuild including engine, gearbox, front and rear axles and suspension. Unused original BMW "comfort" seats replaced the original sport seats. The car was finally sold in 2003 and has since resided with two owners, beginning with Stefan Ryden, the famous Swedish songwriter and artist who has a sizable car collection of his own

The car comes with its original documents including "Fahrzeugbrief" and BMW service booklet as well as its original interior, Scheel sport seats and back seat, spare aluminium trunk and four original aluminium Alpina wheels. Absolutely on-the-button and in excellent driving condition, this fantastic BMW CSL was driven all the way from the North of Sweden to the UK for sale and performed faultlessly.



LOT 207

lisit **rmauctions.com** to view all photos

CHASSIS NO. 2275133

ENGINE NO. 2275133

SPECIFICATIONS:

3,003 cc inline six-cylinder engine, Bosch D-Jetronic electronic fuel-injection, four-speed manual gearbox, four-wheel independent suspension, four-wheel hydraulic disc brakes. Wheelbase: 103.4"



CONTACT A CAR SPECIALIST ABOUT THIS CAR

ESTIMATE: £35 000 – £45 000 €41.000 – €53.000 \$54,000 – \$69,000



See page 13 for VAT status explanation.

Matching numbers 3.0 CSL with complete original "Batmobile" body kit Rare colour of Ceylon metallic, only 17 built in this colour Known history, including prominent Swedish entertainer

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CONTACT INFORMATION

Greg Anderson Logistics Manager **RM Auctions** 46a Camaby Street London, W1F 9PS Tel: +44 (0) 20 7851 7071 Mobile: +44 (0) 79 6006 8687 ganderson@rmauctions.com

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1.5 "Catalogue" includes any advertisement, brochure, estimate, price list or other publication relating to one or more Lots.

1.6 "Consignment Contract" means the agreement to be completed by the Seller relating to the proposed sale of each separate Lot at the Auction.

1.7 "Expenses" in relation to the sale of any Lot means RM's charges and expenses including insurance, storage, illustrations, auction entry fee, photography costs, cataloguing costs, special advertising, packing and freight of that Lot and any VAT thereon.

1.8 "Hammer Price" means the price in pounds sterling (or the currency in which the sale is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer.

 $1.9\,$ "Lot" means any item(s) consigned with the view to its or their sale at Auction.

1.10 "Motor Vehicle" means any item included or proposed to be included in a sale of motor vehicles.

1.11 "Purchase Price" means the Hammer Price together with the Buyer's Premium and any VAT thereon, Expenses and any additional charges due.

1.12 "Reserve" means the minimum Hammer Price agreed between RM and the Seller at which a Lot may be sold.

1.13 "RM" means RM Auctions Limited (co. no. 5812660).

1.14 "Sale Proceeds" means the net amount due to the Seller being the Hammer Price less the Seller's Commission, any VAT thereon, Expenses and any other amount due to RM from the Seller.

1.15 "Seller" means the person who offers the Lot for sale.

1.16 "Seller's Commission" shall have the meaning given in Condition 10.

 $1.17\ {}^{\prime\prime}{\rm VAT}^{\prime\prime}$ means Value Added Tax applicable at the prevailing rate from time to time.

2. RM as Agent

Except where it is as principal, RM sells as agent for the Seller. RM is not liable for any act or default by the Seller or the Buyer. Unless advised otherwise, all consignments are presumed to be eligible for sale under the Auctioneers' Margin Scheme.

3. RM's Discretion

3.1 RM has the right at its sole discretion to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot and, in the case of dispute, to put any Lot up for Auction again.

3.2 If RM is notified about the Seller's alleged breach of any of the Conditions before it has remitted the Sale Proceeds to the Seller, it may at its sole discretion withhold payment until that dispute is resolved. RM may, however, deduct any sums that are due to it from the sum held.

4. Loss or Injury

RM shall be under no liability for any injury, damage or loss sustained by any person while on RM's premises (including any premises where a sale may be conducted or where a Lot, or part of a Lot, may be on view from time to time) except for death or personal injury, damage or loss caused by the negligence of or other breach of duty by RM, its employees or agents in the ordinary course of their duties to RM.

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5. Governing Law

Any transactions to which the Conditions apply shall be governed by English law. For the benefit of RM, all Bidders and Sellers agree that the Courts of England are to have exclusive jurisdiction to settle all disputes arising in connection with all aspects of all matters or transactions to which these Conditions of Business relate or apply. All parties agree that RM shall retain the right to bring proceedings in any court in addition to those of the Courts of England.

6. Notices

6.1 Any notice by RM to a Seller, Buyer or any other person may be delivered by hand or sent by first class mail or airmail and shall be deemed to have been received:-

6.1.1 if hand-delivered, at the time of delivery;

6.1.2 if sent by mail, two days after the date of posting.

6.2 In proving service by delivery:-

6.2.1 by hand, it shall be necessary only to produce a receipt for the notice signed by or on behalf of the addressee;

6.2.2 by post, it shall be necessary only to prove that the notice was contained in a pre-paid envelope which was duly addressed and posted first class.

THE SELLER'S CONDITIONS

7. Warranty by the Seller

7.1 The Seller warrants to each of RM and the Buyer in the terms of Conditions 7.1.1 to 7.1.6 that:

7.1.1 the Seller is the owner of the Lot or is properly authorised to sell the Lot by the owner and is able to sell the Lot with full title guarantee free from all encumbrances and third party claims;

7.1.2 the Seller has complied with all requirements relating to any export or import of the Lot or has notified RM in writing of any failure to comply with such requirements by the Seller or any previous owner of the Lot;

7.1.3 the Seller has notified RM in writing of any material alterations to the Lot of which the Seller is aware and of any concerns expressed by third parties in relation to the authenticity, provenance, origin, age, condition or quality of the Lot and has provided RM with all such information in the Seller's possession or control;

7.1.4 the Motor Vehicle may lawfully be used on a road and complies with all statutory provisions and that there is in force any test certificate required by law in relation to such use or the Seller has notified RM in writing that the Motor Vehicle cannot lawfully be used on a road;

7.1.5 the Seller shall compensate RM and the Buyer in full for all losses, Expenses and other costs which are caused by the Seller's breach of any obligation of the Seller under the Conditions;

7.1.6 the Seller of a Lot not in the possession of RM on its premises or under its control warrants and undertakes that the Lot will be available and in a deliverable state on demand by the Buyer.

7.2 The Seller warrants that the information about the Lot given to RM, and statements made about it, are true. In the event of a Lot which is discovered not to be in the state in which the Seller represented to RM that it was, RM may at its absolute discretion whether before or after the Lot is sold carry out such work to the vehicle as is necessary to put it into the state that the Seller represented it to be and shall deduct the cost of such work from any sums due to the Seller.

8. Vehicle Registration Numbers

8.1 If the Seller wishes to sell the Motor Vehicle but to retain the right to the registration number of the Motor Vehicle it is the Seller's responsibility to notify RM in writing either on the Consignment Contract or sooner.

8.2 It shall be the Seller's responsibility to take all necessary steps to ensure that the current vehicle registration number is reserved and that a new number is allocated prior to the Motor Vehicle being sold at the Auction and if he does not do so RM shall not be responsible for any loss or damage whatsoever arising out of the sale of the Motor Vehicle or its registration number.

8.3 RM may, at its discretion, (without any assumption of responsibility or duty towards the Seller or the Buyer) take such steps to facilitate the reservation or transfer of any particular registration number as it thinks fit in order to assist the Seller or Buyer but strictly on condition that no claim attaches to RM for taking any such steps whether arising out of RM's negligence or any other cause whatsoever.

9. Reserves

9.1 The Auctioneer will commence and advance the bidding at levels and in increments he considers appropriate and is entitled to place a bid or series of bids on behalf of the Seller, up to the Reserve on the Lot.

9.2 The Seller may place a Reserve on any Lot prior to the Auction and once placed it may not be changed without the written consent of RM. All Lots will be sold without Reserve unless a Reserve has been agreed by RM in writing.

9.3 Where a Reserve has been agreed, only RM may bid on behalf of the Seller. If the Seller makes such a bid, then the Auctioneer may knock the Lot down to the Seller without observing any Reserve and the Seller shall pay to RM the Buyer's Premium in addition to the Seller's Commission and Expenses.

9.4 Where a Reserve is agreed RM may sell a Lot for less than the Reserve but shall account to the Seller as if the Lot had been sold for the Reserve.

9.5 If no Reserve has been placed on a Lot, RM shall in no way be held liable should the Lot be purchased for a price below any lowest estimated selling price of the Lot given in any Catalogue.

10. Commission and Expenses

10.1RM shall be entitled to deduct from the Hammer Price and retain an amount equal to 10% of the Hammer Price plus VAT thereon or such other sum agreed by RM in writing ("Seller's Commission") together with Expenses and any other sums due from the Seller to RM.

10.2The Seller acknowledges RM's right to retain the Buyer's Premium payable by the Buyer.

11. Photography and Illustrations

The Seller permits RM without payment to photograph and make illustrations of any Lot and to use at RM's discretion any photograph or illustration of or in respect of a Lot supplied by the Seller whether or not in conjunction with the Auction. The copyright for all photographs taken and illustrations made of any Lot by or on behalf of RM shall be the absolute property of RM.

12. RM's Estimates and Descriptions

12.1 RM gives no warranty or representation as to the anticipated or likely selling price of any Lot. Any estimate given by RM, whether written or oral and whether or not printed in any Catalogue, as to the estimated selling price of any Lot is a statement of opinion only and may be subject to revision from time to time at RM's sole discretion and should not be relied upon as an indication of the actual selling price.

12.2 RM shall not be liable to the Seller for any error or misstatement in or omission from the description of any Lot in any Catalogue where RM has:

12.2.1 been provided with such description by the Seller or any person on his behalf; or

12.2.2 provided the Seller with a copy of such description prior to publication of the Catalogue and neither the Seller nor any person on his behalf have notified RM in writing within 7 days of any error or misstatement in or omission from the description.

12.3 RM has no duty to the Seller or Buyer to investigate the accuracy of the description of any Lot provided by or on behalf of the Seller.

13. Unsold Lots

13.1 Where any Lot fails to sell, RM will have the sole and exclusive right to sell the Lot by private treaty within 45 days of the Auction Date.

13.2 If RM sells the Lot by private treaty pursuant to Condition 13.1 RM shall account to the Seller for a sum being not less than the sum due to the Seller as if the Lot had been sold for the Reserve.

13.3 Any sale by private treaty shall be subject to the Conditions and to Seller's Commission and Expenses as if it had been sold by Auction.

13.4 RM shall have the right to exercise a charge or lien on the unsold Lot, or any other property belonging to the Seller in the possession of RM for any purpose, and to apply any money due or to become due to the Seller in or towards settlement of any sum due at any time to RM from the Seller.

14. Insurance

14.1 The Lot shall at all times remain at the risk of the Seller until ownership of the Lot passes from the Seller under these Conditions.

14.2 RM will not be responsible for any damage to or the loss or destruction of a Lot unless caused by the negligence of or other breach of duty by RM, its employees or agents in the ordinary course of their duties to RM and the Seller shall compensate RM in full in respect of all other claims and proceedings brought against RM in respect of any loss or damage to or destruction of the Lot.

14.3 RM will not be liable for any injury, loss or damage caused by any Lot unless caused by the negligence of RM, its employees or agents in the ordinary course of their duties to RM. The Seller shall compensate RM in full in respect of all claims and proceedings brought against RM in respect of injury, loss or damage caused by the Seller's negligence or breach of any obligation under the Conditions.

15. Payment of Sale Proceeds

15.1 RM shall pay the Sale Proceeds to the Seller not later than 28 days after the Auction provided that the Purchase Price has been received in full by RM. Unless an alternative method of payment has been agreed by RM in writing, payment shall be made by wire transfer. In the event of an unsettled hire purchase, finance agreement or any other charge or lien affecting the Lot RM reserves the right to settle the amount due of such charges not exceeding the Sale Proceeds and if the Sale Proceeds are less than the charges outstanding the Seller will be responsible for the settlement of the balance forthwith. 15.2 If the Purchase Price has not been received in full by RM within the time specified in Condition 14.1 RM will pay the Sale Proceeds to the Seller within five working days after the date on which the Purchase Price is received in clear funds from the Buyer.

15.3 In respect of road registered vehicles, RM reserves the right not to remit the Sale Proceeds to the Seller unless the Seller has deposited with RM the V5 registration document in the case of a UK registered Motor Vehicle or, in the case of a non-UK registered vehicle, the appropriate documents of title relevant and appropriate to the country of registration of the Motor Vehicle, and any other documentation relating to the Motor Vehicle in the Seller's possession or control which he agreed with RM to supply.

15.4 If the Buyer fails to pay the Purchase Price within 28 days of the Auction, RM will notify the Seller who may instruct RM as to the appropriate course of action. RM may endeavour to assist the Seller but RM shall be under no obligation to do so and shall not be under any obligation to institute proceedings in its own name.

15.5 In the absence of any written instructions from the Seller to RM within 7 days of RM having notified the Seller under Condition 15.4 RM shall be entitled to do any of the following:

15.5.1 agree terms for the payment of the Purchase Price;

15.5.2 remove, store and insure the Lot;

15.5.3 settle claims and/or proceedings made by or against the Buyer on such terms as RM shall at its absolute discretion think fit;

15.5.4 take such steps as RM shall, at its absolute discretion, consider necessary to collect the monies due from the Buyer;

15.5.5 where appropriate, to rescind the sale and refund any monies to the Buyer;

15.5.6 to offer the Lot for re-sale by Auction or private treaty, with or without reserve;

15.5.7 where appropriate, to rescind the contract with the Buyer and to purchase the Lot itself. If it does so, property in the Lot shall pass to RM on its election and RM shall remit the Purchase Price to the Seller within 14 days of its election less the Seller's Commission and Expenses or sums due to RM which would have been payable had the contract not been rescinded;

15.5.8 to appoint a solicitor and/or other agent to pursue any of the courses of action referred to in this Condition 15.5 and the Seller authorises RM to take any of the courses referred to in this Condition, including the issue and prosecution of proceedings on the Seller's behalf.

15.6 Any monies recovered by and paid to RM in consequence of RM taking one or more of the steps referred to in Condition 15.5 shall be applied to the payment of:

15.6.1 legal or other costs incurred by RM in connection with such steps; and then.

15.6.2 Expenses; and then

15.6.3 the Buyer's Premium and the Seller's Commission on the sale of the Lot and then;

15.6.4 any balance remaining shall be paid by RM to the Seller (or, if appropriate, the Buyer). If there shall be a shortfall any such shortfall shall be made good by the Seller to RM on demand.

15.7 If within 7 days of receipt of the notice referred to in Condition 15.5 the Seller informs RM that he wishes to take re-delivery of the Lot, he shall be entitled to do so but only upon prior payment of all Expenses and all legal and other costs reasonably incurred by RM so as to keep RM fully recompensed.

16. Withdrawal Fees

16.1 The Seller may not withdraw the Lot from the Auction. If RM is unable to sell the Lot at Auction due to action or interference by the Seller or for the reasons set out in Condition 16.2 the Seller shall be liable to pay RM 20% of the estimated value of the Lot plus VAT thereon together with Expenses. The estimated value shall be the value estimated in the Catalogue (or draft Catalogue if not yet published). And if there is no Catalogue, the highest estimate established in the Consignment Contract.

16.2 If RM has reasonable cause for believing that either the Seller is in breach of any one or more of the warranties set out in Condition 7 or RM and/or the Seller may be restrained by order of any Court or other competent authority from selling the Lot, RM may, by giving notice in writing to the Seller, decline to sell the Lot and Condition 16.1 shall apply.

16.3 The Seller shall reimburse to RM any legal or other costs reasonably incurred by it in investigating any claim concerning the ownership of a Lot and/or the Seller's right to sell the Lot, the accuracy of the description of the Lot contained or to be contained in the Catalogue or in defending any claim relating thereto and RM shall be entitled to withhold the amount of such costs from any payment due to be made to the Seller in accordance with Condition 15.

17. Removal and Storage

17.1 The Seller shall arrange for the removal of any unsold Lot by 1pm the day following the Auction or by such other time as agreed by RM.

17.2 Failure to remove any unsold Lot pursuant to Condition 17.1 above will entitle RM to charge the Seller any removal, storage, insurance and other Expenses in accordance with the "General Information" section of the Catalogue.

17.3 Without prejudice to Condition 13.1, if within 30 days after the Auction the Seller fails to give instructions to RM regarding the disposal of the Lot, RM shall have the exclusive right to sell the Lot by (i) private treaty and to deduct from the sale price any sums owing to RM or (ii) auction without Reserve and to deduct from the Hammer Price any sums owing to RM.

THE BUYER'S CONDITIONS

18. The Buyer

18.1 The Buyer shall be the highest bidder at the Hammer Price. Any dispute as to any bid shall be settled by the Auctioneer at his absolute discretion.

18.2 Every bidder shall be deemed to act as principal unless prior to the commencement of the Auction there is a written acceptance by RM that a bidder acts as agent on behalf of the [named] principal.

18.3 No person shall be entitled to bid at the Auction without first having completed and delivered to RM a bidder's registration form.

19. Premium

The Buyer shall pay RM an amount equal to 12% of the Hammer Price together with VAT thereon ("the Premium") and the Buyer acknowledges that RM may also receive the Seller's Commission due to RM under Condition 10.

20. Payment

20.1 A contract of sale is made between the Seller and the Buyer on the acceptance of a bid by the fall of the Auctioneer's hammer. RM is not a party to the contract of sale and has no liability for any act or default by the Seller or the Buyer.

20.2 Immediately a Lot is sold, the Buyer shall:-

20.2.1 give to RM his name and address and, if so requested, proof of identity if he has not already done so; and

20.2.2 pay to RM the Purchase Price unless credit terms have been agreed with RM in writing before the Auction.

20.3 Full payment for all Lots must be made to RM by 5:00pm the next business day. Payment may be made in pounds sterling by wire transfer or debit card. Where the Buyer wishes to pay by cheque and RM has agreed that the Buyer may do so, the Lot will not be released until the cheque has been cleared.

20.4 No Lot may be collected until the Purchase Price has been received by RM and payments by a Buyer to RM may be applied by RM towards any such sums due from that Buyer to RM on any account whatsoever notwithstanding any directions to the contrary by the Buyer or his agent whether express or implied.

20.5 Title to the Lot will pass to the Buyer only when the Purchase Price in cleared funds has been received by RM.

20.6 Immediately a Lot is sold the risk shall pass to the Buyer notwithstanding that possession will not be given and title will not pass to the Buyer before payment of the Purchase Price and RM will not be responsible for any damage to or the loss or destruction of the Lot or any injury, loss or damage caused by the Lot unless caused by the negligence of or other breach of duty by RM, its employees or agents in the ordinary course of their duties to RM. The Buyer will compensate RM in full in respect of all claims and proceedings brought against RM in respect of any loss or damage to the Lot or injury, loss or damage caused by it not arising from the negligence of or other breach of duty by RM, its employees or agents in the ordinary course of their duties to RM.

21.Removal of Purchases

21.1 The Buyer shall, at his own expense, remove the Lot purchased but not before payment in full to RM of the Purchase Price whether in respect of this or any other Lot.

21.2 The Buyer shall be responsible for all removals, storage, insurance and other charges on any Lot.

22. Responsibility for Lots Purchased

22.1 The Buyer will be responsible for loss or damage to a Lot purchased by him from the fall of the hammer. Neither RM nor its employees or agents shall be responsible for any loss or damage unless caused by the negligence of RM, its employees or agents in the ordinary course of their duties to RM while the Lot is in RM's custody or under its control.

22.2 It shall be the responsibility of the Buyer to ensure that any Motor Vehicle purchased at Auction complies with the appropriate statute or regulation for driving, using or transporting it and for ensuring that any necessary test certificate is in force.

22.3 The Buyer shall be responsible for obtaining any export licence that may be required in connection with the Lot.

23. Non-payment or Failure to Collect

23.1 If the Purchase Price is not paid in full in accordance with the above Conditions RM, as the agent of the Seller, shall in its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following remedies:-

23.1.1 to charge interest at a monthly rate on so much of the total amount due as remains unpaid after the date and time referred to in Condition 20.3;

23.1.2 to remove, store (either at RM's premises or elsewhere) and insure the Lot at the expense of the Buyer;

23.1.3 to retain that or any Lot sold to the same Buyer at the same or any other auction and to release it only after payment of the total amount due;

23.1.4 to reject or disregard any bid or bids made by or on behalf of the Buyer at any future auction or to require payment of a deposit before any future bid made by or on behalf of that Buyer;

23.1.5 to apply any money due or to become due to the Defaulting Buyer in or towards settlement of the total amount due and to exercise a charge or lien on any property of the Buyer which is in RM's possession for any purpose.

23.2 If the Buyer fails to make payment within 14 days after the date and time referred to in Condition 20.3, RM shall at its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following additional remedies;

23.2.1 to proceed against the Buyer for damages for breach of contract;

23.2.2 to cancel the sale of that or any other Lot sold to the Buyer at the same or any other auction notwithstanding the total amount due in respect of such other Lot shall have been paid;

23.2.3 to re-sell the Lot or cause it to be resold by public auction or private sale, and, if this results in a lower price being obtained, the defaulting Buyer shall then pay to RM any deficiency, together with re-sale costs and any costs incurred in connection with the Buyer's failure to make payment and any surplus shall belong to the Seller.

23.3 If the Lot is not taken away on the date and time referred to in Condition 20.3, whether or not the Purchase Price has been paid, RM shall remove, store (either at RM's premises or elsewhere) and insure the Lot at the expense of the Buyer and only release the Lot after payment of the total amount due.

23.4 If the Buyer fails to collect the Lot within 28 days after the date and time referred to in Condition 20.3, RM shall at its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following additional remedies:-

23.4.1 to cancel the sale of the Lot;

23.4.2 to re-sell the Lot or cause it to be re-sold by public auction or private sale and to set off the total amount due in respect of that Lot against the sale proceeds and any surplus shall belong to the Defaulting Buyer.

24. Liability of RM and the Seller

24.1 Buyers are solely responsible for ensuring that Motor Vehicles are safe for use, roadworthy and comply with all relevant laws and regulations in force in all relevant jurisdictions and for ensuring that any necessary test certificates are in force. Any reference in the Catalogue or other documentation to 'mileage' or 'recorded mileage' is based upon the Motor Vehicle's mileometer reading and is not guaranteed to correspond with the actual distance covered by the Motor Vehicle. Buyers are solely responsible for satisfying themselves that the condition of the Motor Vehicle is commensurate with the mileometer reading. Electrical or mechanical items are not checked prior to sale and are purchased at the Buyer's risk. It is the Buyer's responsibility to inspect the Lot prior to bidding and satisfy himself as to the accuracy of its description in the Catalogue and, if necessary, arrange for an inspection to be carried out by a suitably qualified independent expert with regard to checking the ownership, attribution, authenticity, date, period, provenance, restoration condition and roadworthiness of the Lot. Any Motor Vehicle is sold as a collector item and not as a means of transport. Buyers are specifically warned that any Motor Vehicle sold as such may well have had parts replaced and paint renewed or be made up of parts from other vehicles the condition of which may be difficult to establish. RM has to rely on information as to date, condition and authenticity provided by Sellers and does not, and cannot, undertake its own inspection of Motor Vehicles or other Lots to establish whether the Motor Vehicle or other Lot conforms with the description in the Catalogue. It is the responsibility of the Buyer to carry out such inspection as he thinks necessary.

24.2 No warranty is given by RM as to the accuracy of the description of any Lot in any Catalogue or as to the age, authenticity, suitability, provenance, attribution, origin, condition, fitness for purpose, merchantable or satisfactory quality of any Lot or roadworthiness of any Motor Vehicle. All express or implied warranties as to merchantability or fitness for purpose are disclaimed to the fullest extent permitted by law.

24.3 In bidding for any Lot, the Buyer acknowledges that he does not rely on any representation made to him by RM, its employees or agents unless such representation has been specifically confirmed by RM in writing prior to the Auction. Statements in Catalogues do not qualify for this purpose.

24.4 In any event:

24.4.1 RM shall only be liable for losses that are foreseeable; and

24.4.2 [the maximum liability of RM, its employees or agents to a Buyer shall be limited to the Hammer Price of the relevant Lot and the Buyer's Premium (if paid by the Buyer) and the maximum liability to the Seller shall be the Sale Proceeds of the Lot.]

25. Absentee and Telephone Bids

25.1 RM will use reasonable efforts to carry out written bids delivered to it prior to the sale for the convenience of Buyers who are not present at the Auction in person, by an agent or by telephone. Bids must be placed in the currency of the place of the sale. If we receive written bids on a particular Lot for identical amounts and at the Auction these are the highest bids on the Lot it will be sold to the person whose written bid was received and accepted first. Execution of written bids is a free service undertaken subject to other commitments at the time of the sale and provided that we have exercised reasonable care in the handling of written bids, the volume of goods is such that we cannot accept liability in any individual instance for failing to execute a written bid or for errors and omissions in connection with it.

25.2 If a prospective Buyer makes arrangements with us prior to the commencement of the sale RM will use reasonable efforts to contact them to enable them to participate in the bidding by telephone but RM does not accept liability for failure to do so or for errors and omissions in connection with telephone bidding.

26. Currency Converter

At some Auctions a currency converter may be operated. Errors may occur in the operation of the currency converter. Where these arise RM does not accept liability to bidders who follow the currency converter rather than the actual bidding in the saleroom. Exchange rates used are indicative only.

27. Video or Digital Images

At some Auctions there may be a video or digital screen. Errors may occur in its operation and in the quality of the image. RM does not accept liability of such errors where they arise for reasons beyond its reasonable control.

28. Miscellaneous

28.1 The benefit and burden of the Conditions may not be assigned by the Seller or the Buyer without RM's prior agreement in writing.

28.2 If any Condition or any part of any Condition shall be held to be unenforceable or invalid such unenforceability or invalidity shall not affect the enforceability and validity of the remaining Conditions or the remainder of the relevant Condition.

28.3 The headings and numbering used in the Conditions are for convenience only and shall not affect their interpretation.

28.4 Reference to the male gender shall be deemed to be a reference to male or female as appropriate.

28.5 Any concession or latitude allowed by RM shall not affect RM's rights under or release the Seller to the Buyer from liability in respect of the Conditions.

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1955 Mercedes-Benz 300SL Coupé	
1958 Mercedes-Benz 300SL Coupe	
1960 Mercedes-Benz 190SL Roadster	
1971 Mercedes-Benz 280SE 3.5 Cabriolet	
1973 Mercedes-Benz 600 Pullman Landaulet Conversion	
1934 MG PA/B Le Mans Works Racing Car	
1936 MG NB Magnette Airline Coupé	
1930 Packard Standard Eight Phaeton	
2010 Pagani Zonda R	
1920 Pierce-Arrow Model 48 2/3-Passenger Coupé	
1922 Rolls-Royce 40/50 HP Silver Ghost "London-to-Edinburgh"	123
1923 Rolls-Royce 40/50 HP Silver Ghost "AX 201" Roi-de-Belges Recreation	122
1930 Rolls-Royce Phantom II	
1930 Rolls-Royce Phantom II LWB Open Tourer	
1934 Rolls-Royce Phantom II Continental Sports Saloon	
1938 Rolls-Royce Phantom III Saloon	
1956 Rolls-Royce Silver Wraith Empress Limousine	
1962 Rolls-Royce Silver Cloud III SCT100 Touring Limousine	
1964 Rolls-Royce Phantom V Seven-Passenger Limousine	
1964 Rolls-Royce Silver Cloud III Drophead Coupé	
1980 Rolls-Royce Corniche Two-Door Saloon	
1989 Rolls-Royce Spirit Emperor State Landaulet	
1938 Talbot-Lago T23 Teardrop Coupé	
1949 Talbot-Lago T26 Grand Sport Cabriolet	
1954 Tojeiro-Bristol Sports Racing Car	
1902 Toledo Steam Runabout	
1967 Toyota 2000GT Targa	
1992 Vector W8 Twin Turbo	125
1951 Willys M38 Military Jeen	112

Lot

Year, Make & Model





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