

St John's Wood

CLASSIC *and* SUPERCAR PAGEANT

FUN FAIR - FATHER'S DAY - FABULOUS

Sponsored by



June 18th Sunday
St John's Wood • High Street
10am • 5pm



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WOOD
BUSINESS ASSOCIATION





Welcome to

The Knight Frank 5th Annual Classic and Supercar Pageant

This event, taking place in St John's Wood High Street, has traditionally featured on Fathers' Day and is slowly proving to be one of the Community Highlights for St John's Wood and its surrounds. We hope that this year, the offering will be as happy and entertaining as anything that has preceded it.

Aside from showcasing St John's Wood's wonderful shops and restaurants, the idea behind the day is to offer something that is not easily seen in London, namely a gathering of beautiful and exceptional motor cars, that simply serve to make people smile when they see them. The range of cars on display this year, truly begins to match in quality any of the big Concours events that appear during the Summer months, yet our Pageant is free and open to all, with owners of some incredibly rare cars allowing the public to get close and admire what are simply works of motive art. Enjoy too for the first time, a charity ride around Regents Park in a 1930s 'British as they come' pre-war Bentley, courtesy of Stanley Mann Racing.

The day could not happen without the financial support of our sponsor, Knight Frank, who fund the road closure and all the attendant security and logistical costs, with the balance of their generous sponsorship going straight to Rays of Sunshine, the wonderful Children's Charity that once again is the host Charity. We need to also thank the Owners and all those Classic Car Dealers who bring their very special cars and pay to advertise in the brochure - again, all the monies raised go straight to the Charity. This is also the case of the St John's Wood Business Association which organises and administers this day without a single penny being charged for the effort.

Of course the day is not only about cars, with a funfair for the youngsters and what has proved to be a wonderfully relaxed get together and meeting point for a Community that stretches from Hyde Park to to the M25 - because that is indeed the reach of this wonderful event. We also need to thank all the officials of the Westminster Events Team that supervises and sanctions this day so efficiently. Thank **you**, though for coming and please do give generously to the Rays of Sunshine donation boxes. We hope you have a truly enjoyable time.



*Clive Beecham, Chairman Organising Committee.
James Simpson, Proprietary Partner of Knight Frank St John's Wood.*



1

Ferrari 212 Export Vignale Barchetta
Chassis 0098

Originally delivered on February 15th 1951 by the factory to Count Giulio D'Acuarone with a Vignale Coupe body and 2 1/2 litre engine, in 1953 the Count decided to ask Vignale to make a Barchetta (open style) body, using all the parts from the Coupe, including the seats, wheels, lights and steering, in fact everything apart from the body of the coupe, which is why this car has recently been able to be Classified by Ferrari. Acuarone kept the car until 1965 and then sold it to Giulio Dubbini, a famous collector from Padova, who did several Miglia Miglia re-runs in the 90's and many rallies across Italy. The Dubbini family kept the Barchetta for 46 years until 2013, when the car was sent by the new owner to Ferrari for a comprehensive restoration that took 16 months, with strict instructions to maintain the car as original as possible. This is the 1st time the car has had a non Italian owner.



3

Ferrari 365GTB/4 Daytona

The Ferrari 'Daytona' was the last of the classic front engine V12 Berlinettas created by Enzo Ferrari. Officially designated 365 GTB/4, 365cc for each of the 12 cylinders) the motoring press gave this 4.4 litre 4 camshaft projectile her monicker to celebrate Ferrari's 1-2-3 finish at Daytona in 1967. Timed at 174 mph and 5.3 seconds 0-60, the Daytona claimed the title of 'world's fastest production car' and remains to this day one of Ferrari's and Pininfarina's most iconic offerings. This car has been in its present ownership for over 30 years and was completely restored in 1989.



2



1932 Alfa Romeo 8C 2300 Zagato Spider
Chassis 2111044 Straight 8 Twin-Cam Supercharged

The DNA of the Ferrari cars and more importantly, racing cars, that we know of today, goes back to the time when Enzo Ferrari established his own 'Stable' or Scuderia, to effectively run the pre-war works Alfa Romeos. This car was first registered to Scuderia Ferrari in 1932 and was campaigned by none other than the legendary Tazio Nuvolari, who was undoubtedly the greatest and most charismatic of all the pre-war racing drivers. Based on a Monza chassis, this is an early works car that has a Zagato body, and formed part of a team that Nuvolari used for successfully racing in Hillclimbs. The previous owner was given the car for his 21st birthday and the Alfa stayed in his custody until beyond his 95th birthday. Truly one of motoring history's great cars.

4



Lamborghini Miura SV

In 1966, a six second 0-60 dash, 180mph top speed, and Marcello Gandini's voluptuous styling meant Lamborghini's Miura was the first to earn the accolade 'supercar'. This model, an 'SV' marked the final iteration of the Miura and is most obviously distinguished from earlier variants by the lack of 'eyelashes' around the headlights, and more generous hips housing wider rear tires. An original matching-numbers SV, it is one of only around a dozen which left the factory at Sant'Agata in right-hand-drive form and is the only one of these finished in Verde Miura, the iconic livery for the car. First registered in the UK in January 1972, it is a late 'split-sump' model which still sports its original registration plate. The car completed a three year restoration by marque specialist Colin Clarke in 2014, and won its class at Concorso D'Eleganza Villa D'Este in 2015. It is, however, no trailer queen. It participated in the 40th Anniversary Miura Tour in the Swiss Alps in 2006, and the 50th in Andalusia, visiting the farm that breeds the fighting bulls after which the model is named. In 2015 it propelled its owner to the top of the Grand Pass St Bernard, a-la Rossano Brazzi in 'The Italian Job'. No bulldozers were involved.



5

Messerschmitt KR200 Bubble Car

This is largely unrestored Taunton registered 1963 Messerschmitt KR200 Kabrio has been owned for many years. The KR200 (Kabine Roller 200cc two stroke motor) was a development of the more basic KR175 which was released in 1953. After WW2 had ended, the Messerschmitt company were forbidden by the allies to build any war machines such as the ME109 fighter. The world was an austere place in the 50's and people were keen to get mobile in any way they could and as cheaply/reliably as possible. The microcar sold very well in the UK due to the fact that a three wheeler could be driven on a motorcycle license with the reverse gear blanked off! Due to the 1956 Suez fuel crisis, Microcar sales boomed in Europe as there became a need for cheap frugal transport, however the Austin Mini was born in 1959 and the microcar's fate was sealed. Today the Messerschmitt is a real oddity of a bygone era and attracts attention wherever it goes. The faux python skin interior is factory original and adds a touch of style to a somewhat utilitarian finish. Whilst the KR200 canopy opens up sideways and is similar in concept to the Messerschmitt fighter plane it is not the same part as folklore suggests by knowledgeable but misinformed members of the public! The Smart car released in 1999 is effectively the same concept which offers a nimble easy to park yet economical machine for urban living.



7

Ferrari LaFerrari

The LaFerrari is very possibly the world's fastest, most exciting hypercar. LaFerrari has more power and less weight to carry around than its prestigious rivals, the McLaren P1 and the Porsche 918, so figuratively, if nothing else, it quite clearly has the upper hand. This is the ultimate Ferrari, and it has but four ancestors; the 288 GTO, the F40, the F50 and the Enzo, each of these being a limited series car, just like LaFerrari, of which just 499 will be made during a two year production run. The price of more than £1 million is justified with its astonishing driving and performance capability: 0-62mph in less than 3 seconds, a top speed of 217mph, with the combined 6.2 Litre V12 and Hy-Kers system developing 950bhp whilst revving to 9250rpm. The car you see here is a unique colour - Rosso Alltruaad, which is based on 3 special layers of red, and also comes with a polished carbon fibre roof. An absolute classic.



6



Austin Healey • 3000 Mark 3 • BJ8

KFR 175D was built in June 1966 originally as a left hand drive Healey as many were destined for the USA market. Originally the car was finished in Ivory White with red interior and a black hood roof. The car remained in America until 2010 when it was imported back to the UK and underwent a full renovation by Murray Scott - Nelson, the Classic Sports Car Specialists. The car was stripped back to the bare metal, rewired and then finished in classic Healey blue on Ivory two tone with navy blue interior. The car features disc brakes front and rear, overdrive, walnut dashboard and a big bare exhaust. In 2011, KFR 175D was exported to Guernsey where it remained until March 2015 when it returned to the UK and was purchased by the current owner.

8



Alfa Romeo Disco Volante Spyder by Touring Superleggera

Based upon the drive train of Alfa Romeo's already stunning 8C Spyder Competizione, the craftsmen of Touring Superleggera have looked deep into their past to revive their design and coach building skills for a limited run of only 7 cars - this is the first of two Spydery so far finished, and also it is the 2016 winner of the coveted Villa D'Este Design and Prototype Award and the RAC Spirit of Motoring Award. Trimmed with Connolly Leather and in its unique colour of Blu Ceruleo (heavenly blue) the design is certainly reminiscent of its name: Disco Volante - or Italian for Flying Saucer. In 1952, Touring built 2 'revolutionary' looking Disco Volante Spydery upon which a series of racing sports prototypes were created. Developing 444 bhp from its Ferrari/Maserati based 4.7 litre V8 engine the sound from its bespoke exhaust system is something to behold, especially with the special two part roof removed and placed into the reasonably spacious boot. Available only in LHD, it is unlikely you will ever see another Disco Volante in this country.



1929 Bentley 4.5 Litre

This Bentley is one of 667 'unblown; 4.5 Litre models produced by the storied, Le Mans-winning manufacturer between 1927 and 1930. Of those 667 examples, chassis number CH 8280 is one of a batch of nine cars made to special order on a short chassis - just over a foot shorter than that of their siblings at 9ft 8.5 inches. CH 8280 was built to order for a J Ward Cox of Derby, with esteemed racing driver 'Bertie' Kensington Moir as the agent. Clothed in a Vanden Plas sports touring body and finished in dark blue paintwork with complementary hide, it was first registered on 23rd March 1929.



1953 Pre A 356 Porsche Race Car

A fast road/race FIA-spec 1953 Porsche 356 pre-A fully restored by Roger Bray and team with a fresh engine and gearbox by Andy Prill and colleagues. Initially supplied by Sonauto, the car came to the UK from long-term ownership in the US six years ago. It has been painted in its original fish silver-grey and fitted with aluminium bonnet and boot lids. It has larger front Spyder brakes fitted with offset bobbins on rear to compensate. The engine has a billet crank and high compression pistons together with race-spec rods and cam and is fitted with twin double choke Solex carburettors. The gearbox has slightly shorter third and fourth gears and a period-type limited slip differential. The car was completed two years ago and has full UK-issued FIA papers. After being displayed at Hedingham Castle, it made a faultless racing debut at the Goodwood Revival. Last year, it took part in the recreation of the first ever historic sports car race in the UK. It is equally at home on the road.

9



10



1951 Fordson Van

Of the iconic Pimlico Plumbers fleet, the 1951 Fordson is one of the most well-known and recognised. It is in immaculate and full working condition, still being used regularly today. The Fordson E83W model was built by Ford of Britain at the Ford Dagenham assembly plant between 1938 and 1957. It was aimed at the small haulage, trade and merchant market, sectors in which it sold well. The E83W is powered by the 1172cc Ford 10 hp side-valve engine, with a 3-speed gearbox, and is heavily geared down the rear axle. It is registered as a historic vehicle but is used on a daily basis as part of the Pimlico Plumbers fleet. It is fully maintained and serviced by the Pimlico mechanics team, also making it one of our most reliable vehicles.

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1973 Citroën DS 23

This executive French car was designed by Italian sculptor and designer Flaminio Bertoni and the French aeronautical engineer André Lefebvre styled and engineered the car. It was hailed at the time for its futuristic body style and innovative technology, being the first production car to be produced with disc brakes and that 'leading edge' is something that Citroën have always strived to replicate. A further special feature is the hydraulic suspension system. When the engine is started the car rises 4 inches. Speed humps are not a threat to this car! Another innovation were the lights which turn round corners, the headlights being linked to the steering column. Citroën sold 1,455,746 examples, and the DS placed third in the 1999 Car of the Century poll recognizing the world's most influential auto designs. This car was bought by its current owner in 2001. It has lived in Hampstead ever since. It is much loved, having traveled the highways and byways of Britain with considerable style and reliability.

Please do not touch the cars



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1960 BMW/Isetta Bubble Car

Originating in Italy, the Isetta was constructed under licence in Britain from 1957 to 1964. It was also built in Germany by BMW who obtained the rights to produce the Isetta in the early 1950s. The vehicle had a short life span with production ending in 1966. The RAC replica Isetta was produced in 1960. The RAC purchased six of the vehicles to combat congestion in London, however the Isetta was not popular with patrolmen due to limited space for both equipment and one passenger. The RAC used the Isetta to carry petrol and a heavy duty battery in the equipment holder at the rear. The little single cylinder engine of 298cc produced 13B HP with a top speed of just 50mph.



1987 Aston Martin V8 Volanté • DRY 7T

Chassis: SCFCV81C7HTR15542 • Engine: V/585/5542

Currently owned since 6 March 1987 DRY 7T has approximately 13,500 genuine miles on the clock. The car was subjected to a 'back-to-the-metal' respray about 10 years ago where the leather/carpets were all replaced, but the engine is completely original and has been extremely reliable ever since. Fitted with a DOHC V8 5340cc with 3 speed, automobile torque flight transmission, this 8 cylinder car, designed by Tadek Marek was released in 1973 and the convertible Volanté version was introduced in 1978. The fuel injected series 5 car superseded the carburettor version and was introduced in 1986. In total, 901 Series 1 and 2 were ever made. Power was stated as 305hp. The V8 Vantage Volanté alternative, with more power - 420hp - and acceleration of 0-60 in 5.2secs with a top speed of 168mph was, in its day, the fastest production convertible luxury GT in the world. Although the V8 and its variants, languished for a while, in the last 5 years as the values of the DB4, 5 and 6 have risen exponentially, enthusiasts have re-rated the V8/V8 Volanté as the last truly hand-built classic of its day and the values have risen, accordingly. There is a plaque on the engine 'Chris Sammi' who was the dedicated engine builder for this car when it was built in Newport Pagnell at the time.

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Jensen Interceptor III J Series BNC 680M

The Jensen Interceptor was launched at the October 1966 Earls Court Motor Show. The model was produced from 1966 until 1976 at the Kelvin Way factory in West Bromwich. There were 3 versions of the Interceptor, a convertible and in the final months before business liquidation, a Coupe model. The Mark III was produced between August 1971 and December 1976. 4255 cars were built during this period of which 739 were RHD J series. The engine was supplied by Chrysler and is a V8 440 CI (7212cc) BNC 680M build was completed 24th October 1973 and the car was registered 2nd November 1973. The car was fitted with a number of options: 8 Track Cartridge Player /Vinyl Roof/ Quartz Iodine Fog Lamps/ White Wall Tyres/Driver and Passenger Door Mirrors/Rear Seat Belts. This car was purchased by Mr Allmand Smith of Macclesfield, owner of an architectural ironmongery business, on the 3rd May 1977 and was sold by Mr Allmand Smith 23rd June 2008. During 31 years of ownership the car covered just 8449 miles. BNC 680M has not been restored and, other than a paint spray, is original and as it left the factory in 1973.

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Porsche 912 1.6 Litre 4 Cylinder

In 1963, worried that the considerable price increase of the 911 with its flat six engine would cost the company sales, Porsche executives decided to introduce a new 4 cylinder model to bridge the gap between the 911 and the outgoing 356 model. The 902, which it was never known publicly as - became the 912. It combined a 911 chassis & body with a 1.6L, 4 cylinder engine. Compared to the 911 of the same era, the 912 demonstrated superior weight distribution, range, handling, and a cost saving against its larger engined sibling - which helped it outsell the 911 during its first few years of production and appealed to both new and existing Porsche customers. This Bluto-orange, or Tangerine example was first registered in July 1968 in Los Angeles, it made its way to the UK via the Netherlands in the late 90's when it began regular race outing use with the help of a full engine rebuild by Porsche master engineer, Andy Prill. The car has since been the subject of a bare metal restoration to its current condition by the present owner and retains many of its '1 year only' features as the last of the short wheel base models. The car was the 1968 example on the 912 Registry, and has graced the front cover of Classic Porsche magazine.

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Austin Healey 'Frog-Eye' MK1 Sprite

Cars don't come much more basic or classic than the Austin Healey Sprite Mk 1. This car may only have 43 bhp under the bonnet but thanks to the low centre of gravity, super rigid body and responsive steering it drives like a go-kart! Based on the everyday Austin A35 and introduced in 1958 Donald Healey succeeded in creating for BMC the first true mass produced affordable sports car. It quickly became known as the frog-eye because originally the headlights were originally intended to retract, but this was dismissed because of the cost. The car was successful both here and in the USA and quickly became a favourite on both rallies and track. Later models still based on the same platform, lost the cute look in 1961 but gained creature comforts and bigger engines remaining in production until the late 1970's. With the Mk 1 even the heater was an extra, as were windscreen washers and carpets...the car came with a rubber floor covering. On the other hand like a proper sports car it had a rev counter, an oil pressure gauge and a very quick gear-change. Nor do you get exterior door handles, a boot lid or door locks; but you do get a bloody great big grin on your face that just won't come off!



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STANLEY MANN RACING

1929 Bentley 4.5 Litre Le Mans

"The Vintage Bentley That Does Everything"

Thanks to Stanley Mann of Radlett for allowing their cars to be used for 'Charity Rides'

This vintage Bentley covers approximately 10,000 miles a year and is owned by Karen Mann. Recently returned from a 1,000 mile trip across to Germany this Bentley, now in its 88th year, it is used all year round in the city and on the open road. It has competed in events at Goodwood, Silverstone, Donnington, and Oulton Park as well as at Spa in Belgium and the Nurburgring in Germany. Vintage Bentleys are incredibly robust as this one so ably demonstrates. When purchased by the Radlett concern almost twenty years ago she was in a very sorry state. The first two jobs were to evict the Bentley's sitting tenant – a large, but very friendly goat – and to chop down the tree that was growing through the chassis. Restored to full Le Mans specification this vintage Bentley is a tribute to Bentleys' success at the Le Mans 24 hour where they took first place in 1927 and 1928, the first four places in 1929 and the first two places in 1930.



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1961 Norton ES2 Motorcycle Combination

To many, this is the most memorable vehicle in the Club's Heritage Collection of ex-RAC Patrol Service Vehicles, not only for its charismatic appearance but also because it evokes the familiar 'salute' given by RAC patrolmen of the day. Original in every way, the motorbike and sidecar are in excellent working order. The ES2 was a Norton motorcycle first produced in 1927. It was a long stroke single originally launched as a sports motorcycle but throughout its long life it was gradually overtaken by more powerful models. It remained popular due to its reliability and ease of maintenance, as well as the traditional design. From 1947 the ES2 had an innovative hydraulically damped telescopic front fork and race developed rear plunger suspension. From 1953 it had a single downtube swinging-arm frame, uprated to the Rex McCandless Featherbed frame in 1959 and featured an improved AMC gearbox, revised cylinder head, modernised alternator and an 8-inch front brake with full width hubs. For 1961, the bike was further improved with the Slimline frame with upper frame rails narrowed and a slimmer tank. The last Norton ES2 was produced in 1964.

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2016 Ferrari F12 Tour de France

One of only 799 produced world-wide & probably one of only 30 in the UK, this rare example is externally painted in Giallo Stratos, a triple layer paint that was used as Ferrari's launch colour, and internally it was specified through Ferrari's factory 'Tailor Made' program with black quilted leather & yellow contrast stitching, dials & seat belts. The F12 TdF is a limited edition track level performance road car that was built to celebrate Ferrari's successes in the 1950's & 1960's Tour de France road races which were used to test a cars' abilities to combine maximum performance with driveability. It specifically honours the 1956 250GT Berlinetta which won four consecutive races. It is powered by a 780 bhp naturally aspirated V12 engine. Given all this power & to minimise the possibility of understeer & significantly increase the car's agility, it incorporates Ferrari's new & patented rear wheel steering technology for the first time. Performance is astonishing with 0 - 60 mph in 2.9 seconds & 0 - 120mph in 7.9 seconds. Top speed is 211 mph. Probably more impressive is its ability to stop from 60 mph in just 30 meters.



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Jaguar C Type

Chassis XKC 005

Delivered in May 1952, this was the fifth C Type built and the second privately owned car. In 1952 005 was raced by Tommy Wisdom at the Monaco Grand Prix (the only year sports cars ran) where he finished sixth. The car was then returned to the factory in June and experimental disc brakes were fitted. Thereafter Stirling Moss won the Reims Sports Car Race, the first competition victory for a disc braked car. As both a Works and privately entered car, Stirling won repeatedly at Goodwood, Turnberry, Boreham and Charterhall. In 1953 005 was entered by the Works into the Mille Miglia driven by Tony Rolt with Len Hayden as riding mechanic. Unfortunately the car broke 200 miles from the finish, whilst leading on time. Thereafter the car was sold to Brigadier Michael Head father of Patrick Head (Williams F1). In 1954 the car was entered into five sports car races in Sweden and won them all. Presently XKC is loved and cuddled in the Midlands to Mille Miglia specification, in her original pastel green. She remains the oldest car in the world with disc brakes and one of Sir Stirling's favourites.



1965 Jaguar 4.2 Litre E-Type Fixed Head Coupe

Chassis: 1E. 2090 • Engine N° 7E. 5838-8

The Jaguar E-Type is a British automobile legend; manufactured by Jaguar between 1961 and 1975. On the car's public release, Enzo Ferrari called it "The most beautiful car ever made." The first series motorcars can be recognized by glass-covered headlights (up to 1967), small "mouth" opening at the front, signal lights and tail-lights above bumpers and exhaust tips under the number plate in the rear. This utterly unique Jaguar 'E' Type was supplied new via the factory to New Zealand. The car is understood to have resided in New Zealand until it was acquired by Hexagon Classics. It came with original certificate of registration (1966), original handbook wallet, original Jaguar operating, maintenance & service handbook inc. factory amendments, maintenance voucher book, original factory warranty certificate, Jaguar maintenance chart, original factory tuning & preparation tool roll (complete), original factory supplied jack. The current total mileage of this Coupe stands at, 10,513 m and is therefore one of the lowest mileage examples of a "Jaguar E Type Fixed Head Coupe."

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1950 Bedford K Series Jaguar Service Van

In the 1950s, Jaguar's Works Cars would drive on the road from their Coventry base all the way to Le Mans, Reims and the Nurburgring.....and back! Jaguar won Le Mans with its C Types and D Types in 1951-1953-1955-1956-1957. Accompanying the Works cars would be one of the Bedford K Series Vans you see here. The Vans would drive ahead at a stately top speed of 42 mph, loaded with spares for the various events. The van here was purchased from the John Mould Collection in Reading, having been extensively restored in his own colours of green and gold. Now presented, fresh from the paint shop, in Jaguar's Service Vehicle colours of Dark Blue, the sliding side doors as used by Jaguar, make this a very rare beast indeed and the ideal backdrop for the wonderful display of Jaguars on show today.

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1960 Jaguar XK150 3.8 SE DHC

Introduced in 1957, the XK150 was a more than worthy competitor for the BMW 507 and Mercedes-Benz 300SL, as the final evolution of its series. Only about 2,600 XK150 Drophead Coupes were ever built before production ceased in 1961. This 1960 XK150 3.8 SE DHC is a fully matching numbers example with a Jaguar Heritage Certificate. It was destined for the US market and was left-hand drive and specified with an automatic gearbox. It was repatriated to the UK in October 1988 and subsequently sold to a Jaguar-enthusiast who set about fully restoring the car over the following 25 years. The quality of the work is simply excellent, retaining as many original parts as possible and all major components were fully rebuilt and recommissioned. It was then superbly finished in a deep Indigo Blue with a delightful Cream interior. This extensive restoration was completed in 2013 and the car has been used sparingly since, covering only a few hundred miles.

Please do not touch the cars



1956 Jaguar D Type

Works 'Long Nose' XKD 603

Jaguar D Types were built specifically to win Le Mans and in 1955, 1956 and 1957 they did just that. XKD 603 is probably the most original of the 6 remaining ultimate spec 'Long Nose Works' racers, that were the only ones to have the extended nose, integrated wing and lightened panels. Raced from 1956-1959 by no less than 7 Le Mans winners, including Britain's 1st World Champion, Mike Hawthorn, '603' came 2nd at Le Mans in 1957 and competed in more World Championship rounds than any other Jaguar, before or since.



1961 Jaguar E Type

Chassis: 875027 Cunningham Semi-Lightweight

The third of the early Cunningham cars and the only one with a period competition history as follows: 1962 - Daytona Three Hours 5th GT Class; Sebring 12 Hours 1st Class; Le Mans 24 Hour test; Bridgehampton; 1963 - Daytona 3 Hours 10th; Sebring 12 Hours DNF; Road America, 500 miles 20th; Bridgehampton 12th. During 1962 and 1963, Cunningham heavily modified the car towards Lightweight E-Type specification. It was fitted with a D-Type wide-angle head, aluminum bonnet, boot-lid and hard-top, Webber carburetors, competition wire wheels and a competition fuel tank. Briggs Cunningham owned the car until 1973 and it was imported to the UK in 1974. It was then sold to Fred Ray, London, who kept it for many years. In 1992, after various ownership as, 9032 DU was sold to Michael Burt who sent it to Chris Keith-Lucas for a sympathetic restoration in 1993. The car then appeared at the Goodwood Festival of Speed in 1996 before forming part of a private collection in the USA in 2005, where it was displayed at the Blackhawk Museum. Purchased in 2015 by a private collector in the UK, 9023 DU has been displayed at some of the most prestigious events in the world, including being awarded 2nd overall in the Preservation Class at last years Pebble Beach Concours.



Jaguar Series 1 E-Type

3.8 Litre I.L. 6 Cylinder.

The Series 1 flat floor E Type is the car that when launched at Geneva in 1961, was described by none other than Enzo Ferrari, as the most beautiful car in the world. This stunning and original UK RHD full matching number Flat Floor E Type has a history going back to the mid 1960's. The car has only had three owners since 1978 and has travelled 35,000 miles since an engine rebuild which is supported through continuous MOT certificates. The last owner bought the car from Romans Garage in 1985 and the E Type was looked after by them until the current owner bought it in 1990. Since then the car has been maintained meticulously by a Jaguar specialist and a file has been kept of all invoices, showing that the car has had no expense spared over the last 30 years! Recent expenditure includes a brand new hood but with an original interior. It is now ready to be enjoyed in the coming summer!

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1950 Jaguar XK120 Roadster

3.4 Litre I.L. 6 Cylinder

The XK120 was launched in open two-seater form at the 1948 London Motor Show causing a sensation, which persuaded Jaguar founder William Lyons to put it into production. The first roadsters were hand-built with aluminium bodies on ash frames, but to meet demand, beginning with the 1950 model year, all subsequent XK120s were produced with pressed-steel bodies but aluminium doors, bonnet, and boot lid. The roadster's lightweight canvas top and detachable sidescreens are stowed out of sight behind the seats. This car, the 409th right-hand drive XK120 Roadster to roll off the production line in December 1950 and was road registered as 'LXO 108'. The new owner entered chassis 660409 into several races; there are evocative photos which show the two-seater in the heat of battle, while other competitors that day included Reg Parnell (Maserati 4CLT), Dennis Poore (Alfa Romeo 8C 35), Sydney Allard (Allard J2) and Tony Roit (ERA Delage). By 1955 it belonged to racer Anthony Crook (known for Bristol Cars). During its racing period, the car was upgraded with a larger 3.8 litre XK DOHC engine, large diameter quick release alloy filler assembly, competition twin exhaust system and wire wheels. The car underwent a 'chassis up' restoration completed in 1987. Comparatively little used since its refurbishment, the car was acquired by its current owner in July 2015.



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Porsche 911 (993) GT2 Coupe
1997 • RHD

430 bhp, 3,600 cc SOHC air-cooled horizontally opposed six-cylinder engine with twin turbochargers. When Porsche introduced the new 993 for 1995, it was to be the last of the great air-cooled 911s. The new coupé retained only the roof and front deck lid from the preceding 964 model. A side effect of all the factory's competition success was that Porsche had to build road-legal GT2s in order to homologate the model for racing. At about 430 horsepower, the GT2s ran higher boost than the standard Turbo model and developed almost as much horsepower as their racing counterparts. They shared cutaway bumpers with the Carrera RS and had removable and replaceable bolt-on wheel arches in order to fit wider wheels for racing and also for quick replacement in the event of any race-related damage. The GT, as it was initially dubbed, is highly prized by Porsche collectors. This Porsche also includes its original owners' manuals and service booklet, in their original leather pouch. A true icon in Porsche history, and probably the best car Porsche have ever produced, with one selling for £1,800,000 last year!

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The Aston Martin DB4 GT Zagato

The Aston Martin DB4 GT Zagato was introduced in October 1960 at the London Motor Show. It was effectively a DB4 GT, lightened and improved by the Zagato factory. The cars are best known for taking on the Ferrari 250 SWBs and GTOs with Jim Clark drifting his Zagato at Goodwood etched into the memory. Initially the factory had plans to produce 25 cars, but production ceased at the 20th unit. The popularity of the original DB4 GT Zagato has resulted in two subsequent waves of cars based on DB4s being rendered into "Zagatos". They are known as "Sanction II" and "Sanction III" cars and are "Works Approved Replicas", outwardly identical, but with several changes in the interest of better handling. Each of these cars sold for over \$1,000,000. Differences to the "originals" include a larger engine capacity, increasing from 3.7 litres to 4.2 litres and a smaller wheel diameter.



1961 Type 14 Lotus Elite
Chassis N° 1649

Colin Chapman unveiled the radically designed fibreglass Lotus Elite 60 years ago to an astonished public at the 1957 Earls Court motor show. The beautiful shape was designed in the main by Peter Kirwan-Taylor ably assisted by John Frayling with additional input from Frank Costin. The body shape was so smooth it achieved a 2.9 coefficient of drag (CD) which has never been surpassed since on any road car. The Elite had no chassis and was powered by a 1216cc Coventry Climax engine bolted into the body via a subframe. The 4-cylinder power unit was based on an all aluminium engine conceived for fire-pump use! Output was 83 bhp giving a top speed of 115mph and a 0-60 time of 11 seconds. A 4-speed BMC gearbox was fitted as standard but with a German ZF box as a very expensive option. The car cost £1966 new but it could be purchased in kit form to save purchase tax. An estimated 25 hours were need to complete assembly. The car was not a commercial success with around a 1000 being made. First owner of this car was FIA president Max Mosley. After 54 years the car is back in his ownership!

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1997 AC Cobra Lightweight
Chassis by AC Cars: Ford 5 Litre V8

The AC Cobra was a project devised by Carroll Shelby with the backing of Ford USA. Based on the British built AC Ace, Shelby added American muscle to the already lovely shape that AC had introduced. The development of the cars ultimately led to the Cobras winning the GT World Championship in 1965. This example has a 5.0 Litre V8 engine that is tuned to GT 40 specification and carries many of the lightweight features of the production run. It was built when AC Cars officially acquired the Cobra name and this Cobra is one of the last five that were ever produced by the factory, incorporating all the best features over the last years of Cobra production before they finally went into liquidation.

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1974 Ford Capri RS3100

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1961 Jaguar E-Type , Flat Floor

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1969 Lola T70 MkIIIB

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Ferrari 250 GTE Coupé 2+2
3 Litre V12

This was the first four seater car which Ferrari produced. During 1960 to 1963 it sold some 950 and was regarded as very successful and the profits were used to fund Mr Ferrari's main love, being his Formula 1 team. Mr Enzo Ferrari himself drove one as his everyday car. It was first seen at the 1960 24 hour Le Mans race as the official course car which caused quite a stir as it had been kept secret until then. For many years this model was unloved and some were left to deteriorate and some were rebodied as copies of the more famous cars such as the 250 GTO, 250 short wheel base and California sports models. This has resulted in there being only three or four hundred GTEs still existing. It has the three litre V12 engine used in many famous but lighter Ferrari sports and race cars of the same era, but for this luxury model, developing around 240 bhp. It has four forward gears plus an overdrive. This car has had only two owners during the last 50 years and is a rare right hand drive model. Although it is quite large it handles very well and is very predictable when driven reasonably quickly. A proper family Ferrari car!



1974 De Tomaso Pantera L
5.8 Litre V8

The Pantera was designed by American born Tom Tjaarda who worked for GHIA after a spell at Pininfarina. This design ran from 1971-1974. The number of Pantera "L" (LUSSO or Luxury) built during 1973-1974 amounted to some 1,323 units, sold mainly to the USA, via a special relationship struck between Ford and De Tomaso, and through their Lincoln Mercury dealers. The first cars (1971-1972) were fraught with teething problems but by 1973 and 1974 they were highly reliable. The Pantera has a steel body and monocoque chassis, (made in their Modena factory) fitted with a FORD CLEVELAND 351 ci in (5.8litre) V8 engine. This particular car has been fully restored to concours standard with the original engine blue printed, balanced, roller cams, high performance carburetors, high heat headers and exhaust, now producing circa 400HP, replacing the standard output of 335HP. The 5 speed manual transmission and transaxle is by ZF, with power assisted four pot disc brakes. With a 0-60 time of 5.5 seconds and a top speed of 158 MPH, the Pantera traded blows with the other noted Italian Supercar manufacturers of the day. Note: This car has the rear (fibreglass) luggage/boot inlay removed, to illustrate the attention to detail on the engine and transmission.



1934 Morgan Super Sports 3 Wheeler

This exceptionally original car has had only 3 owners since new, the first 2 within the same garage. It was driven extensively in high speed trial events and drove at Brooklands in 1936, 1937 and 1938. The winner of several of these, it still has its original club badges and many racing extras, it has its original engine, chassis and body from 1934. 'Caution May Contain Nuts' was painted on the spare wheel in 2010 when Aubrey Finburgh and Tom Mittler used it as their run around vehicle for The Goodwood Revival, and the painted on script certainly caused amusement at Salon Prive in 2011 where the three wheeler won the 'Most Original' award. It has a Matchless engine and a Barrelback body style but between 1933 and 1935 engines were often from J.A.P and the body style Beetleback. If you like your cars unrestored the Finburgh family are on your side and we guarantee that we will preserve this Morgan as is - but of course we apologise for making St Johns Wood High Street look so scruffy.

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1973 Triumph Dolomite Sprint
Ex-Works Belgium Race Car

This important race car is the only remaining Gp1 Leyland works supported car known to still exist. Built for the 1974 season, chassis 2493 was actively campaigned in Europe by the works for a full 4 seasons - including 4 entries into the legendary Spa Francochamps 24 Hours. The car was then retired at the end of the 1977 season, and remained in the Spa Circuit Museum for the next 25 years. It was therefore left untouched and remained totally original. The current owner bought the car in 2009 and developed it into a very competitive and class winning historic racer - as can be seen by its results at the three Goodwood Members Meeting it has raced as well as the prestigious HTCC series Motor Racing Legends. An easy car to run and with its blue chip history an obvious priority entrant to all major events including Goodwood.



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Mercedes Benz 280 SL 'Pagoda'

The Mercedes-Benz W 113 is a two-seat roadster/coupé, which was introduced at the 1963 Geneva Motor Show, and produced from 1963 through 1971. It replaced both the legendary 300 SL (W 198) and the 190 SL (W 121 BII). Of the 48,912 W 113 SLs produced, 19,440 were sold in the US. The W 113 SL was developed under the auspices of Mercedes-Benz Technical Director Fritz Nallinger, Chief Engineer Rudolf Uhlenhaut and Head of Styling Friedrich Geiger. The lead designers were Paul Bracq and Béla Barényi, who created its distinctive, patented, [2] slightly concave hardtop, which inspired the "Pagoda" nickname. All models were equipped with an inline-six cylinder engine with multi-port fuel injection. The bonnet, trunk lid, door skins and tonneau cover were made of aluminum to reduce weight. The comparatively short and wide chassis, combined with an excellent suspension, powerful brakes and radial tires gave the W 113 superb handling for its time. The styling of the front, with its characteristic upright Bosch "fishbowl" headlights and simple chrome grille, dominated by the large three-pointed star in the nose panel, paid homage to the then already legendary 300 SL roadster.



The Bentley 3/8 Litre

The Beast

Bentley produced only 100 8 litre engines as the production line coincided with the 1930 Great Depression which ultimately caused the company to enter receivership. Many examples were therefore turned into racing specials. The Beast as it's known was created just after the war and built on the lightest chassis - the Bentley 3 litre. Accordingly, the car has huge reserves of power and is perhaps one of the fastest pre war Bentleys in existence, producing well over 120 mph from its 6 speed drive and 7982 cc. The car has raced and rallied consistently since the sixties all over Europe and Far East. "The Beast" has just returned from successfully rallying through the Alps.

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Mercedes Benz 280SE 3.5 Litre

The 280SE 3.5L is rare as one of as few as 200 "Low-Grille" cars and is perhaps the most sought-after of this particular line and is known for its expressive styling, spacious interior and world-class engineering. Offering a lower and wider grille to accommodate the increased engine size, leather and hardwood interior, and a powerful V-8 3.5L engine, it is easy to understand why this car is praised as being the perfect combination of grace and power. In total, only 1,232 units of the Cabriolet would roll off the production floor from 1969 to 1971. It produced 200 hp (150 kW) at 5800 rpm, and a top speed of 210 km/h (130 mph) (205 km/h (127 mph) with automatic transmission) and a 0-100 at 9.5 seconds (11.5 for the auto). To accommodate the large engine, the car's front grille was widened; front and rear bumpers were also modified with the addition of rubber strips. The rear lenses changed to a flatter cleaner design. This change was carried across the standard 280 SE. As the top of its range, the 280 SE 3.5 is seen as an ideological successor to the W112 300 SE, though it lacked the W112's air suspension.

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The Riley "Monza"

Riley first came into production as a British motorcar and bicycle manufacturer in 1890 and ceased production in any form in 1969 after it was merged with British Leyland in 1968! Based in its works in Coventry, the company was well known world wide for producing powerful saloons on fairly light weight chassis. Accordingly, just pre and post war, many examples were transformed into special race and rally cars, some of which grace the vintage circuits today, such Le Mans and Monaco. Two such cars, known as Monzas (because of their likeness to the Alfas) were produced by a collector in Munich. The example on show today is one of them, having the benefit of its powerful 2.5 litre engine unit and with its small aluminium racing body producing frightening acceleration. The car is therefore superbly suited to the racetrack and hill climbs. It has competed at Prescott and over the years most race tracks throughout Europe. It has just returned from the Terre Di Candida through Italy and was overtaking Bugattis and Alfas on the hills!



Alfa Romeo Giulia Spyder
1600cc Twin Cam

This is one of 400 right hand drive Giulia Spyderys manufactured by Alfa Romeo in October 1963. Less than 100 are believed to survive in the UK. Two versions were built: the single carburettor "normale" and the more sporting twin-carburettor "veloce". Both had an advanced specification for the era with a twin-cam engine, front disc brakes and a 5 speed gearbox. This car is known as an "abnormale" as it is a normale converted to veloce specification. The current owner has owned it since 2006. The car has had a full body restoration at least twice since it left the factory. The restorations incorporated some tasteful improvements including leather upholstery, carpeting and inertia reel seat-belts. The car is used regularly throughout the year.

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1924 Standard Coventry V3 Tourer
Commission N° 57495 • Engine 57898 • Chassis 57495

Although little known today, the Standard Motor Company was in the top six selling marques in pre-war Britain. Founded in 1903, its fortunes were mixed to say the least. By 1924 the company had a share of the market comparable to Austin, but by the late 1920s profits had fallen dramatically and the Company made approx 10,000 cars in 1924. When new, the car cost £345 and its 4 cylinder 1300cc engine with 3 speed gearbox, allowed a top speed of between 40-45mph. This car was first registered in Sydney, Australia in 1927 and the car was subsequently later sold to a couple in New South Wales. This owner, a Banker, undertook a ground up 5 year restoration, all with his own hands. This was followed by some extensive long distance rallies throughout Australia. The current owner, on purchasing the Standard in 1997, had it recently shipped back to the UK where he too enjoys Rallies.



1932 Alfa Romeo 8C Muletto

This 1932 Alfa Romeo was part of the Works' Targa Florio Team. It has a straight 8 supercharged engine producing 210bhp with a gear driven twin overhead cam and these engines were one of the finest pre-war engines produced. Not only were these Alfas capable of winning The Le Mans 24 Hours and Spa Endurance races several times, but also they were successful in powering Alfa Romeo to Grand Prix wins at classic circuits like Monaco and Monza. As with all great sports cars such as Ferrari's GTO and Jaguar's D type, it's great to drive on the road as well on the track and is more than capable of holding its own with modern cars. The owners have competed in many VSCC races and won the Brooklands trophy at the 2015 Goodwood Revival. The Alfa will have just recently returned from this year's Mille Miglia.

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1973 Ferrari Dino 246 GT
Mid engined V6 2.4 Litres

The 'Dino' name came from the family nickname for Enzo's beloved son Alfredo and became the badge worn by a range of race and road going cars between 1968 and 1976, including Mike Hawthorn's 1958 and Phil Hill's 1961 World Championship winning F1 cars, which were respectively front and rear engined. Typically, these cars had less than 12 cylinders and since 'Dino' was instrumental in the idea to develop a 6 cylinder Ferrari engine, it became a befitting epitaph 10 years after his death. Ferrari made 2295 of the 246 GT variant between 1969 and 1974, and this car, chassis number 05590, is a series E model from 1972/3. It has remarkably been in the same ownership for 20 years and for most of that time was cherished by the owner's father who sadly passed away recently and to whom this car is dedicated in its livery of a beautiful and unusual pastel blue. A car that is truly and sentimentally, for Fathers' Day.



1996 Mini Cooper 1.3i

The Mini is a cheap and cheerful family saloon that has been owned by the likes of Twiggy, Princess Margaret and Peter Sellers. Although the Mini is small in size, it still has bags of personality and is a consummate head turner. The Mini remained one of the most iconic and popular cars of all time and enjoyed a lengthy production run that ran from 1959 until 2000. Created by legendary car designer Sir Alec Issigonis it became one of the enduring symbols of the Swinging Sixties. Manufactured at both Longbridge and Cowley - though the majority were made in Birmingham - it was badged as both a Morris and Austin car before eventually wearing the Rover badge towards the end of its run. It also celebrated rallying success, winning the Monte Carlo Rally in 1964, 1965 and 1967. The Mini Cooper 1.3i as shown (1996) was produced between 1991-96 and became the first Mini to receive fuel injection in place of a carburettor.



1970 Ferrari 512 S

Chassis No. 1004

This fully Certified and Classiched Ferrari 512 S was completed in late 1969, after having been put together in only three months by a team headed by Mauro Forghieri, in preparation for the 1970 World Endurance Championship. The 512 S raced in the 1970 Daytona 24 Hours and 1970 1000 KM di Monza with a podium finish. It was then used by the Scuderia for testing at both Monza and Modena Autodromo. The car was then sold to Jacques Swaters of Garage Francochamps in Brussels before being purchased by Solar Productions which was owned by Steve McQueen to be used during filming of the famous Le Mans movie. In 1979 the Ferrari was purchased by the famed 512 historian Manfred Lampe who sent it the USA before it returned to Europe in the late 1980's to be rebuilt at Bob Houghton's with the assistance and support of the Ferrari factory. Since its completion, the car has participated in various historic motoring events around the world.

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1959 Fiat 750 Zagato Abarth

Built between 1956 and 1961, Carlo Abarth was focusing on the Italian small displacement racing categories where prize money was on offer from both the race organisers and Fiat, for winners on their chassis. Abarth built the engines and placed them on a Fiat 600 chassis, with aluminium bodywork by Zagato. Immediately successful, the 'Double Bubble' went on to win its class at Le Mans and the last Mille Miglia in 1957. In all, somewhere between 400 & 700 were built in period, with an estimated 50-100 surviving today. This car was built in 1959, and exported to the US. During its restoration, some evidence of an early racing history were noted, suggesting it was imported under the Roosevelt Automobile Company banner. It was bought out of a collection in the Netherlands in 2006, and restored in Australia through 2010. It is currently running an 850cc engine, where the original was 750cc, but has its original gearbox and most other trim items. It came back to Europe thereafter, and purchased by the present owner 2 years ago. It has since been reunited with its original engine and has had other works to finish it to its current condition.

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1955 Lancia Aurelia B24S Spider America

Chassis N° B24S-1044 • Engine N° B24-1044

One of only 181 examples built with the Ultra-rare Fontana 'low roof' hard top, this Lancia is believed to have been delivered through the agency on Park Avenue in New York City owned by Max Hoffman, the importer who created the market for European sports cars in the American market. 1044 was delivered new in Grigio with a deep red leather interior. The car was owned by Lancia enthusiast Victor M Ricci of Brooklyn and by the summer of 1963 it was in Illinois, registered to Eunice Griffith who it is believed owned the car until 1995. It was then purchased by Bertolero in Turin who restored the car in his own workshop over a three-year period, including mechanical and cosmetic overhaul as detailed by a 90-photograph album chronicling progress. The car was finished in its fabulous colour combination of Azzuro with dark blue upholstery and soft top. It was then sold in the USA and was displayed at the 2005 Pebble Beach Concours d'Elegance. This B24S has since returned to Europe having received further works by US Specialist Jan Vroboril and Italy's leading Lancia restorer, Gilberto Clerici.

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1979 Ferrari 308 GTB

3.0 Litre V8

The Ferrari 308 GTB, introduced at the 1975 Paris Motor Show, marked a significant change for the company from Maranello. Powered by a mid-mounted transverse V-8, the 308 opened up a market segment unexplored by Ferrari, which had aimed its products solely at an elite clientele. As a successor to the V-6 Dino, the 308 was powered by a 240 horsepower 3.0-liter four-cam 90-degree V-8 transversely mounted ahead of the rear axle. The four cams were driven by toothed belts and the engine was fitted with a quartet of Weber twin-choke carburetors. A five-speed all-synchromesh rear transaxle was included, and the chassis, with fully independent front and rear suspension, was much like the Dino's, including the 92.1-inch wheelbase. This car is chassis number 26815 and was the Maranello Concessionaires demonstrator registered 03.04.1979, then supplied to Cooper Cars Sales Lts on 29.08.1979. She was supplied with the factory extras of AC, wide wheels and front spoiler – all of which are still on the car.



1949 Mark VI Bentley Drop Head Coupe

Truly this is a unique car: 68 HYV has been in one family since new and was especially built for the owner's grandfather, Jack Cotton, who was something of a property tycoon, perhaps best known for building the Pan Am building over New York's Grand Central Station. Before taking delivery from Jack Barclay in London it was sent to Birmingham to have a powered hood fitted. There's a big pump fitted in the back on the driver's side that powers the motor to raise and lower the hood. This was quite amazing for a car in the post war years. Weighing in excess of 2.5 tonnes and 19 feet long, it has to be driven with care and due deference given to the original drum brakes. With over 62,000 miles on the clock, it's pretty much in original condition. The car has been exhibited in many Concours, including Goodwood, Brooklands and Amberley. The owner considers it to certainly be a privilege to be a custodian for over 30 years of such an historic and remarkable car.

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1938 Frazer Nash BMW 327/80

2 plus 2 Cabriolet

Frazer Nashes are rare sights in the U.K. roads these days. The 327/80 you see here today was very cutting edge for the late 1930s, as it incorporated advanced engine design, a crossflow head and all in all, an engine later used in 1950's Bristols and the AC Ace. The car is now fitted with a Bristol gearbox and overdrive, independent front suspension, rack and pinion steering and hydraulic brakes. Performance and handling is very much a cut above many of her contemporaries; indeed, the 1940 Mille Miglia was won by her sister car, the BMW 328 2 seater sports. This example was restored 15 years ago and recently was on the receiving end of a total engine rebuild and mechanical overhaul by Nick Finburgh.

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Ferrari 512 BB

5 Litre Flat 12

The Ferrari BB or (Berlinetta Boxer) was the first mid engine production V12 car produced by the famous Maranello marque. A beautiful creation by Pininfarina, the BB was first equipped with a 4.4 litre flat 12 engine developing 380 BHP and debuted at the 1971 Turin Motor Show. Production started two years later and continued until 1977, but mechanical changes were imminent. This was a time when pressure was on manufacturers to limit exhaust emissions, and to comply with government legislation, so Ferrari developed a 5 litre version of its "Boxer" engine. This unit developed similar power to its predecessor the BB 365, but had considerably more torque with a consequential improvement in driver appeal. Hence the birth of the BB512 (12 cylinders and 5000cc). The final version of the Boxer was equipped with fuel injection and production continued until 1985. Ferrari built racing and road versions of the BB and these wonderful cars competed with great success at the world's most important race meetings. The car on display is a BB512 from 1977, one of only two finished in "Rosso Rubino" from a production run of 106 RHD models and in the same proud ownership for 27 years.

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1968 Ford Mustang 390 GT Fastback

This 'matching numbers' 6.4 Litre 324 hp 1968 Mustang 390 GT Fastback (S-CODE) was imported from Texas to the UK in 2013. It arrived in shell form with its original V8 Big-Block engine and parts boxed up alongside before it underwent a year long restoration to original factory condition. As the owner's dream car, his intention was always to drive it which ultimately led to him making several modifications to the car, after its re-build. With usability (and a bit of safety) in mind, new rack & pin steering and suspension were fitted in 2015, as well as a new starter motor for those inevitable cold British mornings. Otherwise, she is very much the way she would have come out the factory in January 1968.



Ferrari 250GT SWB

Chassis 3487 • 3litre V12

Raced to victories in the 1960 and 1961 Goodwood Tourist Trophies by Stirling Moss, who described the 250 SWB as the finest GT car ever, the SWB is often regarded as the ultimate example of a road car that could be driven to the circuit, raced and then driven home. Certainly the SWB stands close to the pinnacle of Ferrari cars both in terms of its road and race capabilities and beauty. The price of 3487 GT when new was \$7215.00. A copy of the original invoice supplied by Ferrari Spa is present in the history file along with a copy of its Certificate of Origin, numbered 3153 which was supplied by Ferrari Spa of Modena when the car was new. The car was supplied FOB Genoa from where it was then exported to New York for delivery to its first owner. When the car arrived in the USA it was given a title document by US officials in the State of Virginia dated June 5th 1962. When new, 3487 had motor numero interno number 262/62, gearbox number 539/61 and differential number 539 N.439F. The car today is still with its full set of original matching numbers. During the 1970's Mr Beer took the car to the UK where the car was registered. The car was then sold by Mr Beer in 1995 to the second owner, a Mr John Nichols. John Nichols kept the car until November 2011 when the car was sold to a Mr Hugh Taylor. During 2011 the car was sympathetically restored by Twyman Cars and as a result is presented in beautiful, original condition. The car has a Ferrari Classiche and the red folder accompanies the car.

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Alfa Romeo 2600 Sprint Zagato

Chassis No. AR856048 – Engine No. AR 00601 10019

Introduced in 1962, the 106 Series 2600 range was a direct replacement for the preceding 102 series 2000 cars. Alfa designed an all new 2584cc 6 cylinder inline engine with twin overhead camshafts producing around 160bhp. Launched at the 1962 Geneva Motor Show, the range included a Berlina, a Spider and a Sprint. The 2600 Zagato was launched at the 1965 Frankfurt Motor Show. Zagato made 103 cars. The 2600 Berlina was criticised for being a bit heavy, but the Zagato showed a different design on a shortened wheelbase. The lower curb weight transformed the 2600 SZ into a more sporty model. Manufactured on 8th January 1966 and registered to Antonio Orlando in Padova, Italy, it was later impounded by the Italian Authorities. In 1976 the Authorities advertised the car for sale and it was bought by an Italian living in San Jose, California. Sold on to several Californian owners, in 2007 it was placed on the market and the present owner bought it in December 2007 and shipped it to London and had the car repainted as the paintwork had deteriorated in the California sun. The engine, gearbox and back axle are original and the brakes and suspension have been restored, keeping it as original as possible.

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1967 Ferrari 275 GTB/4

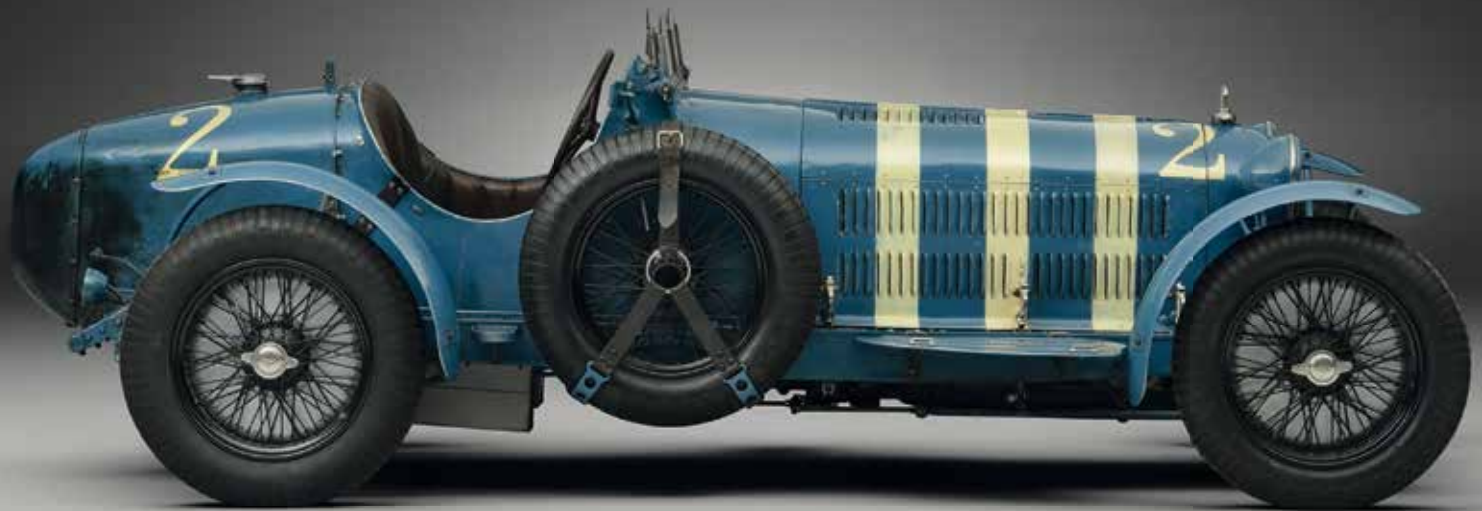
3.3 Litre 4 Cam V12

The 275 GTB for many is the most sensuous and beautiful of Ferrari's front line road cars, with design touches that are so evocative of the mighty 250 GTO. This is an original and matching number example with the coachwork in the original colour specification: Argento Silver. It retains all its original books and wallet and has an original tool kit. The Ferrari has been certified by the factory and has a Certificate of Authenticity. As such, it was invited by the factory to attend and take part in the Maranello Ferrari 275 GTB Anniversary Tour, to celebrate the manufacture and design of one of their most iconic models. It was one of only 50 invited. It has competed in The Tour Auto in France, The Modena Cento Ore in Italy, Gstaad rally in Switzerland, the Tour de Espana in Spain, and the St. Mawes Classic Car Rally in Cornwall, England, and as well as numerous concours events, including The Blenheim Palace Concours.

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1984 Lamborghini Countach LP 5000s

In Italian Countach simply means "Phwoar.....". Designed by the House of Bertone to follow on from Lamborghini's Miura, it proved to be equally sensational when launched at the 1971 Geneva Motorshow. The first model was delivered in 1974 to Australia. This Countach is the ultimate 1980s supercar. Imported from Hong Kong, it has only 20,000 km on the clock and it is one of the few cars made with matching white paint, white leather interior and white painted alloy wheels. The car is kept on proud display at the London Motor Museum. The triple white Countach was made even more famous recently in "The Wolf of Wall Street" when Leonardo DiCaprio wrecked one trying to drive it home after a drug fueled night out. Now it is an iconic classic car and values have rocketed over the last few years. The owner writes: It was my childhood dream and I get a thrill every time I get behind the wheel. Who didn't have a poster of this car on their wall as a kid?

Please do not touch the cars



**1952 Austin Champ
2.9 Litre Rolls Royce Engine**

The Austin Champ was produced to a British Army Specification for a light truck to replace the American Jeep, with the Austin Company being awarded the contract to produce 15,000 vehicles. The Champ has a 2,838 cc Rolls Royce B series four cylinder petrol engine. The gearbox has five ratios and a transfer box, allowing all five ratios in both forward and reverse. The suspension system was designed by Alec Issigonis (who designed both the Morris Minor and the Mini). Top speed is 50 mph, (forwards or backwards!), and does 11mpg off road, 18 mpg on a run. Although it has outstanding cross country performance it quickly became apparent that the Champ was too expensive (£1200 at 1951 prices), too complex and with limited civilian applications. In fact, just 11,000 were produced and the only export order came from the Australian Army. It is understood that around 300 still exist in the UK. This Champ was built in 1952 and served with the Army until 1966 when it was sold off, the average price being £60. It was bought 15 years ago and is in the same general condition as it would have been in military service. And it runs like a Swiss watch.

Sir Stirling and Lady Susie Moss attending the SJW Pageant in 2016.



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