

Bonhams | Cars



THE GOLDEN AGE OF MOTORING SALE

A SALE OF VETERAN MOTOR CARS AND RELATED AUTOMOBILIA

New Bond Street, London | 1 November 2024



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A SALE OF VETERAN MOTOR CARS AND RELATED AUTOMOBILIA

New Bond Street, London | Friday 1 November 2024 at 1pm

SALE NUMBER

29335

ILLUSTRATIONS

Front Cover: Lot 212
Inside Front Cover: Lot 214
Inside Back Cover: Lot 207
Back Cover: Lot 211

VIEWING

Thursday 31 October, 9am - 5pm
Friday 1 November from 9am

SALE

Friday 1 November
Automobilia 1pm
Motor Cars 5pm

ENQUIRIES

BonhamsCars

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ukcars@bonhamscars.com

Customer Services/ Bidder Registration

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bids@bonhams.com

CUSTOMER ACCOUNTS

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

Please see back of catalogue
for important notice to bidders

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

For all other lots export must take place within 3 months of the sale date.

www.bonhamscars.com

PLEASE NOTE

On Sale day motor cars will be displayed throughout our main, preview and basement galleries. The Sale itself will take place in the main gallery and is expected to be well attended. Refreshments will be served throughout and a cloakroom service in operation. Should the need dictate, registered bidders may be given priority access to the main gallery.

Auction Information

Auction & Estimates

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

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

Registering to Bid

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

Further to registering in order to bid, you will be required to provide photographic identification (passport or driving licence) and proof of address (utility bill/bank statement). In addition, for a company registration, please submit a certificate of incorporation, showing the company's full name and registered address; documentary confirmation of each beneficial owner owning 25% or more of the company; the ID documents (such as a driving licence or passport) for the authorised signatory and where the authorised signatory is not a director, a letter on company letterhead confirming the individual's authority to act.

Methods of Bidding

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

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

App Bidding: Download now for android and iOS.



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

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

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

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

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

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

Buyer's Premium

Motor Cars

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

Automobilia

Bonhams will charge buyers a buyer's premium of 28% +VAT on the first £40,000 hammer price, then 27% +VAT up to hammer price £800,000 on the total hammer price, then 21% +VAT up to £4,500,000 on the total hammer price and 14.5% +VAT thereafter.

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

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

VAT & Lots Under Customs Bond

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

Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams|Cars Department.

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

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

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

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

Damage

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

Vehicle Keys and Historical Documents

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

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

Conditions of Sale

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

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

LOT SYMBOLS KEY

Ω Omega: This Lot is from outside the UK. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. Please see the VAT & Lots Under Customs Bond section for further information.

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

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

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

Post Auction Guide and Collections

Payment

It is of critical importance that you ensure that you have readily available funds to pay the Purchase Price and the Buyer's Premium (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Please note payments for purchases must be from a bank account in the same name as the registered bidder. Payments from third parties are not accepted. Bonhams reserves the right to vary the terms of payment at any time.

Bonhams preferred payment method is by bank transfer.

You may electronically transfer funds to our account. Please quote your paddle number and Invoice number as the reference. Our account details are as follows.

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

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

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

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

- **Cash:** you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Registration & Vehicle Documents

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

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

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

Collections

Automobilia

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

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

Uncollected lots will be available for collection **by appointment only** from Thursday 7 November.

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

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

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

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

All lots marked with a ◊◊◊ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, this will involve Autofreight Ltd, who provide independent uplift and storage services for larger lots. There are charges for this service and for storage in their warehouse in Guildford, Surrey, at the buyers expense.

Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email sales@autofreight.co.uk for further information, details of costs and charges or to arrange collection from GU3 3HD.

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

Motor Cars

Removal and Storage of Vehicles

Vehicles must be collected from the Sale venue by 7pm on Friday 1 November 2024, at which point all remaining lots will be uplifted by Indigo Blue to their store at buyer / vendor expense.

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection.

If you are unable to collect your vehicle by the given time, Lots shall be removed by Indigo Blue to storage at the Buyer's expense (see below).

Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

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

Vehicle Removal charges

£395 + VAT per vehicle

Vehicle Storage charges

First 14 days
£15 + VAT per motor car per day

Thereafter

£45 + VAT per motor car per week

Transport and Shipping

A representative of Indigo Blue, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

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

Indigo Blue European Limited

www.ibeltd.co.uk
info@ibeltd.co.uk
+44 (0) 1420 477 223

Motor Car Presentation

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

Insurance after sale

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

Cars under Customs

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

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

Photography

Simon Clay

Tom Wood

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Jonathan Wood

Jonathan Jacobs

Roger Dixon (Automobilia)

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Automobilia

Lots 1 - 171, at 1pm

Further images and information of each lot can be found at bonhams.com/goldenage or scan the QR code below.







1



2



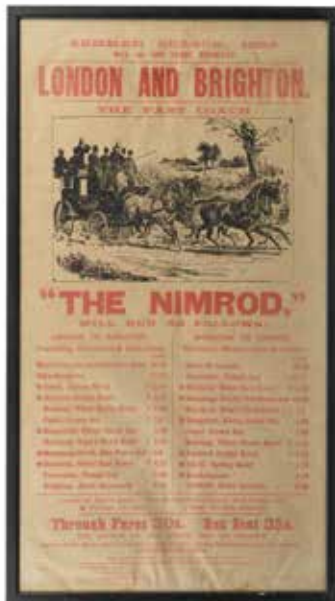
3 (part lot)



6



7



5

1
ASSORTED VETERAN MOTORING PHOTOGRAPHS,
17 monochrome images including period photographs, post-War images of commemorative Brighton Runs and other images, various sizes and conditions.
(Qty)
£100 - 200
€180 - 300

2
A SIGNED PHOTOGRAPH OF SELWYN FRANCIS EDGE,
sepia tone, 9 x 12, period image depicting the driver on his Napier, signed 'Yours Truly S F Edge' in red ink, matted and framed, lacking glass, (some wear and staining to image).
£200 - 300
€240 - 360

3
A COLLECTION OF THIRTEEN ORIGINAL PHOTOGRAPHS OF MERRYWEATHER FIREFIGHTING EQUIPMENT AND CREWS, BELIEVED FORMERLY THE PROPERTY OF J C MERRYWEATHER,
each pasted to card, some with hand-written annotations, (card brittle and yellowed with some loss); together with an illustrated 'American Fire Engine Company' catalogue 1894, the front cover hand-written J C Merryweather, May 24/95, red card covers, 120 numbered pages, 4to, (some wear to spine and covers); together with 11 photographs of early steam powered road coaches up to cars circa 1901, some glazed with written information to rear of frame.
£600 - 800
€720 - 960

4 †
'PRINETTI STUCCHI UNICA GRANDE FARBRICA MILANO', A MODERN LITHOGRAPHIC PRINT,
taken from an original four-sheet advertising poster, 64 x 45cm, framed and glazed.
£100 - 150
€120 - 180

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

5

**A RARE 1920S LONDON AND BRIGHTON
'NIMROD' COACH SERVICE POSTER**

depicting a coach and horses 'The Nimrod', outlining the times and stops between London to Brighton, the fares and proprietors name N B Perkins of Market Harborough, framed and glazed, 82 x 45cm.

£300 - 400

€360 - 480

6

**AN ADVERTISING POSTER FOR AUTOMOBILES
LE BRUN & CIE AND MOTOCYCLES 'LE SPHINX', AFTER MISTI, CIRCA 1899,**

Printed by P. Vercasson & Cie of Paris, on paper, distressed, torn and creased, with some overpainted and overdrawn restoration, 158 x 115cm

£400 - 500

€480 - 600

7 †

**A MOTORCYCLES COMIOT POSTER
AFTER STEINLEN, 1899,**

printed by Charle Verneau of Paris, lithograph on paper, flyer-size, 31 x 23cm, mounted, framed and glazed.

£500 - 700

€600 - 840

8 †

**'GLADIATOR AUTOMOBILES CYCLES',
AFTER HENRI GRAY, FRENCH, CIRCA 1904,**

full colour lithographic poster on paper, printed by E Bougard, 10 Rue St Antoine, Paris, 116 x 160cm, laid on linen, rolled.

£1,500 - 2,500

€1,800 - 3,000

9 ◊

**A RARE 1903 DE DION-BOUTON POSTER
AFTER MISTI, FRENCH,**

large lithographic poster printed by J.Barreau of 16, Rue Littré of Paris, advertising poster for 'Populaires 2 places 6cbx-4 places 8cbx' models, with pictorial design depicting the cars in a Puteaux (Seine) scene, 93 x 129cm, pasted on backing with some wrinkling and old crease marks to paper and some touched-in areas, glazed within wooden frame, measuring 104 x 138cm overall.

£3,000 - 4,000

€3,600 - 4,800

10 †

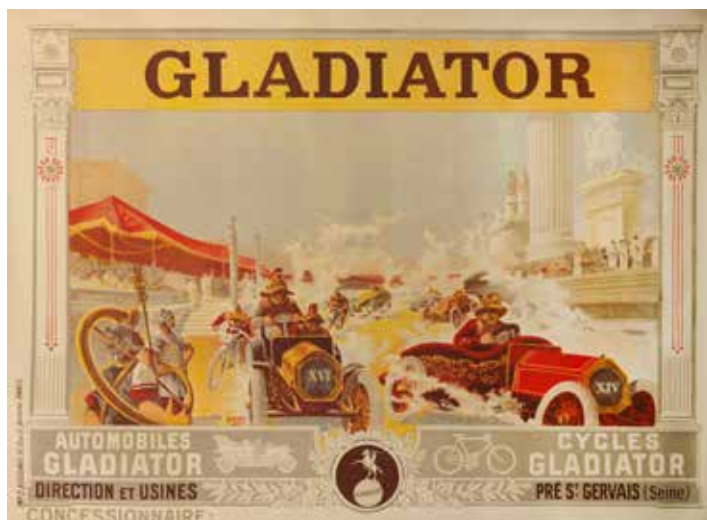
**'PEUGEOT' AFTER RENE VINCENT (1879-1936),
CIRCA 1912,**

full colour lithographic poster on paper, printed by Draeger of Paris, 160 x 120cm, conservation mounted on linen, rolled.

£10,000 - 15,000

€12,000 - 18,000

René Vincent's passion and love of great automobiles is clearly evident both from his life and his paintings. He was the first French citizen to hold a driving licence, and his Paris house was one of the world's first residences to boast an integral garage. This is arguably his most dramatic work, the exaggerated perspective emphasising the power and speed of the great car. The diagonal lines representing the cars shadow on the road give the impression that the car is actually flying, and Vincent has skilfully used the cloud of white dust thrown up behind as the central part of the "Tricolore".



8



9



10

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



11



12



14

11 †
'ARRIVAL AT THE CONCLUSION', AFTER LOUIS BAILLUE, DATED 1904,
 lithographic print on paper, 43 x 59cm, laid on linen, matted for framing.
£200 - 300
€240 - 360

12 †
'RETOUR DE RAMBOUILLET', AFTER ALBERT BEERTS,
 lithographic print on paper, 37 x 51cm, laid on linen, matted for framing.
£200 - 300
€240 - 360

13 †
'RENAULT 1911', A POCHOIR HAND-COLOURED LITHOGRAPHIC PRINT AFTER GAMY,
 printed by Mabileau of Paris, on paper, 30 x 60cm, mounted, framed and glazed.
£200 - 300
€240 - 360

14 †
'LES DECONFITS', A PRINT AFTER ALBERT BEERTS,
 lithographic print on paper, 45 x 63cm, laid on linen, matted for framing.
£200 - 300
€240 - 360



16



17



18

15 †
'LE PANHARD LEVASSOR', A HAND-COLOURED POCHOIR LITHOGRAPHIC PRINT AFTER MONTAUT,
 depicting the winning speedboat at the '1908 Championnat de La Mer', 37 x 83cm, mounted, framed and glazed (lower right corner of glass broken and missing).
£200 - 300
€240 - 360

16 †
A SET OF FOUR EARLY MOTORING PRINTS AFTER EUGENE CADEL,
 full colour lithographs on paper, titled Premiere Vitesse, Deuxieme Vitesse, Troisieme Vitesse and March Arriere (1st, 2nd, 3rd gear and reverse), each 16 x 36cm, common mounted, framed and glazed.
£300 - 400
€360 - 480

17 †
'FEMME EN AUTOMOBILE', AFTER MANUEL ROBBE (1872-1936), CIRCA 1902,
 signed in pencil, monochrome etching on paper, 50 x 40cm, mounted, framed and glazed.
£300 - 500
€360 - 600



19



20

18
'GRAND PRIX DE L'A.C.F. 1912' AFTER GAMY,
 hand-coloured pochoir lithograph on paper, depicting Boillot in his winning Peugeot, 42 x 87cm, mounted, framed and glazed with Tru Vue.
£300 - 500
€360 - 600

The Mabileau Company continued to be produced after Ernest Montaut's death in 1909 and it is thought that those signed 'Gamy' were created by Montaut's wife, Marguerite - 'Gamy' being an anagram of 'Magy', her nickname. Her works were occasionally signed 'M. Montaut'. Artists known to have collaborated with Mr and Mrs Montaut include Roowy, Nevil, Campion, Aldelmo, Brie, Dufourt and Jobbe du Val.

19 †
A PAIR OF MOTORING PRINTS AFTER A. MOLYNCK, BELGIAN, CIRCA 1905,
 each full colour lithograph on paper titled 'Proces-Verbal' and 'Poursuite', each on paper laid on linen, 44 x 88cm, matted for framing.
 (2)
£400 - 500
€480 - 600



21



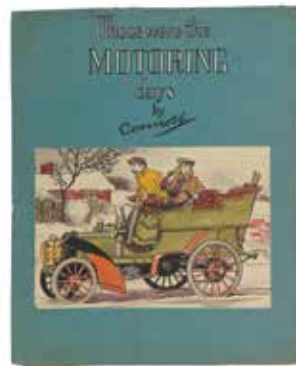
22

20 †
'DEPART DE L'AMBUSQUE' AND 'ARRIVE DE L'AMBUSQUE', A PAIR OF PRINTS, AFTER RENE VINCENT,
each full colour lithograph on paper printed by Champenois of Paris, dated '15, 49 x 64cm, conservation linen mounted, matted for framing.
(2)
£400 - 500
€480 - 600

21
'THE RAIL VANQUISHED BY MICHELIN TYRES' AFTER ERNEST MONTAUT, (FRENCH, 1878-1909),
hand-coloured pochoir lithograph on paper, original Michelin advertising print published by Mabilleau, Paris, comparing the times between the Scotch Express and drives by Heath and Hemery at the Circuit des Ardennes in 1904 and 1905, 71 x 51cm, mounted, framed and glazed with Tru Vue.
£15,000 - 20,000
€18,000 - 24,000



23



24



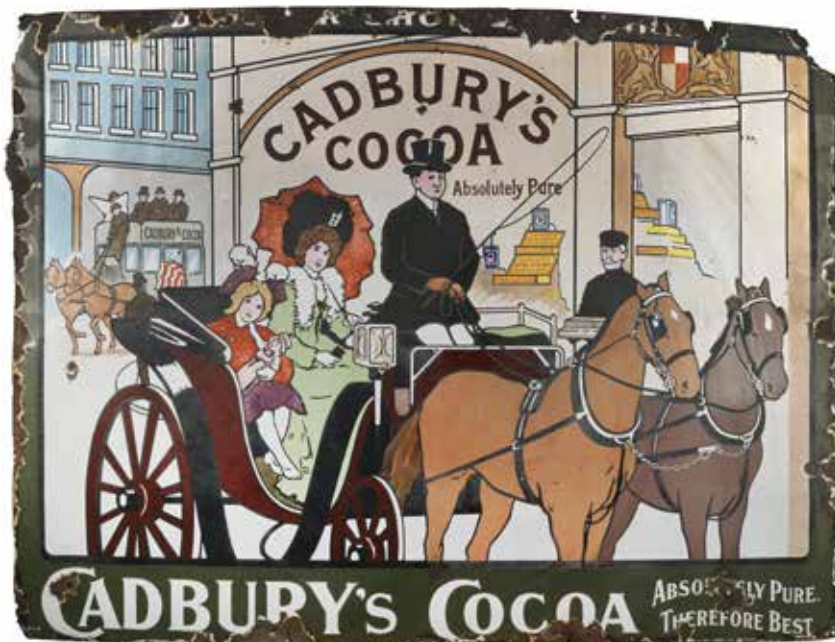
24

22 †
JEAN-BERNARD DECOMPS (FRENCH, 1872-1948), 'PORTRAIT OF VICTOR ETIENNE DEMOGEOT',
signed and dated 1916, oil on wooden panel, 41 x 32.5cm, unframed; together with framed display of 3 photos depicting the Demogeot driving or with racing cars, common mounted, framed, 29 x 60cm, overall (frame lost decorative gilt edging); another photograph depicting Demogeot in a car parked next to a huge bell, 45 x 35cm, framed; a 1907 Targa Florio booklet; a 1906 Blackpool Automobile Races programme, assorted period magazines and postcards, and some related photocopies. and file of magazines, postcards, and ephemera.
(Qty)
£1,500 - 2,000
€1,800 - 2,400

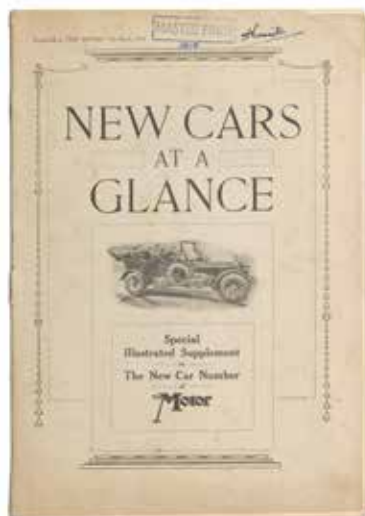
23
GEORGE WRIGHT (1860 - 1942): 'MÉTALLURGIQUE',
signed, oil on canvas, monochrome image depicting a driver and three passengers in a rural scene travelling in a circa 1910 Métallurgique 26Hp Phaeton de luxe with Van Den Plas coachwork, 33 x 48cm, framed.
£2,000 - 3,000
€2,400 - 3,600

24
HAROLD CONNOLLY 'THOSE WERE THE MOTORING DAYS'
an artist's proof mock of an intended illustrated book, with original artworks and text decorations by Harold Connolly, the main motoring images in pen and ink with watercolour, 4to.
£2,000 - 2,500
€2,400 - 3,000

This book formed the basis of two books written by Louis Connolly about his fathers artworks entitled 'The Motoring Art of Harold Connolly'. The original illustrations are reproduced in the books, but the text was re-typed and overlain to hide corrections and errors. The typed text accompanies this lot, together with a soft-backed copy of 'The Motoring Art of Harold Connolly', edited by Louis Connolly, signed by the editor with dedication to motoring book collector Peter Richley, dated 20 Feb 2004.



25



31



37



38



39

25

A RARE LATE VICTORIAN CADBURY'S COCOA 'ABSOLUTELY PURE' ENAMEL SIGN, by Falkirk Iron Co Falkirk, in full colour enamel, depicting horse drawn carriage outside a Cadbury's confectionary shop, 91 x 122cm
£1,500 - 2,000
€1,800 - 2,400

This sign was found in a shed in Maidstone, and reportedly made up one of the walls.

26 •

"ABRIDGEMENTS OF SPECIFICATIONS", 14 assorted bound Volumes, patent application and patent changes documents, dating from 1855 to 1930 relating to class 107 Roads and Ways; Class 108 Road Vehicles Body Details and Kinds of Types of; Class 144 Wheels for Vehicles; together with Rankin Kennedy: Electrical Installations, 1902-1903, 5 bound Volumes; and Cyclopaedia of Modern Shop Practice, 1915, 4 Bound Volumes.
 (Qty)
£100 - 150
€120 - 180

27 •

HENRI DESARCES: GRANDE ENCYCLOPEDIE PRATIQUE DE MECHANIQUE ET D'ELECTRICITE, 1913 four volume set, (Volume I rebound with remains of old covers).
 (4)
£100 - 150
€120 - 180

28 •

ASSORTED VETERAN MOTORING BOOKS, including Michael Myers Shoemaker: Winged Wheels in France, 1906; Young, Holley & Fisher: Steam on Common Roads, 1860 and Emma Burbank Ayer: Motor Flight through Algeria and Tunisia; 1911 and other publications.
 (Qty)
£100 - 150
€120 - 180

29 •

A.J.WALLIS-TAYLER: MOTOR CARS, published 1897, bound in blue leather, with 252 numbered pages, faint signature to inside cover dated 1899, cover and spine with some wear and tear.
£100 - 150
€120 - 180

30 •

W.WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS; VOLUME I, 1900, subtitled 'Their Design Construction and Working by Steam Oil and Electricity', re-bound in modern brown cloth hard covers, published by Archibald Constable & Company Ltd, first edition published 1900, 636 numbered pages.
£150 - 250
€180 - 300

31 •

'NEW CARS AT A GLANCE' SPECIAL ILLUSTRATED SUPPLEMENT TO THE MOTOR, 15 MARCH 1910, staple bound, 32 pages including covers, covers detached, 4to.
£100 - 150
€120 - 180

32 •

ASSORTED VETERAN MOTORING BOOKS, including Thomas O'Shaughnessy: Rambles on Overland Trails, 1915; Frederick Grover, Modern Gas & Oil Engines; 1897 and Robert W A Brewer: Motor Car Construction, 1912: and other publications.
 (Qty)
£150 - 250
€180 - 300

33 •

ASSORTED VETERAN MOTORING BOOKS, including George D Webber: The Best Motor Routes through Europe, 1913; Henry J Spooner: Motors and Motoring, 1906 and S R Bottone: Magnetos for Automobilists; 1918 and other publications.
 (Qty)
£150 - 250
€180 - 300

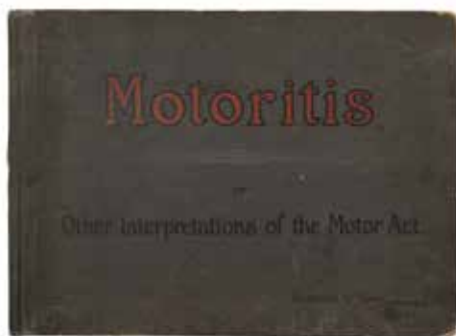
34 •

ASSORTED VETERAN MOTORING BOOKS, including Arthur Browne: Handbook of Carburetion, 1916; G Liekfeld: A Manual of Oil Motors and Their Uses, 1908; R T Sloss: The Book of the Motor car, 1905 and other publications.
 (Qty)
£150 - 250
€180 - 300

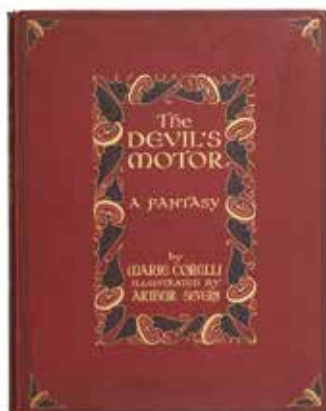
35 •

ASSORTED VETERAN MOTORING BOOKS, FRENCH TEXT, including L. Baudry de Saunier: 'L'Automobile Theoretique et Pratique', 1901; Gerard Laverigne: 'Manuel Theoretique et Pratique de L'Automobile sur Route', 1900; Pierre Souvestre: 'Histoire de L'Automobile' 1907; Maurice Farman: Manuel du Conducteur d'Automobiles, 1905 (pages loose, lacking spine); N. Chryssochoides: Encyclopedie-Roret Construction et Montage des Automobiles, 1905, first and second Volumes, each paperback (with pages loose, spines split); a Paris Marseille map and profile and Le Moteur Diesel Explique, 1945.
 (Qty)
£150 - 250
€180 - 300

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



44



45

36 •
ASSORTED VETERAN MOTORING ENCYCLOPEDIA AND PRACTICAL REFERENCE BOOKS

including Modern Power Generators, two Volumes; Cassell's Cyclopaedia of Mechanics, 6 Volume set (with duplicates of Volumes I to IV); and other motoring books, including 2 Volumes of Les Transformateurs D'Energie, French text, 1910. (Qty)

£200 - 300
€240 - 360

37 •
ASSORTED VETERAN MOTORING BOOKS, English text, including Lord Northcliffe: 'The Badminton Library 'Motors'', 1906; L Baudry de Saunier: The Art of Motor Driving (un-dated); John Henry Knight: 'A Catechism of the Motor Car', 1906; Lord Montagu: 'The Art of Driving a Motor Car', 1906; The Car to Buy (1907); The Car to Buy (1908) and other publications, various conditions.

(Qty)
£200 - 300
€240 - 360



46



47



48

38 •
ASSORTED VETERAN MOTORING BOOKS, English text, including A J Wallis-Taylor: 'Motor Cars or Power-Carriages for Common Roads', 1897; Hiscox: 'Horseless Vehicles - Automobiles and Motor Cycles', 1900; Hawley & Bramley: Motors in Principle and Practice for the Cycle Trader, January 1902; F A Talbot: Motor-Cars and Their Story, 1912; Sidney Appleton: Woman and the Motor Car, 1906; and other tomes.

(Qty)
£200 - 300
€240 - 360

39 •
ASSORTED VETERAN MOTORING BOOKS, including Rhys Jenkins: 'Motor Cars', 1902; Sloss & Morris: 'The Book of the Motor Car', 1905; Gerard Lavergne, edited by P N Hasluck; 'The Automobile, it's Construction & Management, 1902; Luigi Barzini: 'Peking to Paris', 1907; and other publications, (various conditions).

(Qty)
£200 - 300
€240 - 360

40 •
NIC PORTWAY: VAUXHALL CARS 1903-1918; A SIGNED LIMITED EDITION TWO-VOLUME SET, published 2006 by New Wensum Publishing, comprising Book 1 'Building the Power' and Book 2 'Claiming the Rewards', bound in dark blue and maroon leather respectively, Book 1 signed by the author and numbered 93/850 to title page, contained in slip-case; offered together with Vauxhall 30-98 - The Finest of Sporting Cars by the same author, published 1995, with dust-jacket and with publisher's publicity card.

(3)
£150 - 250
€180 - 300

41 •
W.WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS,

published 1906, in re-bound russet covers, 677 numbered pages, pages in various conditions.
£150 - 250
€180 - 300

42 •
W WORBY BEAUMONT: 'MOTOR VEHICLES AND MOTORS' 1902, revised Second edition, together with W Worby Beaumont: 'Motor Vehicles and Motors' Volume II 1906, each 4to; two Cantor Lectures pamphlets W Worby Beaumont: Mechanical Road Vehicles, small 4to, (covers brittle and detached with pieces missing); and H.O.Duncan: The World on Wheels, Volumes 1 and 2; later reprint of the title bound as two volumes in dark-blue Rexine hard covers with gilt tooling, spines worn and torn; together with xxxxxxxxxxxx ????.

£100 - 200
€120 - 240

43 •
WORBY BEAUMONT MOTOR VEHICLES AND MOTORS, VOLUME II, 1906,

hard backed, end boards re-inforced, 677 numbered pages, 4to, (some wear to covers and spine).
£200 - 300
€240 - 360

44 •
'MOTORITIS'; AN ALBUM OF ILLUSTRATIVE MOTORING PRINTS AFTER CHAS CROMBIE, PUBLISHED BY PERRIER, 1906, subtitled 'or Other Interpretations of the Motor Act', dark grey stiff card covers, containing a series of 12 staple-bound colour lithographic prints after Crombie, each depicting a humorous or cautionary motoring scene in response to the Motor Act regulations of 1903, large 4to, covers loose at spine with some wear and staining.
£200 - 300
€240 - 360

45 •
MARIE CORELLI: THE DEVIL'S MOTOR - A FANTASY,

red bound covers, printed in the city of London by the Edinburgh Press, illustrations by Arthur Severn, published by Hodder & Stoughton, some wear and tear to spine, minor foxing to pages.
£250 - 350
€300 - 420



49



51



52



54

46 •

WEDEN HOOPER: THE MOTOR CAR - A HISTORY & SOUVENIR,

published 1908, leather bound hard covers in black with gilt tooling, wear and tear to pages, cover and spine.

£400 - 600

€480 - 720

47 •

'OFFIZIELLER FUHRER ZUM GORDON BENNETT RENNEN 17 JUNI 1904',

ex libris Roland King-Farlow, the red cloth hard-backed covers, 264-pages in German, French and English text, including many photographs, with a 4-section gatefold of course gradients and fold-out colour map of the area, featuring sections on the organisation and competing national automobile clubs, a report on the 1903 event in Ireland, the earlier French and British Eliminating Trials, the cars and drivers including Richard-Brasier, Mors, Napier, Wolseley, Mercedes, Opel-Darracq, Pipe and Lancia, the Homburg circuit in the Taunus Forest with its start and finish in Saalburg, including local history and topography, together with three full colour plates (with original tissue protection), three advertisement sections printed in green, red and blue respectively, complete with all indices, top of spine worn and torn, 8vo.

£600 - 800

€720 - 960

48 •

'GUIDE OFFICIEL DE L'AUTOMOBILE-CLUB DE FRANCE POUR LA COUPE GORDON BENNETT 1905'

embossed red cloth bound hard covers, published by the Automobile Club de France in 1905, 158 pages, in French, German and English text, with fold out-map and advertisements, spine and some pages loose, 8vo.

£600 - 800

€720 - 960



50

49 •

COUPE GORDON BENNETT 1905 CIRCUIT D'Auvergne, LIMITED EDITION SOUVENIR BOOK, FORMERLY THE PROPERTY OF S F EDGE,

embossed crocodile-effect hard covers, text by Frantz Reichel, published by L. Schutzenberger and R Careme, limited edition number 156, with hand-written annotation to Mr S F Edge from L Schutzenberger, comprising 20 photographic image plates each with onion-skin covering, 4to, some foxing to pages.

£500 - 700

€600 - 840

50 •

'SIXTEEN VIEWS GORDON BENNETT TRIALS ISLE OF MAN' WITH DUNHILL'S XMAS COMPLIMENTS, 1904,

a combination of 1904 Gordon Bennett Elimination Trials images and pages of Dunhill Motorities advertising from their 1904 catalogue, textured green card covers, staple bound, small 4to.

£150 - 250

€180 - 300

51 •

'RAPIDITAS' REVUE OF THE TARGA FLORIO, COPPA D'ORO AND FESTE SPORTIVE DI PALERMO, JUNE 1906,

hardback, published by the motoring periodical of the same name, in Italian, French, English and German, with many tipped-in plates, photographs and illustrations, large 4to, (some wear to covers, brittle with rubbing and loss, spine worn and some pages, discoloured and foxed).

£150 - 250

€180 - 300

52 •

A 'PRINZ HEINRICH-FARHT UND BILDER AUS DEM SPORTLEBEN' SOUVENIR BOOK, 1910,

published by Continental-Caoutchouc und Gutta-Percha Co of Hannover, German Text, green paperback covers, cord bound, 182 numbered pages, (covers worn and creased, with dog-eared corners and some loss, one rear inner page cut with loss, pages yellowed), includes 1 tipped-in plate, and many other photographic illustrations. (page 115 torn with old taped repair, page 41 torn at base.)

£200 - 300

€240 - 360

53

ASSORTED PERIODICALS AND EPHEMERA,

including The Locomotive October 15 1909; RAC Journal March 31 1911 and December 20 1912; Motorcycling 17 August 1915; assorted copies of L'illustration; and other printed materials including the Timken Magazine 1913; Eismann Magneto type EB handbook with separate pricelist; Eismann Magneto type E M 4-Dual handbook; 1903 Panhard Automatic Carburetor booklet; 1912 Bradford Patent Truck & Trolley Co catalogue; Cryer & Jordan: Machine Construction and Mechanical drawing, 1904; a Stepney Spare Motor Wheel share certificate 1907 and other items.

(Qty)

£100 - 200

€120 - 240

54 •

MOTORCAR JOURNAL ISSUE 1 VOLUME 1, FRIDAY MARCH 10 1899,

both covers with some loss to spine and paper restoration repairs now laminated, 16 numbered pages with twelve pages of adverts including covers, 4to.

£100 - 200

€120 - 240

55 •

THE AUTOCAR, VOLUME II, JANUARY TO DECEMBER 1897,

bound as one Volume in publisher bindings, spine and some issues loose, with index, 4to.

£200 - 300

€240 - 360

56 •

ASSORTED ISSUES OF AUTOMOTOR JOURNAL,

48 loose issues dating between 1908 and 1922, in various conditions.

(Qty)

£250 - 350

€300 - 420

57 •

THE COACH BUILDERS' ART JOURNAL AND COOPER'S VEHICLE JOURNAL; NINE BOUND VOLUMES 27-35 (1906-1914),

comprising six Volumes of The Coach Builder's Arts Journal (formerly The Coach Builders' Wheelwrights' and Motor Car Manufacturers' Art Journal), Volumes 27-32 (1906-1911), bound in dark green leather-cloth bindings, believed complete run of issues 157-198 (Jan 1906 to Dec 1911), bound without covers; and continuing as the renamed Cooper's Vehicle Journal, three bound volumes 33-35 (1912-1914), bound as three volumes in pale green cloth bindings, believed complete run of issues 199-233 (Jan 1912-Nov 1914), bound with covers and advertisements.

(9)

£500 - 700

€600 - 840



59



60



61



63



63

58 •

TWO YEARS OF THE AUTOMOTOR JOURNAL, 1904-1905,

comprising Automotor Journal Volume 9 IX (January-December 1904), bound as one Volume, with publishers binding and index, together with Volume 10 X (January-December 1905), bound as two Volumes, 4to.

(3)

£800 - 1,000

€960 - 1,200

59 •

THE MOTOR-CAR JOURNAL; VARIOUS LOOSE ISSUES FOR VOLUMES IV AND VII, (1903 TO 1905),

in incomplete run of 34 assorted issues, vast majority with covers, comprising issues 206 and 208 for Volume IV (1903); and issues 313, 316-324, 327-329, 331, 332, 335, 339-344 (issue 341 lacking cover), 346, 347, and 349-356 for Volume VII (1905); covers worn, stained and torn in places.

(34)

£800 - 1,000

€960 - 1,200

60 •

THE AUTOCAR, JULY 1903 - JUNE 1914,
an incomplete run comprising Volumes 11-13, 16-17 and 25-32, in original style publishers bindings, good general condition.

£1,000 - 1,500

€1,200 - 1,800

61 •

'THE AUTOMOBILE CLUB NOTES AND NOTICES' TO 'RAC JOURNAL',

Volumes I-III 1901-June 1902, bound as one Volume; Volume IV July 1902-Volume XI, bound as individual Volumes; Volumes (XII-XVI) titled The Automobile Club Journal and Motor Union Gazette, then further Volumes (XVII 1909 to 1928-29) titled Royal Automobile Club Journal, various conditions and bindings.

(27)

£1,000 - 1,500

€1,200 - 1,800

62 •

ASSORTED MOTOR CAR JOURNAL MAGAZINES,

various loose issues from between 1899 & 1910, mostly with good clean covers, several indices, approximately 210 loose issues.

(Qty)

£2,000 - 3,000

€2,400 - 3,600

63 •

THE AUTOMOTOR & HORSELESS VEHICLE JOURNAL 16 OCTOBER 1899 TO THE AUTOMOTOR JOURNAL DECEMBER 1920

incomplete run, bound as annual Volumes from Volume IV 1899 to Volume VII 1902, then bound as two Volumes per year for Volume VIII up to Volume 17, with other Volumes 18, 19 x2, 20-24, 25 x2 and 32 January to December 1927, in black lettered yellow publishers bindings.

(Qty)

£3,000 - 4,000

€3,600 - 4,800



64



65

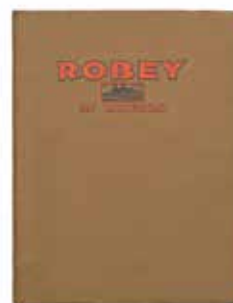
65



66



71



64 VETERAN SALES BROCHURES AND EPHEMERA,

comprising Clement-Bayard Cars, for the American market, English text, ribbon tied card covers with six tipped-in sepia tone plates, large 8vo; Belsize Motor Cab 'Price list and Instruction Book', cord bound grey card covers, 32 numbered pages, 8vo; 1912 'Das Neue Phänomobil, embossed green card covers, 48 printed pages, 4to; (with two related photocopies); British School of Motoring booklet, 1914; a De Dion Bouton map Rouen-La Havre; a Carte-Guide Campbell No2 Northern France and Belgium showing Military front 1917-1918; 'Unic' road map of England and Wales 1912; and a reprint of a Stanley 1916 announcement.

(Qty)
£100 - 200
€120 - 240

65 • ALBUM P.A.L. ILLUSTRATED SALES CATALOGUE WITH PRICES, FRENCH, 1909-1910,

for J Potier, Aze, Lecorsier & Cie, paper back, (back cover cut with loss, spine loose), 288 numbered pages, large format, French text, includes bicycles and accessories, motorcycle accessories, cars and accessories, sewing machines, cameras, aircraft accessories and other items, (some pages aged and brittle).
£100 - 150
€120 - 180

66 • TWO MICHELIN SALES CATALOGUES, 1906 AND 1907,

comprising, 'With the compliments of The Michelin Tyre Co Ltd, listing their great successes from 1904-1906, cord tied with full-colour Montaut printed image on front cover, small 4to; and The Year's Automobile Sport 1907, cord tied with old repair to covers now detached, small 4to.

£100 - 200
€120 - 240

67 • A 1909 DE DION BOUTON SALES BROCHURE, FRENCH,

staple bound, printed paper covers, 24 printed pages, narrow 4to; together with a reprinted 1912 De Dion Bouton catalogue (with non-embossed front cover), French text, 8vo.

(2)
£100 - 200
€120 - 240

68 • A PETO & RADFORD LTD IGNITION ACCUMULATORS + ACCESSORIES BROCHURE 1905/06

mauve card covers, printed in blue, 48 printed pages, small 4to.
£100 - 150
€120 - 180

69 • TWO WOLSELEY AUTOCARS SALES CATALOGUES,

comprising 1913 First Edition, embossed cord tied cream card covers, 60 numbered pages, 4to; and December 1918, unbound loose pages in blue card envelope, 4to, (old sticker mark to front of envelope).

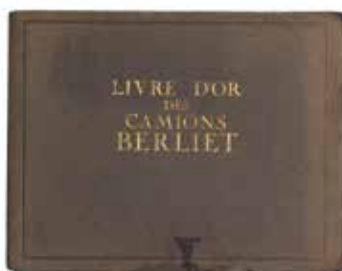
(2)
£250 - 350
€300 - 420

70 • A RARE GEORGE F MILNES & CO LTD 'TRAMWAY CARS' SALES CATALOGUE, CIRCA 1901,

embossed hardbacked covers, 48 printed pages, 4to; together with a Garford Motor Trucks catalogue, American, circa 1913, embossed card covers, 64 printed pages, 4to.

(2)
£100 - 200
€120 - 240

G.F. Milnes & Co, on 10 September 1898 the business was registered as a limited company, and the following year the site for a new and larger works (Castle Car Works) was purchased at Hadley, Shropshire. Production commenced at Hadley in June 1900, and the works in Birkenhead closed in 1902. There were around 700 employees and 701 tramcars were built in 1901. The business benefitted from the rush of orders when horse and steam tramway systems were converted to electric traction, but the market had begun to contract by the beginning of 1903. The Company went into receivership in September and, after some complex manoeuvring, became part of the United Electric Car Company Ltd. in June 1905.



75

71 •

TWO FOLDERS OF ROBEY & CO LTD SALES CATALOGUES AND FLYERS, 1910S, each brown Robey folder containing various catalogues, including No 468 Drop Valve Engines, No 393 Steam Engines Locomotive Boilers etc, No 523 Medium Stroke Engines, No 531 Portable & Semi-Portable Steam Engines, No 405 Improved Enclosed Type Portable Engine, and others, hole-punched for mounting, 4to, (various conditions); together with a re-bound booklet 'Clayton & Shuttleworth Instructions for Working Improved Finishing Threshing Machines, 8vo.

(Qty)

£100 - 200

€120 - 240

72 •

BELSIZE CARS SALE CATALOGUE AND TWO MOTORING BOOKS

comprising 1914 catalogue, embossed card covers (edges faded), 24 numbered pages, 4to; together with Alfred Harmsworth: The Badminton Library 'Motors', 2nd edition May 1902, covers faded, 8vo; and A B Filson Young: The Complete Motorist, 5th edition, October 1905, large 8vo.

(3)

£100 - 150

€120 - 180

73 •

THREE TRADE SALES CATALOGUES FOR ACCESSORIES,

comprising Stedall & Company 'Coach and Motor Section', paper covers (rear cover torn, spine worn, with drawing to outer leaf), 254 numbered pages, 4to; Bischoff & Cie, French text, 48 pages of lamps and lanterns includes 9 pages of cycle lighting, 4to; and Dunlop Trade List 1910, 4to with two Dunlop patches, various conditions.

(5)

£120 - 180

€140 - 220



76



77



77

74

ASSORTED PUBLICATIONS AND MOTORING EPHEMERA,

including two Chenard-Walcker (England) sales brochures, one lacking back cover with some torn pages, 4to; a 1914 RAC Light Car Reliability Trial report; a set of six 'Brooklands Favorite Winning Cars' postcards in remains of original envelope; other postcards; three London to Brighton commemorative programmes for 1931, 1932 and 1942; a 1932 entry form for a Veteran Car Race to be held at Brooklands; a 1905 South Devon Automobile Club membership form; 'La Vie Automobile' no 575, 5 October 1912 - Sunbeam 1912 report; 'The Car Illustrated 11 December 1912' (covers detached and loose); a 4 x 6 monochrome photograph of a car, pasted to board matting; and 13 issues of 'Patents for Inventions - Abridgements of Specifications' for class 79 Locomotive and Motor-Vehicles for Road and Rail, from 1877 to 1915, various conditions, (some covers detached or missing).

£100 - 200

€120 - 240

75 •

TWO BERLIET SALES CATALOGUES, FRENCH TEXT,

comprising Livre D'Or des Camions Berliet, embossed cord tied covers (some discolouration and staining) 64 pages of photographic illustrations showing Berliet lorries in use, large 4to; and Tristan Bernard 'Une Visite chez Berliet a Lyon', 1908, with illustrations after Rene Vincent, catalogue of models for 1908, 4to, (printed covers loose and spine worn, some pages foxed)

(2)

£200 - 300

€240 - 360

76 •

SIX ASSORTED RENAULT SALES PUBLICATIONS,

comprising 1908 Full catalogue, embossed card covers, cord bound, 44 printed pages, 4to; 1909 staple bound, 24page booklet, large 8vo; 1910 American issue catalogue, printed paper covers, 16 numbered pages, English text, 8vo; 1912 Miniature catalogue, English text, 12mo; 1912 Miniature catalogue, American edition, English text, 12mo; and 1914, cord tied embossed card covers, French text, 36 printed pages, 8vo.

(6)

£200 - 300

€240 - 360

77 •

A RARE 1906 ROLLS-ROYCE SALES CATALOGUE, PRINTED BY WASS PRITCHARD AND CO.LTD.

embossed grey and white covers with slight creasing and annotated '1906' top right corner in older ink), 99 numbered pages, title page printed 'C S Rolls & Co Rolls-Royce Cars' further pages include 18 full page illustrations of Rolls-Royce car types with prices, comprising; 10Hp Tonneau; 15Hp Tulip Tonneau; 20Hp Standard Side Entrance; Roi des Belges; Convertible open and closed; 20Hp Single Landaulet; Phaeton De Luxe; Victoria; Clayton East; 30Hp 6 cylinder Double Landaulet (with extension); 6 cylinder Pullman Limousine; Tatton-Bower; New Legalimit; (with 8 cylinder V-engine); (8 cylinder) Touring Car (with Invisible V-engine); Landaulet par Excellence; and Motor Landau (with 8 cylinder Invisible V engine), many coachwork types available in 15, 20, 30 and 8 cylinder versions, and details of a Shooting Brake with small illustration and prices for 20 and 30Hp versions, other pages with quotes, letters from owners, achievements, short Biographies of C S Rolls and Claude Johnson, introduction, press reports and other testimonials, large 8vo, originally cord tied, later Vellum bound for preservation and contained in a gilt tooled Rolls-Royce hard cover slip case.

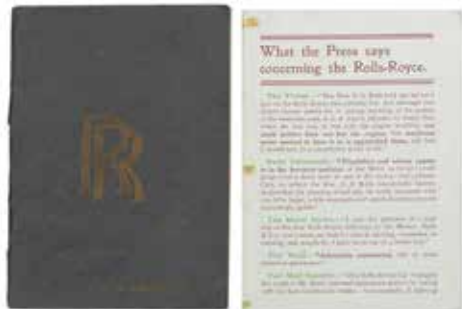
(2)

£500 - 700

€600 - 840



78



79

78 • AN EXTREMELY RARE 1899 BENZ IDEAL MOTOR CATALOGUE,

describing and illustrating the No. 1 Ideal, No. 2 Ideal, Van, Dog Cart, Phaeton, Brake Motor Van and tricycle engine, 10 numbered pages. Loses and water damage.

£800 - 1,200

€960 - 1,400

79 • A RARE AND EARLY C.S. ROLLS & COMPANY 'ROLLS-ROYCE' SALES CATALOGUE, PRODUCED FOR THE FEBRUARY 1905 OLYMPIA SHOW,

embossed grey card covers, staple bound with pasted-in sheet of price amendments on page 11, 24pp, title page includes "Works: Royce Ltd, Manchester", with many illustrations including 10Hp, 15Hp, 20Hp, 30Hp, seven assorted "Barker" body types, all with price lists, page 20 dated Feb 1905, 12mo, page 5/6 with tear to edge, loose bound with a 4-page supplement detailing "What the Press says concerning the Rolls-Royce." (pages stained and old tape marks), with articles extracted from newspapers, periodicals and other publications, undated.

£1,500 - 2,000

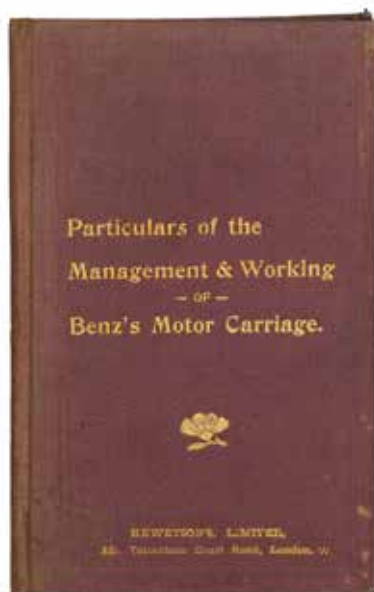
€1,800 - 2,400

This catalogue was produced especially for the first launch of the Rolls-Royce in England in February 1905 and has a far greater range of information than the January 1905 catalogue that has no prices and fewer coachwork illustrations, a smaller list of patrons and more errors, including the "6 cylinder Brougham with extension" which was in fact a 3 cylinder car. Later editions of this catalogue came with errata pasted onto some pages.

See Bonhams Olympia 2017 sale 24125 lot 55.



81



83

80 • PAUL N.HASLUCK: THE AUTOMOBILE, SEVERAL EDITIONS; AND JAMES WEIR FRENCH: MODERN POWER GENERATORS, VOLUMES I & II;

Paul N.Hasluck: The Automobile; English text editions based on the 1900 French publication by Gerard Lavergne: *Manuel Theoretique et Pratique de l'Automobile sur Route*, several editions comprising Volumes I & II, reprinted Subscription editions, September 1902, in green cloth bindings with gilt tooling; a Revised and Edited edition bound as a single volume, September 1902; and a New and Enlarged edition in maroon cloth bindings, reprinted 1904, all published by Cassell & Company Ltd; offered together with James Weir French: Modern Power Generators, Volumes 1 & II, large format dark green cloth bindings with gilt tooling, by the Gresham Publishing Company, 1908, containing fold-out sectional model diagrams.

(6)

£150 - 250

€180 - 300

81 •

EIGHT WOLSELEY INSTRUCTION MANUALS,

for 1911, 1912, 1913, 1914 and later upto 1920, for various models including 16/20Hp, 24/30Hp, 30/40Hp, Wolseley 'Ten', and 11/22Hp models, some wear.

(8)

£150 - 250

€180 - 300

82 •

THREE VETERAN CAR INSTRUCTION BOOKS,

comprising 'Notes on the Management of the Gardner-Serpollet steam motor car', by G H Olliver, 2nd Edition, January 1903, blue cloth bound hard covers, 56 numbered pages with fold out 'connections' diagram (slight tear); Vauxhall Motor Carriages, 1912, cream cloth bound hard covers, 73 numbered pages; and Daimler 1912 Handbook, blue cloth hard covers, 111 numbered pages, each 8vo; together with a Vintage Napier 40/50Hp instruction book, circa 1918, maroon Rexine wrap around hard covers with press stud, 135 numbered pages, with fold out Lubrication Chart and Chassis Diagram in rear pocket, some hand-written annotations and notes, 8vo.

(4)

£150 - 250

€180 - 300

83 •

'PARTICULARS OF THE MANAGEMENT & WORKING OF BENZ'S MOTOR CARRIAGE, CIRCA JULY 1901,

embossed red Rexine hard covers, (pages detached) 25 numbered pages and three coloured fold-out chassis and control diagrams, small 8vo, (some wear to covers).

£250 - 350

€300 - 420



84



85 (part)



86



88



89



87



90

84 •
R.J. MERCREDY: DE DION BOUTON MOTOR CARRIAGES;
'Their Mechanism and How to Drive Them', Book 1, Sixth Edition, dated 1910, brown card covers (some loss to spine), 8vo; offered together with a publicity brochure 'The Evolution of the De Dion Bouton Car 1882-1926 - A Record of nearly Fifty Years' Progress', publication No.76, dated 31/3/26, cord-tied blue card pictorial covers, some wear and loss to pages, 4to.
(2)
£500 - 700
€600 - 840

85
A QUANTITY OF ASSORTED PRE-WAR MOTORING THEMED POSTCARDS,
24, majority British, 1920s and 1930s, mainly depicting humorous or calamitous cartoon motoring scenes with captions, some with messages, stamps and postmarks, and some uncompleted.
£150 - 250
€180 - 300

86
A COLLECTION OF 56 ORIGINAL POSTCARDS DEPICTING THE 1905 COUPE INTERNATIONALE (GORDON BENNET) BY L'HIRONDELLE OF PARIS,
depicting the drivers and the course, some franked, with inscriptions to reverse.
£120 - 180
€140 - 220

87
A COLLECTION OF 138 ORIGINAL NUMBERED PROMOTIONAL POSTCARDS DEPICTING THE 1906 CIRCUIT DE LA SARTHE,
by four different photographers, 24 by L'Hirondelle, 40 by Garczinski, 26 by La Fourche and 48 by Housseau, majority franked with inscriptions on reverse, some signed.
£250 - 350
€300 - 420

88 •
A QUANTITY OF EDWARDIAN MOTORING POSTCARDS,
approximately 140, colour, most with inscriptions and franked.
£400 - 600
€480 - 720

89 •
A QUANTITY OF EDWARDIAN MOTORING POSTCARDS,
approximately 140, colour, some with inscription and franked.
£400 - 600
€480 - 720

90 •
A QUANTITY OF EDWARDIAN MOTORING POSTCARDS,
approximately 140, colour, some with inscription and franked.
£400 - 600
€480 - 720

91 •
A QUANTITY OF EDWARDIAN MOTORING POSTCARDS,
approximately 140, colour, some with inscription and franked.
£400 - 600
€480 - 720



92



96



93



94



95



97



98



99



100

92

A RARE PAIR OF VETERAN CASED MOTORING MAPS BY W & A K JOHNSTON, CIRCA 1900,

the brown leather cases in very good order with leather carrying straps, nickel-plated locks and catch, the first case embossed; Johnston's Three-Miles-To-Inch Map of England And Wales in sheets numbered 1-25; the second case embossed the same but for Scotland numbered 1-16, both opening to reveal a near full compliment of linen-backed maps (England and Wales missing 18-20 and 25, Scotland missing 10), each case 23cm wide, one complete with key.

(2)

£500 - 800

€600 - 960

93

TWO ALBUMS OF PRESS CUTTINGS, 1905-1907,

cuttings pasted to board, with some loose unpasted cuttings, some hand titled Brighton 1905, loose mounted, three Blackpool Race meeting October 1906 entry forms, 1905 TT, Brescia Meeting 1905, Ormond Beach Meeting Florida 1906, and many other titles and events, (some wear and tear).

(Qty)

£100 - 150

€120 - 180

94

A LARGE CLEAR GLASS POSY HOLDER WITH BRACKET,

with ornate engraving, 21cm long.

£100 - 150

€120 - 180

95

AN ÉMILE GALLÉ CAMEO GLASS POSY HOLDER, FRENCH,

signed, acid etched in green, blue and clear coloured glass with raised floral detailing, flat back, 16.5cm tall.

£200 - 300

€240 - 360

96

A RARE BRASS 1-PINT KAYES 'K' HAND-HELD 'PIE CRUST' TYPE OILER,

with K embossed into top and 1 PT & 340 stamped on underside, 43cm long.

£150 - 250

€180 - 300

97

A J & R OLDFIELD 'DEPENDENCE' OIL-ILLUMINATING TAIL LAMP, PATENTED 1904,

black painted squared body marked 'No.4250', with 2½ inch ruby red main lens and clear bevelled angled side-lenses, spade mounting to rear, with loop handle, some wear, 21.5cm high overall.

£100 - 150

€120 - 170

98

A WELDHEN & BLERIOT LAMP, CIRCA 1905,

D-Shaped brass casing with clear bevelled rear lens and 3½ inch diameter 'Ruby' Bulls-Eye lens to front, with hinged loop handle and double bracket fittings to the top by simple chimney, originally oil illuminated (later converted to electricity).

£400 - 500

€480 - 600

99

TWO LUCAS OIL ILLUMINATED NUMBER-PLATE REAR LAMPS,

each brass body with drum chimney, comprising model 631 (with bullseye lens) and 633 (with flat clear lens, remains of nickel plating) 'King of the Road' lamps.

£250 - 350

€360 - 480

100

A J & R OLDFIELD 'DEPENDENCE' OIL ILLUMINATING REAR LAMP, PATENTED 1904,

model 508, brass body with loop handle, rear flange mount, 3¼ inch diameter 'Ruby' lens, with clear bevelled glass side lenses.

£250 - 350

€300 - 420



101



102



102



103



104



105



101
A RARE 'THE POLKEY IMPROVED MOTOR LAMP',
square bodied, (lacking chimney), with reservoir and wick adjuster, 28cm high, (for restoration).
£150 - 250
€180 - 300

Recently discovered in a shed in Eastwood, Nottinghamshire.

102
TWO ACETYLENE DRIVING LAMPS/ SPOTLAMPS,
a near pair, nickel-plated bodies with handle to rear, 6¼ inch lenses, one marked 'Lucifer M-B. Paris' the other 'A Lerio E.S.P.' (lens cracked), each with stirrup mount and clamp bracket, some wear with pitting and loss to plating in places, reflectors cracked.
(2)
£500 - 700
€600 - 840

103
A PAIR OF LUCAS 436 'BACKLIGHT' OIL ILLUMINATED LAMPS, CIRCA 1908,
polished brass, with bail handle, rear flange bracket, 4 inch diameter 'Ruby' lens and 2 inch diameter clear side lenses.
£1,000 - 1,500
€1,200 - 1,800

104
A FINE PAIR OF PIERCE-ARROW 'TOWN CAR' ELECTRIC 'OPERA LAMPS', AMERICAN, CIRCA 1912
left and right sided pair, silver-plated on brass, with correct patented easy fit brackets, both stamped 'Pierce Arrow Motor Car Design Patent Pat.No 40761 July 12 1910', each approx. 35cm tall.
£1,500 - 2,000
€1,800 - 2,400

105
A PAIR OF BRC MODEL 1457 ACETYLENE HEADLAMPS, CIRCA 1905,
each polished brass body with fork mounts, loop handle, chimney, condenser (one with seasoned cracking), 10inch diameter bevelled glass lens in front of 5 inch diameter Bulls-Eye lens.
(2)
£2,400 - 3,000
€2,900 - 3,600

106
A 'BOA-CONSTRUCTOR' ELBOW TRUMPET HORN, CIRCA 1907,
British Manufacture, 8cm wide, 9cm tall oval trumpet, tapered flexible extension tube, rubber bulb, fly gauze, mounting bracket, 165cm long overall.
£350 - 450
€420 - 540



106



107



108

107
A FIVE TRUMPET LE TESTOPHONE HORN BY ETIENNE TESTE, FRENCH, CIRCA 1910,
brass, numbered 292, 75cm long.
£800 - 1,200
€960 - 1,400

108
A 'LE TESTOPHONE' FOUR-TRUMPET MUSICAL BULB HORN BY CICCIA, FRENCH,
45cm long, stamped number 5036, working order (lacking bulb).
£500 - 700
€600 - 840



109



110



111



112



113



114



115

(unfolded)

109

AN EIGHT TRUMPET BULB HORN, CIRCA 1910,

each trumpet marked with the note, central drum with three valves, nickel plated finish, 73cm long overall.

£800 - 1,200

€960 - 1,400

110

A FLOOR MOUNTED FOOT OPERATED WARNING BELL,

cast bell with gongs and foot operated plunger strike, PAT USA FEB 9 1897, 15cm wide, modern plunger.

£250 - 350

€300 - 420

111

AN 8-DAY ANGLED DASHBOARD MECHANICAL CLOCK,

in a brass case with a 2 1/2 inch diameter white porcelain enamel dial (hairline crack between 1-4) with Arabic numerals, in working order at time of cataloguing.

£120 - 180

€140 - 220

112

A CASED ELLIOTT SPEED INDICATOR, CIRCA 1905,

nickelled outer case, No. 22822, with cream dial and 6cm bevelled glass lens, contained in original leathercloth case with hinged lid and with blue velvet lining, complete with spare accessories.

£300 - 400

€360 - 480

113

A VETERAN CAR OILER, CIRCA 1905,

main tank fitted with tube sight glass to left, two control taps to top, two drip-feed sight glasses to base and pump reservoir with tap to right (glass liner cracked), 30cm wide overall.

£600 - 800

€720 - 960

114

A BROWN & BARLOW BRONZE CARBURETTOR, REGISTERED DESIGN 1907,

previously used on a 1903 Wolseley.

£600 - 800

€720 - 960

115

A RARE FOLDING MOTORIST'S LADDER, CIRCA 1910,

stamped "Hodgekinson's Patent, Ambergate, Derby", mahogany frame unfolding from three sections and articulating fore and aft to reveal the black painted steel rungs, when folded 92cm long, when unfolded 249cm long, the upper rails mounted with hooks to fit roof mounted Edwardian luggage racks, (originally fitted with leather strap now part detached).

£400 - 500

€480 - 600



116



117



118



120



119



121

116
A PAIR OF VETERAN CAR SEATS REMOVED FROM A 1903 DARRACQ, wooden framed structure with doors to front of base, the outside and back painted green, upholstered in deep buttoned green leather with removable squabs, 126 x 63 x 90cm, fitted with brass handle and hood brackets, used.
£900 - 1,200
€1,100 - 1,400

These seats were removed when the car was converted into a four seater.

117
AN AUTOMOBILE CLUB OF GREAT BRITAIN & IRELAND (ACGB&I) ENAMEL AND SILVER MEMBER'S BADGE WITH 1903 DATE SHIELD, HALLMARKED BIRMINGHAM 1902, with dark blue enamel outer and light blue enamel date shield, 2.7cm diameter.
£100 - 150
€120 - 180

118
A MOTOR UNION ENAMEL AND SILVER LAPEL BADGE, HALLMARKED BIRMINGHAM, 1903 enamelled in green, white and red, 3.2cm high, (small flake off white enamel at base, pin bent).
£100 - 150
€120 - 180

119 †
'VIVE LA FRANCE!', 'LE CHAUFFEUR RÂLEUR' AND 'LE CHAUFFEUR SON AVERTISSEUR', A RARE COMPLETE SET OF THREE BRONZE MASCOTS BY JEAN VERSCHNEIDER (FRENCH, 1872 - 1943), 1909 charming gilt patinated bronze mascots, each signed with correct foundry markings, each depicting a child with period driving coat, goggles and cap, one holding aloft a French flag with 'VIVE LA FRANCE' printed to the centre, another depicted squeezing a bulb horn and the last angry at the hooting. The flag bearer set on a turned oak base, with original gilded patina French, circa 1909, 15cm high, (27cm to tip of flag), the others mounted as bookends with period marble bases and upstands, both 14cm high, 13cm long.
(3)
£3,000 - 4,000
€3,600 - 4,800

Jean Verschneider was an extremely versatile French artist and sculptor who also created a number of statues for Goldscheider. He was probably best known for 'The Kid', a rare 1925 car mascot depicting Jackie Coogan as featured in the title role of the 1921 Charlie Chaplin film of the same name.

120
A RARE AND EARLY ST. CHRISTOPHER MOTORING FIGURINE 'MASCOT' BY CHARLES SYKES, 1899, signed 'Chas Sykes' to right side of tapered square base and inscribed 'St Christopher' to front of base, 'cire perdu' cast figure in bronze with dark patina depicting the patron saint of travellers 'seeking the way' with hooded cloak and staff, 11cm high, with weighted base.

£2,500 - 3,500
€3,000 - 4,200

This bronze St.Christopher figurine is of the type as believed to have been fitted to the 1899 12Hp Daimler of Member of Parliament John Douglas-Scott-Montagu (1866-1929), 2nd Baron Montagu of Beaulieu, who reportedly drove his Daimler adorned with the St.Christopher figurine, into the yard of the Houses of Parliament in 1899, and believed to be the first time a 'mascot' was fitted to a motorcar.

Further information supplied by research staff at the National Motor Museum at Beaulieu, where Lord Montagu's Daimler is currently displayed, suggests that the 'mascot' may have been fitted to the interior of the car, as there was no convention for the radiator display of mascots at that time

121
'THE TORTOISE AND THE HARE' MASCOT BY RM, BELIEVED FRENCH, CIRCA 1910 initialled, bronze, 13cm long, on integral radiator cap above green marble base.
£300 - 400
€480 - 590



122



123



124

122

A MOTOR VEHICLE TRUNK BY FINNIGANS LTD OF NEW BOND STREET, LONDON, 1913, comprising of a leather-cloth outer case, four fine original inner suitcases, each with sturdy leather handles with nickel fittings, 83cm wide, some wear to hinges, travel worn.
£1,000 - 1,400
€1,200 - 1,700

124 †

A 'SOUVENIR DE VERDUN' RENAULT FT-17 TANK FIGURAL DESK CLOCK, FRENCH, cast alloy with dark patina, signed E. Richter Paris to reverse, 20cm wide, (one tank lacking tail plate).
£100 - 200
€120 - 240



125

125

A WOOLLEN CAR BLANKET USED IN A ROLLS-ROYCE SILVER GHOST, purchased from Austen Reed in the late 1950's by Laurie Koener for his wife for use in Rolls-Royce Silver Ghost registration number LK 1910. The blanket remained with the car when it was sold and by descent to the current owner. 160 x 80cm, step-in foot-muff type with 3 button front fastening, would suit passenger in Veteran car.
£120 - 180
€140 - 220



127

123

A SUPERB SIX PERSON PICNIC SET BY G W SCOTT & SONS, LONDON, CIRCA 1909 black Rexine covered case, with locks and catches, metal handles to each end, opening to green Rexine interior, the lid housing enamel plates and cutlery, the base fitted with wicker covered wire rack housing ceramic cups and saucers by Bisto of England, copper kettle with burner and spirit flask, four wicker covered glass bottles, two Coracle brand food boxes, an all metal food box, ceramic butter and preserves jars and wicker covered glasses, the case 75cm wide.
£4,000 - 5,000
€4,800 - 6,000

126

ASSORTED LONDON TO BRIGHTON VETERAN CAR RUN MEMORABILIA, comprising a flag, two vehicle entrant numbers, a pennant for the 1985 run, a display board of finishers plaques from 2001 to 2014, and a quantity of assorted programmes and magazines from the event.
(Qty)
£150 - 250
€180 - 300

127

A 'CIRRUS' BROWN LEATHER DOUBLE-BREADED OVERCOAT, modern, with checked lining, buckled cuffs and belt, together with a brown leather 'Cirrus' flying hat.
(2)
£150 - 250
€180 - 300



128

128
A PAIR OF LADIES AND GENTS BUFFALO-HIDE MOTORING OVERCOATS BY AKASO, both in dark brown with shoulder capes, comprising one small and one large coat, worn. (2)
£200 - 300
€240 - 360



128

129
A LEATHER MOTORING COAT BY LEDER SCHWAAR, GERMAN, brown leather with internal adjustable belt and outer belt with double buckles, worn.
£200 - 300
€240 - 360



129



130

130
A MOTORIST'S TAN LEATHER COAT, with buttons to right breast, button cuffs, (leather faded and worn in places), blanket lined.
£200 - 300
€240 - 360

131
A 'HUNTING SCENE' CIGARETTE BOX WITH DOUBLE HINGED LID, CIRCA 1908, wooden box with nickel plated framework stamped 'Rowenta' to underside, supporting two glazed lidded panels, each fitted with print of an Edwardian hunting/motoring scene, and wicker wrapped handle, 17.5cm wide overall.
£200 - 300
€240 - 360



131

132
A MODEL T FORD DECORATED CIGAR BOX, wooden box inlaid with Danish silver profile of model T Ford, the box 21.5cm wide, the interior with 1961 Ford Rally 'Brighton Prize' engraved plaque.
£250 - 350
€300 - 420



132

133
AN EMBOSSED BRASS PLAQUE DEPICTING A LORRAINE DIETRICH AT SPEED, CIRCA 1905, 13 x 21.5cm, in wooden frame,
£250 - 350
€300 - 420



133



134



135



135



137



138

134
A VETERAN MOTORING TRAY WITH DESIGN AFTER JACQUES CALLOT DECORATIVE TRAY, FRENCH, CIRCA 1905, moulded alloy construction, bearing artist's signature, 42 x 39cm.
£400 - 600
€480 - 720

135
A FINE AND EARLY GENTLEMAN'S TOURING POCKET WATCH, CIRCA, 1905, large size, bezel 40mm diameter, subsidiary seconds dial, the movement in good working order, decorated dial and gold markers, the reverse embossed with an image of a couple out for a drive in a veteran motorcar and surrounded by Sunflowers, in good original condition.
£500 - 700
€600 - 840

'Touring Watches' were produced as gifts for friends, family or participants of early motoring events, with larger examples for men and smaller for women. This particular Gentlemen's Touring Watch is in good working condition and has an ornate dial and gold markers and hands, it was possibly produced as an early trial participants gift.

Literature
The Motor Car in Art by Zolomij; Art and the Automobile by D.B. Tubbs.

136
A SET OF ROYAL DOULTON 'VETERAN MOTORIST' JUGS, 1972, each glazed ceramic, three graduated sizes in small 7cm high, medium 10cm and large 20cm high.
(3)
£200 - 300
€240 - 360

137 †
A FRENCH SILVER FILIGREE MODEL OF A RENAULT, CIRCA 1905, finely modelled, with moving wheels, 13cm long, loose mounted on a velvet topped wooden base, under a glazed dome.
£1,000 - 2,000
€1,200 - 2,400

138 †
A MOTORING DESK-PIECE BY WURTEMBERGISCHE METALLWAREN FABRIK, GERMAN, CIRCA 1912, marked "WMF" below the rear of the car, silver plated pewter in the shape of an open two seat racing car with driver and riding mechanic, the bonnet and rear tonneau cover open to reveal storage compartments, the piece cast and then finished with fine chase work, (old repairs and reinforcing to base and feet), 38cm wide overall.
£2,500 - 3,500
€3,000 - 4,200

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



139

139 †
A NOVELTY "WHEN TYRED, SCOTCH" CUT GLASS WHISKY DECANTER, PRE-WAR, in the form of an early motorcar tyre, with facet-cut tread and engraved "When Tyred, Scotch" to front wall, with star-cut base and complete with silver and glass stopper in the shape of a spoked wheel, 25cm high overall.
£1,800 - 2,500
€2,200 - 3,000

140
A DIAMOND ENCRUSTED EDWARDIAN CAR BROOCH, CIRCA 1910, in gold set with diamonds, and sapphire headlight and a ruby sidelight, with platinum metal revolving wheels, 41mm wide, in a later jewellery box.
£2,000 - 3,000
€2,400 - 3,600

141 †
A CASED ST. CHRISTOPHER ENAMELLED STERLING SILVER DASHBOARD PLAQUE, 43mm diameter, in circular card case.
£250 - 350
€300 - 420

142 †
A SILVER MOTORING MEDALLION, DESIGNED BY CHARLES PILLET, founded by A. Desaide, stamped ARGENT to the edge, unissued with no engraving, 41mm diameter.
£150 - 250
€180 - 300



140



141



142

143
"THE COLUMBIA TROPHY" PRESENTED FOR THE 50 MILE RACE FOR STOCK TOURING CARS, 1907, INDIANAPOLIS TROPHY pewter, Van Bergh quadruple plate trophy, with twin handles and scrolled foliate rim and base, engraved, "Columbia Trophy- 50 mile race for stock touring cars Brunots Island Sep 12 1907 won by Darracq, driven by W M McCulla Time 58 Min 40½ sec. World Record", 26cm high overall, plating worn and over-polished.
£800 - 1,200
€960 - 1,400

Brunot's Island is in the middle of the Ohio River in Pittsburgh, Pennsylvania. It had a 1 mile oval dirt track that was used for horse and car races from 1903-1914. Access to the island was by boat or on a pedestrian walkway on a railway bridge that crossed the island.

144
A BROOKLANDS AUTOMOBILE RACING CLUB TWO HANDED SILVER CUP WITH LID BY COMYNS OF LONDON, HALLMARKED LONDON 1910, engraved with BARC crest and 100MPH Handicap, 3rd Prize, 1 August 1910, 17cm high overall, 684g.
£1,200 - 1,800
€1,400 - 2,200

According to Bill Boddy: The Story of Brooklands, Vol 1, page 59.
"The BARC devised a method of grouping competitors that lasted almost until the end of the Club's career. They grouped competitor's cars by their observed speeds..."

There were handicap 60 and 70mph races for motorcycles and handicap 50, 76 and 100mph races for cars. The first 100mph handicap was run on 1 August 1910. The winner was Hadley in Oscar Thompson's Austin named 'Pobble', in second place was Herr Heim in a Benz and in third place was Captain Lindsay Stewart's Lancia with the racing number '13'.



143



144



145



146



147

145 †

'MEETING DE TAMISE', A POCHOIR HAND-COLOURED LITHOGRAPHIC PRINT AFTER ANDRE NEVIL,

printed by Mabileau of Paris on paper, depicting the event that took place 7-16 September 1912, 42 x 89cm, (old repair to top right corner of paper), mounted, framed and glazed.

£200 - 300

€240 - 360

146 †

'LONDRES-MANCHESTER' A POCHOIR HAND-COLOURED LITHOGRAPHIC PRINT AFTER GAMY,

published by Mabileau of Paris, 1910, depicting Paulhan's Farman biplane winning the air race against Claude Grahame-White to claim the Daily Mail £10,000 prize, 38 x 78cm, mounted, framed and glazed.

£200 - 300

€240 - 360

147 †

AN 'UP IN THE AIR' AVIATION THEMED SPIRIT FLASK, AMERICAN, CIRCA 1910,

brown glass with Sterling silver stopper, applied with silver decoration depicting a Wright-type biplane, 14cm high, in later presentation case.

(2)

£500 - 700

€600 - 840

148 ♦

A 'L'AIR' SUPERB AVIATION ILLUMINATED DESK-PIECE DEPICTING LOUIS BLERIOT IN HIS CHANNEL CROSSING MONOPLANE, AFTER AUGUST MOREAU, FRENCH, CIRCA 1910,

signed, bronzed and patinated pewter figure depicts a draped nude lady in the art nouveau style, holding aloft a flaming torch, arising from the flame appears a representation of a Louis Bleriot Monoplane XI aeroplane made of solid bronze, the figure standing on a winged platform above a marble base applied with a plaque marked 'l'Air la science domine l'univers par Augusto Moreau (Medaille D'or)', (plaque is loose). The aeroplane measures 32cm long with 32cm wingspan and is a superb and detailed representation of the Monoplane in which Louis Bleriot made his historic and memorable flight over the Channel from France to England in 1909. Below the wings there are two bulb carriers, enabling the aeroplane to be illuminated. 81cm high overall.

£5,000 - 8,000

€6,000 - 9,600

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



148



(detail)

149



(detail)

149 †

A SILVER MODEL OF A MORAINÉ-SAUNIER TYPE H MONOPLANE BY MAPPIN & WEBB, LONDON, 1915, finely detailed model, with clear hallmarks to left wing tip, approximately 1:24 scale, mounted on an ebonised base, (2 wing support wires cut), wingspan 37cm.
£8,000 - 10,000
€9,600 - 12,000

150

A SUPERB 40% (2:5) SCALE MODEL 9 CYLINDER Gnome MONOSOUPE ROTARY AERO ENGINE BY J G WINROW MODEL ENGINEER, 2005, finely detailed and hand-built from scratch, complete with a hand-made laminated propeller, fitted with proprietary miniature spark-plugs, the unit mounted on custom-built green painted display stand above a wooden base. Sold together with an album of photographs showing each stage of the machining and construction. This fine model won the prestigious 'Warco' Trophy at the National Model Engineers Exhibition in 2005 achieving 1st prize, sold with the presentation certificate, framed and glazed.
 (3)
£8,000 - 10,000
€9,600 - 12,000



150

This is a (40% Scale) Gnome Monosoupe Aircraft engine built to the highest exhibition standards in meticulous detail by the late 'James Graham Winrow.' Apart from the sparkplugs, every single part has been hand-built from scratch.

The Monosoupe (French for single-valve), was a rotary engine design first introduced in 1913 by Gnome Engine Company (renamed Gnome et Rhône in 1915). It used an arrangement of internal transfer ports and a single pushrod-operated exhaust valve to replace the many moving parts found on more conventional rotary engines, and made the Monosoupe engines some of the most reliable of the era. British aircraft designer Thomas Sopwith described the Monosoupe as "one of the greatest single advances in aviation".

Monosoupe engines were produced under license in large numbers in Britain, Russia, Italy and the US. Two differing nine-cylinder versions were produced, the 100Hp 9B-2 and 160Hp 9N, giving the larger displacement 9N version a nearly-cylindrical shaped crankcase and a dual ignition system for increased flight safety.



151

FOUR SMALL SCALE MODELS OF LATE 19TH CENTURY MOTOR VEHICLES, comprising a scratch-built metal model of Camille Jenatzy's 1899 'La Jamais Contente II' Land Speed Record electric car, with driver, 20cm long; and three kit-built models of an 1875-77 Austrian Four Stroke Markus 1570cc, metal and wood, 14cm long; an 1899 Four Cylinder 5507cc Chain Driven Cannstatt-Daimler, metal, 16cm long; and an 1886 Daimler Motorkutsche, plastic, 14cm long; each mounted on a black display base and offered together with four miniature figures in period attire.
 (8)
£200 - 300
€240 - 360

152

FIVE SMALL SCALE MODELS OF 1900-1901 MOTOR VEHICLES, each kit-built and comprising a 1900 Stanley Locomobile Steam Car with cover (detached), metal, 14cm long; a 1900 Single Vertical Cylinder Argyll, metal, wood and plastic, 11cm long; a 1900 Lohner-Porsche Baujahr electric car, plastic, 13cm long; a 1900 2-Cylinder Benz Racing Car, metal and plastic, 13cm long; and a 1901 2-Cylinder Ford Race Car Sweepstake, Henry Ford's first race car, metal and plastic, 17cm long; each mounted on a black display base, offered together with four miniature figures in period attire.
 (9)
£200 - 300
€240 - 360



154



157



159

153
SIX SMALL SCALE MODELS OF 1901-1903 MOTOR VEHICLES,

believed approximately 1:18 scale and comprising two scratch-built metal models of a 1901 40Hp Chain Drive Panhard, 17cm long; a 1903 Panhard-Levassor S4M, 19cm long; and three kit-built metal models of a 1901 60Hp Mors GP, 17cm long; a 1902 30Hp Wolseley Racing Car, 17cm long; and Marcel Renault's 1902 Paris-Vienna Winning Renault 16Hp race car, 17cm long; each mounted on black base and offered together with five miniature figures in period attire, and a boxed 1:18 scale model of Henry Ford's 1902 Ford 999 Race Car, by the Henry Ford Racing Legends Collection.

(11)
£250 - 350
€300 - 420

154
SIX SMALL SCALE MODELS OF 1903-1904 RACE CARS,

each mainly metal construction with some resin parts, comprising three scratch-built models of 1903 Four-Cylinder Gobron-Brillie, the first car to achieve 100mph, 21cm long; the 1904 Gordon Bennett Cup Winning Richard Brazier, 21cm long; and the 1904 Gordon Bennett Cup 100Hp 4-Cylinder 11.1 Litre Napier, 19cm long; and three models of the S F Edge 1903 Gordon Bennett 4-Cylinder 80Hp Napier K5, 17cm long; 1903 Oldsmobile 'Pirate' race car, 17cm long; and 1904 Napier L48 'Samson', 17cm long; each finely detailed and mounted on black display bases, offered together with eight miniature figures in period attire.

(14)
£250 - 350
€300 - 420

155
SIX SMALL SCALE MODELS OF 1904-1906 RACE CARS,

comprising a scratch-built model of Ferenc Szisz's 1906 4-Cylinder 9Hp Renault GP, metal and resin, 21cm long; four other metal and resin models of the Charles Jarrott 1904 Gordon Bennett Cup Wolseley 'Beetle', 19cm long; the Szisz 1905 Gordon Bennett Cup 4-Cylinder 90Hp Renault, 18cm long; 1905 6-Cylinder 200Hp Fiat Isotta-Fraschini, 19cm long; 1905 Darracq V8 'Old Iron', 18cm long; and a kit-built model of the 1906 4-Cylinder Clement-Bayard, metal and resin, 19cm long; each finely detailed and mounted on black bases, offered together with six miniature driver figures in period motoring attire.

(12)
£250 - 350
€300 - 420

156
FIVE SMALL SCALE MODELS OF 1906-1907 RACE CARS,

comprising four scratch-built metal models of 1906 French GP 4-Cylinder Hotchkiss, 18cm long; Felice Nazzaro's 1907 French GP 130Hp Fiat, 19cm long; the 1907 US Grand Prix Italia Model 36/45, 18cm long; and 1907 Christie 20 Litre V-4 race car; together with another metal model of the 1907 French GP Dufaux-Marchand, 20cm long; each finely detailed and mounted on black display base, offered together with two miniature figures.

(7)
£200 - 300
€240 - 360

157
SIX SMALL SCALE MODELS OF 1907-1908 RACE CARS,

mainly metal construction with some resin parts and comprising two scratch-built models of 1908 4-Cylinder OHV Mors GP, 18cm long; and 1908-1923 JAP engined Grand Prix GN, 19cm long; and four other models of 1907-1916 aero-engined Berliet Curtiss, 17.5cm long; 1908 De Dion Bouton Grand Prix Type 53, 19cm long; 1908 6-Cylinder in-line Porthos Grand Prix, with driver, 21cm long; and a 1908 Napier 65R, 20cm long, with miniature mechanic figure; each finely detailed and mounted on a black display base.

(7)
£300 - 400
€360 - 480

158
FOUR SMALL SCALE MODELS OF 1908-1909 RACE CARS,

scratch-built, mainly metal construction with some resin parts, and comprising 1908 French GP 120Hp Benz, 18cm long; 1908 Briarcliff Trophy Isotta Fraschini Tipo J, 19cm long; 1908/12 4-Cylinder chain drive Bugatti Type 10, 17cm long; and 1909 4-Cylinder 130Hp Lorraine De Dietrich, 18cm long; each finely detailed and mounted on a black display base, offered together with three miniature driver and mechanic figures.

(6)
£300 - 400
€360 - 480



160



161



163

159

FOUR SMALL SCALE MODELS OF 1909-1910 RACE CARS,

comprising three small scale scratch-built metal models with some resin parts, of Harry Grant's 1909 Vanderbilt Cup Winning 52Hp Alco, 19cm long; the Georges Boillot 1909/10 Lion-Peugeot racing voiturette, 18cm long; and 1910 chain-drive Lion-Peugeot, 18cm long; each finely detailed, and a larger scale plastic model of the Ferdinand Porsche 1910 4-Cylinder Austro Daimler 'Prinz Heinrich', 25cm long; each mounted on a black display base.

(4)

£250 - 350

€300 - 420

160

TWO SCRATCH-BUILT SMALL SCALE MODELS OF 1910-1911 FIAT RACE CARS,

both mainly metal construction, comprising the Fiat Tipo S76 'Beast of Turin' Land Speed Record car, with miniature driver figure, 20cm long; and Fiat Tipo S61 with Brooklands racing bodywork modification, 19cm long; each finely detailed and mounted on a black display base.

(2)

£200 - 300

€240 - 360

161

TWO SCRATCH-BUILT SMALL SCALE MODELS OF 1911 RACE CARS,

both mainly metal construction, comprising a 1911 10-Litre 4-Cylinder aero-engined Austin Hall-Scott Special, 22cm long; and a 1911 3-Litre Delage Coupe de Auto, 19cm long; each finely detailed and mounted on black display base.

(2)

£200 - 300

€240 - 360

162

THREE SMALL SCALE MODELS OF 1912 RACE CARS,

each mainly metal construction, comprising two scratch-built models of Louis Wagner's 1912 4-Cylinder Fiat S74, 19cm long; and 1912 4-Cylinder Rolland-Pilain, 21.5cm long; and another model of the 1914 Brooklands 4-Cylinder Supercharged Hispano Suiza 'The Sardine', 22cm long; each finely detailed and mounted on black bases.

(3)

£250 - 350

€300 - 420

163

FOUR SMALL SCALE MODELS OF 1912-1913 RACE CARS,

each metal construction, comprising three scratch-built models of the 1913 Percy Lambert 4½ Litre 25/50Hp Talbot, 20cm long; 1913 Indianapolis Isotta Fraschini Tipo IM, 19cm long; 1912 Kenelm Lee Guinness Sunbeam Coupe de L'Auto, 22cm long; and a kit-built model of a 1913 Vauxhall 30-98, 19cm long; each finely details and mounted on black display base, offered together with two miniature driver/mechanic figures.

(6)

£300 - 400

€360 - 480

164

FOUR SMALL SCALE MODELS OF 1913-1914 RACE CARS,

each metal construction, some with resin parts, comprising three scratch-built models of W.O.Bentley's 1913/14 D.F.P (Doriot, Flandrin & Parant) Type 12/40 Sport, 22cm long; Christian Lautenschlager's 1914 French Grand Prix winning 4½ Litre Mercedes 18/100, 20cm long; and Carl Jorns' 1913/14 12.3 Litre 'Green Monster' Opel racer, 20cm long; and a kit-built model of a 1913 Peugeot 148 Grand Prix, 17.5cm long; each finely detailed and mounted on black display base, offered together with two miniature figures in period attire and a miniature tool box.

(7)

£300 - 400

€360 - 480



165

165

A LUCAS 'KING OF THE ROAD' ORDINARY HUB LIGHT, CIRCA 1887,

Japanned black with some repainting, overpainted brass plaque, 8cm diameter lens, with front mounted striker, interior fitted with reservoir and burner, mounted in a custom made wood and brass display stand.

£1,000 - 1,400

€1,200 - 1,700



166 ♦ ♦ ♦

**A SOLID TYRED SAFETY BICYCLE,
CIRCA 1899,**

diamond shaped frame with central vertical support, frame painted dark green, nickelled brightwork, (lacking bottom bracket, drive cog, pedal cranks, pedals and chain), saddle with restored leather seat, leather tool bag slung under crossbar (distressed), 29 inch diameter front and rear wheels, with radial opposed spokes and solid rubber tyres, handlebars with turned wooden grips and lever brake.

£800 - 1,200

€960 - 1,400



167 ♦ ♦ ♦

**A SOLID TYRED SAFETY BICYCLE,
CIRCA 1895,**

central t-frame with diamond shaped reinforcing bars, the lower bar adjustable, solid tyred 28 inch diameter rear wheel and 26 inch diameter front wheel, 1 inch pitch chain, adjustable pedal cranks, curved handlebars with turned wooden grips, simple sprung lever brake, fitted with leather saddle (loose).

£800 - 1,200

€960 - 1,400



168 ♦ ♦ ♦

**A 48 INCH ORDINARY BICYCLE,
CIRCA 1880,**

with tapered tubular spine, 48 inch front driver, radial opposed spokes, 15 inch trailing wheel, both with solid rubber tyres, adjustable pedal cranks, with block rubber pedals, straight drop handlebars with turned wooden grips, no brake, saddle spring and leather saddle, flat front forks, some remains of old paint, head stock joint loose.

£800 - 1,200

€960 - 1,400

169 ♦ ♦ ♦

A 50 INCH ORDINARY "ROYAL STANDARD" BICYCLE, CIRCA 1880,

with tapered tubular spine, 50 inch front driver, 18 inch trailing wheel, fitted with solid rubber tyres (perished in places), radial opposed spokes, adjustable pedal cranks, with block rubber pedals, curved handlebars with turned wooden grips, simple lever brake, saddle spring and leather saddle, flat front forks, some remains of old paint and later transfers.

£1,200 - 1,800

€1,400 - 2,200



170 ♦ ♦ ♦

AN AMERICAN STAR HIGH WHEEL BICYCLE CIRCA 1885,

48 inch driving wheel, 20 inch front steering wheel, both radially opposed spokes and fitted with solid red rubber tyres, the rear wheel treadle powered, simple lever brake, leather saddle, curved handlebars with turned wooden grips, together with a reproduction 1886 Star catalogue and other laminated copies of ephemera relating to this machine type.

£2,200 - 2,800

€2,600 - 3,300



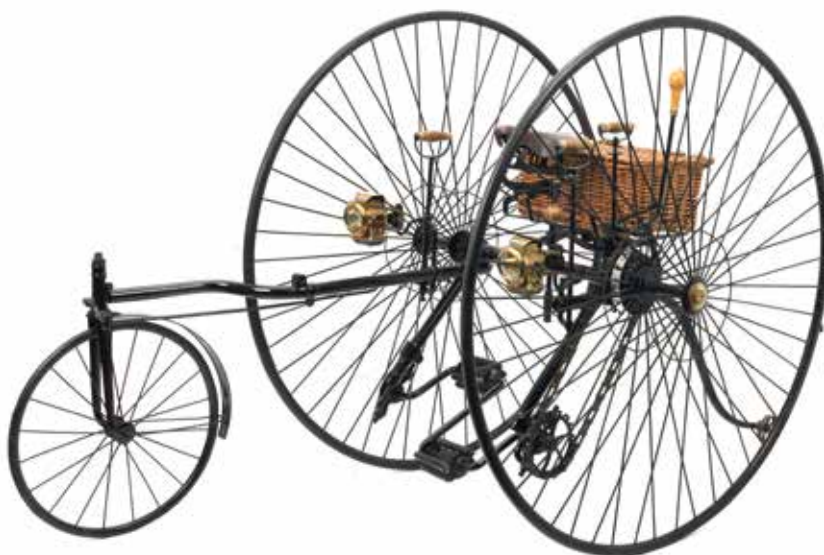
171 ♦ ♦ ♦

A SINGER COVENTRY TRICYCLE, CIRCA 1880,

finished black with red coach-lining, restored by former owner in the 1970s-80s, ridden and exhibited on many occasions by the current vendor, comprising solid tyred 20 inch diameter front steering wheel, chain driven 48 inch driving wheels, the cross tube fitted with later Brooks Ladies B73 leather saddle, wooden grip handles for left side support, fitted with a 'Victoria No 23' rumble bell, right handle to operate steering, rear left handle to control brake, rear trailing support wheel 3ins diameter, together with a rear basket (wormed) and carrier and a pair of Lucas 'Silver King' polished brass oil illuminated lights, fitted to flange mounts.

£6,000 - 8,000

€7,200 - 9,600



END OF AUTOMOBILIA

172 - 200

NO LOTS

Cars

Lots 201 - 214, at 5pm

Further images and information of each lot can be found at bonhams cars.com/goldenage or scan the QR code below.



2024 London to Brighton Entries
Motor cars offered with this logo/sign
are entered into this year's event.





£40,000 - 60,000

€48,000 - 72,000



201^{*N} 1904 Renault 6CV Type T Voiturette

Registration no. not UK registered

Chassis no. 3151

- Typical early single-cylinder Renault
- 'Barn find' discovery in 1970
- Rebuilt in the mid/late 1970s
- Present family ownership for some 50 years
- Past London-Brighton Run participant



Founded in 1898 by Louis Renault and his brothers Marcel and Fernand, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1½hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Few changes were found necessary before the Type A was ready for presentation to the public in 1899. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

The single-cylinder Renault was updated annually, the Type G of 1902 featuring an 864cc water-cooled De Dion motor rated at 6hp. Twin, side-mounted radiators had been adopted when water-cooling arrived in 1900 on the Type C and these were enlarged for the Type G, which was the first model to feature Renault's so-called 'coal scuttle' bonnet, a style widely copied by other manufacturers. The largest Renault model so far, the Type G was built on a longer and wider chassis, made from heavier gauge tubing, which now relied on semi-elliptic springing instead of the fully elliptical springs favoured hitherto. Six alternative final drive ratios were available, giving the car a top speed of anywhere between 19 and 33mph approximately. 1902 is also particularly noteworthy as the year the company began making its own engines, one of which powered Marcel Renault to a remarkable victory in that year's Paris-Vienna Race, defeating the larger Panhard-Levassor opposition to achieve worldwide acclaim and recognition for Renault products.

From the outset Renault engineering was of the highest quality, as exemplified by this single-cylinder Type T, which is typical of the first generation of Renault automobiles. A copy of the factory despatch sheet shows that '3151' left the factory on 14th March 1904 destined for a customer called 'Soisel'. Decades later the Renault was found in 1970 in a barn in the south of France, and for the next five years remained 'as found'. The chassis and mechanicals were complete and good condition, but the woodwork and upholstery were non-existent having been damaged over the passage of time. In 1975 the chassis and engine were restored and much of the bodywork rebuilt to the original specification, the restoration being carried out with passion and great concern for authenticity. The car has been in the vendor's family's possession since the 1970s, carefully preserved as a minor but nevertheless important part of the history of the automobile. It has participated in many prestigious rallies, including the London-Brighton Run and the 2022 Circuit des Ramparts at Angoulême.

Ready to use, this delightful smaller Renault is well catered for by both the UK's Veteran Car Club and the Renault Frères, and, of course, is eligible for the London-Brighton Run.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.



£17,000 - 22,000
€20,000 - 26,000

202

1914 Lagonda 11.1hp Four-Door Tourer

Registration no. SV 6677

Chassis no. 1402

- One of only four known survivors of the model
- Early example of body/chassis unitary construction
- Known ownership history
- Present ownership since 2022
- Restored since acquisition



The revolutionary design by Lagonda Motor Company founder, Wilbur Gunn, the Lagonda 11.1hp was introduced in 1913. Instead of the customary separate chassis, the steel body was reinforced with angle iron in an early form of unitary construction, predating the Lancia Lambda by almost ten years.

The 1,099cc four-cylinder engine of 67x78mm bore/stroke has overhead inlet and side exhaust valves operated by a single camshaft. The valves are opened by rocking tappet levers and rods which pass through the water jacket. A skew drive works a plunger oil pump. Early in the car's history, the Lagonda carburettor was replaced with a Solex – probably in the 1920s – while the original Ruthardt magneto has been replaced with a BTH GA4. The car has a three-speed gearbox with brakes operating on the transmission and rear wheels, while the suspension has a front transverse leaf spring and rear quarter-elliptic springs. The car is fitted with what is thought to be the earliest example of a fly-off handbrake. It has Sankey artillery wheels with a spare mounted at the rear. Around 500 of these cars were built before the First World War but production was stopped in 1916. The Lagonda 11.1hp was regarded as a fine, reliable vehicle, and in competition events managed several class wins including a Gold Cup in the Colmor Cup Trial of 1914.

This car was first registered as 'DN 767' on 9th June 1914 to Anthony Thomas Howell, a wholesale fruit merchant of York. Ten years later it was owned by the new owner of his business, Frederick Thomas Burley. In 1949 the Lagonda was purchased by a garage in Yorkshire, eventually passing into preservation in Gloucestershire. It attended many VCC events before being acquired by the Stondon Motor Museum and was sold when the museum closed in 2007. The car comes with a complete history listing all owners.

It was purchased by the present owners in 2022 and completely dismantled. The bodysell was in good condition and has been thoroughly rust-proofed and painted. All mechanical parts have been overhauled. The magneto has been rewound, new piston rings fitted, new copper tubes fitted to the radiator, rocker shaft ball races renewed, and the coachwork repainted.

Only four Lagondas of this model have survived: three two-seater coupés and this one, the only four-seater tourer. The car is now registered 'SV 6677' and has Veteran Car Club Dating Certificate No. 393, which was obtained in 1953.

203

1908 Renault Type VS 4½-Litre Vanderbilt Cup Replica

Registration no. DS 8255

Chassis no. 2590

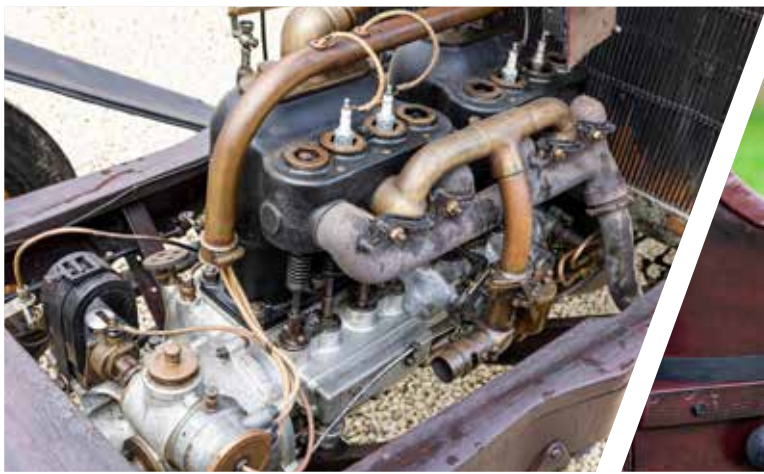
Engine no. 2678

- Replica of the Vanderbilt Cup Model
- Restored over a period of 20 years

- Photographic record of the restoration on file
- Massive history file

£70,000 - 80,000
€84,000 - 96,000





Based on a Renault Type VS, this imposing Edwardian racing car was purchased by the vendor's father's late friend, Dr John Holden, to replicate one of the famous Vanderbilt Cup racers; this car being modelled on the one known as 'Agatha', which was photographed and copied. The two chassis are virtually identical and the transmission and drive chains make it the perfect basis for such a project. This car features the 4,500cc engine rather than the 7,400cc lorry engine fitted in the ten race cars. It comes with a massive history folder, including photographs of the engine rebuild. The vendor's father completed the long-term restoration, adding the leather wings, and ran the car at the Syston Speed Trials.

A true monster from the 'Golden Age', the 7.4-litre Vanderbilt Cup Renault 'Agatha' is one of the most significant Edwardian racing cars still in existence. The Vanderbilt model was the last of the dashboard-radiator Renault racing cars, and was essentially a scaled-down version of the 13-litre car driven to victory in the 1906 French Grand Prix by the Hungarian Ferenc Szisz.

Intended for wealthy American amateur racing drivers, the Vanderbilt Model took its name from millionaire William Kissam Vanderbilt Jr, who commissioned a run of ten cars built to his own specifications through the Renault Frères Selling Branch of Broadway, New York.

'Willie K' had sponsored the Vanderbilt Cup race series, contested near his home on Long Island, to further the cause of motoring, and his idea was to create a one-model racing formula for the super-rich. The Vanderbilt Model sold for \$8,500, making it one of the most costly cars on the market. Of the ten built, only five survive.

The list of customers for the 35-45hp Vanderbilt Model was short but impressive and, apart from Willie K himself, included Agatha's first owner, his cousin Harry Payne Whitney (heir to the cotton gin fortune), Willis McCormick (of the eponymous 'Reaper' dynasty) and Robert Guggenheim, the young mining millionaire and sponsor of the 1909 Guggenheim Trophy TransAmerica race.

Racing driver Maurice Bernin drove a Vanderbilt Model which has been identified as 'Agatha' to victory in the 24-hour race at New York's Morris Park Motordrome on 8th September 1907 at an average speed of 45 mph, covering 1,079 miles to beat the next car home by 125 miles, having led for the last 19 hours. In 1908 Bernin triumphed again in the 100-mile race at the March Florida meeting. Driven by Louis Raffalovich and Basle, 'Agatha' also won the 24 Hours of New York race in 1909 at an average speed of 43.75mph, beating Louis Disbrow's Rainier by 112 miles.

£30,000 - 40,000

€48,000 - 71,000



204

1911 Daimler Model TG15 15hp Tourer

Registration no. 199 XKK

Chassis no. 10143

Engine no. 10960

- 2.6-litre four-cylinder Knight sleeve-valve engine
- Highly original
- An older restoration
- Present ownership since 2002
- Well known in VCC circles



A most original example, this Knight sleeve-valve-engined Daimler TG15 2.6-litre four-cylinder car has been well known in Veteran Car Club circles for many years. In the early 1950s it was owned by VCC stalwart, John Burchell, and since then has been in continuous enthusiast ownership. The Daimler has been the subject of an older restoration, now nicely matured, and is presented in maroon livery with black and gold lining and deep-buttoned blue leather upholstery. It is equipped with Rotax Electrolight brass headlamps, the distinctive Daimler centre-mounted curly horn, a brass rear-view mirror, a running board-mounted spare wheel, and a Stewart speedometer.

It also has a beige hood, a luggage grid to the rear, and Rotax Leitner dashboard electrics. In the previous ownership the car was maintained in good running order, used regularly and shown at appropriate events in its local area. Our vendor purchased the car at Bonhams' Beaulieu sale in 2002 (Lot 375) and describes it as in good condition throughout, with age-related wear and tear.

This practical and comparatively quick British Edwardian is offered with an old-style buff logbook (issued 1953), a VCC Dating Certificate (recording no major modifications), and a current V5C registration document.



£28,000 - 32,000
€33,000 - 38,000

205

1900 Locomobile Type 2 5½hp Spindle-Seat Runabout

Registration no. to be advised

Chassis no. 148

Engine no. to be advised

- One of the most successful early steam cars
- Believed imported from the USA
- Single family ownership since 1974
- Restored over the last 20 years
- Boiler and hydraulics Examination Certificate issued in July 2024



Entrepreneurs A L Barber and J B Walker formed The Locomobile Company in 1899 having purchased the rights from the Stanley Brothers to manufacture a steam car to the Stanleys' design. Locomobile's first car left the Newton, Massachusetts works in 1899. This was a lightweight four-wheeler with wire wheels, its coachwork borrowing much from the horse-drawn era, which was powered by a twin-cylinder engine with a 14" boiler beneath the driver's seat. Power was progressively increased and by 1900 a 5.5hp model was the norm. Steering was by a right-side tiller and final drive by a single blockchain with a contracting brake operating on the open-drive differential. Fully elliptic springs (transverse at the front) provided a comfortable ride on the primitive roads in its country of manufacture.

Believed imported from the USA, this Locomobile was first registered in the UK in 1974 by owner Peter Brandt. Mr Brandt kept the Locomobile for 48 years, lovingly restoring it together with his grandson, and with occasional help from J R Gould Steam Ltd, over the last 20 years. Mr Brandt died in 2022, leaving the vehicle to his grandson, the present owner and second registered keeper. Since then further restoration has been undertaken, leading to the issue of a boiler and hydraulics Examination Certificate in July 2024 (on file).

Gould's summary of the Locomobile's condition states: "The car appears to be in good running order, with work having been carried out on it over several years. Such major works include new CE marked boiler, manufactured 2018 and has recently had a full 10-year inspection which indicates the fabric of the boiler is in good condition (please see full boiler report for more details).

"The burner, an 'Ottoway type, though aged, seems to operate fully and maintains good steaming capabilities. It has been up graded to have a separate/removable pilot that runs on Propane gas. A small addition of a thermal gas shut off valve should be added to this system.

"The engine runs well and has had work carried out on it during its history, this includes hard chrome piston rods and new pistons and rings. The pump systems are of the original type and operates fully when the car is running. The bodywork may have undergone restoration at some point in the car's history, though the style has been closely adhered to. The undercarriage appears to be original and of the correct design." The summary concludes: "Once the principles of running a steam car are mastered this would be a good performer!"

206

c.1904 Peugeot Type 63A 10hp Twin-Cylinder Rear-Entrance Tonneau

Registration no. BS 8555
Chassis no. 5708

- Powerful 10hp engine
- Good turn of speed with excellent brakes
- Electric starter
- Assembled/restored 2005 - 2009
- Excellent condition
- Undated and therefore currently not eligible for VCC events

£60,000 - 70,000
€72,000 - 84,000





VCC member Chris Ashton reports that he first encountered chassis '5708' when investigating four of these Type 63s. This car was then owned by the late Ron Knight, who had assembled its various parts over many years. Unable at that stage to find a correct engine, Ron had fitted a 10hp engine as a stopgap measure. Ron had also commissioned a new tool-room copy gearbox. Up until his passing, Ron was still making casting patterns for the steering controls, while the bodywork was with his friend Dave Cooksey. In 2005 Ron Knight's widow sold the Peugeot to Mr Keith Wormsley, and in November 2009 it was offered for sale by a different owner at Bonhams' Harrogate auction (Lot 529) in partly restored, semi-assembled form.

Correspondence on file from Automobiles Peugeot (Peugeot archives) states that chassis number '5708' left the factory on 22nd December 1904. The aforementioned dating document records the car as a Type 63A fitted with four-seat tonneau coachwork and a (twin-cylinder) engine of 7hp. The engine currently fitted is a 10hp Peugeot twin (105x105mm bore/stroke, 1,817cc) of the type mostly likely fitted to the chain-driven Type 65 and Type 67. The engine fitted to Type 63As and 63Bs is a twin-cylinder T-head of 7hp with a bore/stroke of 85x95mm and low-tension ignition.

However, it should be noted that correspondence on file from Jean-Louis Laine, head of the Heritage Department of the Musée de l'Aventure Peugeot, states that this type of 10hp engine was also fitted to Type 63 models. Chassis drawings of the Type 63 provided by the Heritage Department of the Musée de l'Aventure Peugeot show it available with either shaft or chain drive ('5708' has shaft drive). Additional documentation on file includes copies of contemporary magazine articles concerning the Type 63's specifications.

'BS 8555' is currently undated by the Veteran Car Club of Great Britain, although a Science Museum certificate (copy on file) notes '5708' as being of 1904 date. The car boasts excellent paintwork and interior trim, and we are advised that the engine has been rebuilt with new aluminium pistons and re-metalled bearings. New tyres and tubes have been fitted and the wheel bearings renewed.

'5708' is a powerful twin with a good turn of speed and excellent brakes, equipped with three forward gears plus reverse as well as an electric starter. The car is offered as an undated project requiring additional research and potentially a correct 7hp engine in order to achieve 1904 dating status.



£60,000 - 70,000
€72,000 - 84,000

207

*Formerly the property of The Veteran Car Club of Great Britain
'The Wellingham De Dion'*

1901 De Dion-Bouton 4½hp Three-Seater Voiturette
Coachwork by H J Mulliner

Registration no. AH 299
Chassis no. 3543
Engine no. 4790

- Supplied new in the UK
- Many-time London-Brighton Run participant
- Known ownership history
- Present ownership since 2003
- Entered in the 2024 London to Brighton Veteran Car Run, no. 222





The names of Count Albert De Dion and engineer Georges Bouton are inextricably linked with the pioneering years of the motor car, initially in company with Charles Trépardoux in the building of light steam carriages, the first of which appeared around 1883. In the early 1890s De Dion and Bouton turned their attention to the internal combustion engine, much to the annoyance of Trépardoux who quit in 1894, leaving his erstwhile partners to develop what was, in effect, the first high-speed internal combustion engine.

Engineer Bouton's power units developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that De Dion Bouton engines were adopted by many other manufacturers of tricycles, quadricycles and light cars, both in Europe and the United States, influenced no doubt by the success of the flying tricycles in such events as the Paris-Bordeaux and other endurance races. Early 137cc engines ran at speeds of up to 1,500rpm, and the first internal combustion-engined tricycles were built in 1895. The 250cc engine of 1896 developed approximately 1¾hp and made the contemporary Benz engines seem positively antiquated. By 1899 the company was marketing a 3½hp Voiturette, an all-new four-wheel motor car with rear-mounted engine driving the rear wheels through a system of gears. With the new car came the renowned De Dion rear axle, then years ahead of its time. Early De Dions were rear-engined and of the vis-à-vis type – where the passengers sat facing the driver – but from 1902 onwards the firm began to adopt what would become accepted as the conventional layout for a motor car. By this time De Dion's fast revving, single-cylinder engines were offered in 4½hp, 6hp and 8hp variants. All featured mechanical inlet and atmospheric exhaust valves, and were noted for their reliability, which is borne out by the number surviving today. The larger 4½hp engine was offered in the vis-à-vis models from 1900, and with this power unit the car had a comfortable running speed of 25mph, although braking ability was a limiting factor.

This car was supplied new to Mrs Roland Ward of Neckton Hall, Swaffham in 1901 and bodied to a most distinctive design by H J Mulliner, the coachwork featuring two conventional seats with a spider rear seat and a mock bonnet at the front where a vis-à-vis type bench seat would normally have been placed.

The car later passed to its second owner, a Mr Thomas Matthews of The Priory, Sporle, Norfolk, and it was during his ownership that a teenage H J Wellingham first had the opportunity to drive the car on his private estate. Many years later Colonel Wellingham, as he had become, acquired the car from the Matthews' estate, affectionately calling it 'Martha'. From 1936 onwards the Colonel actively participated in London to Brighton Runs, continuing to use the car in appropriate events in post-war years. Following the Colonel's death the De Dion was bequeathed to The Veteran Car Club but remained in the care of the Colonel's family for a number of years. While in the Club's possession the car was actively used by a Club member and was the subject of a major engine rebuild. Our vendor purchased the De Dion at Bonhams' Olympia auction in December 2003 (Lot 1037). Benefiting from general maintenance since then, the car has completed several London-Brighton Runs with various entrants including the vendor at least twice.

A most original example with exceptional provenance, having had essentially only five owners from new including the VCC, Martha is equipped with Deitz oil side lamps and two oil lamps at the rear. The car is presented in dark green livery with black and silver lining, has deep-buttoned black leather upholstery, and still carries the ivory plaques of coachbuilder H J Mulliner. Dashboard equipment is minimal but includes an angle-mounted 8-day clock. This very special and well-known Veteran car comes with a nice history file, is VCC dated, and carries plate number '173'. This important motor car has been entered and accepted as a participant in this year's London-to-Brighton Run on Sunday 3 November.



208

1912 Sunbeam 16/20hp 4-Litre Tourer

Registration no. LF 4900

Chassis no. 2331

Engine no. 2433

- High quality model from a premier make
- Supplied new to Viscount Enfield (later Sixth Earl of Strafford)
- Only three owners from new
- Restored to concours standard regardless of cost
- Present ownership since 2018
- Running beautifully

£60,000 - 90,000

€72,000 - 110,000





Founded by John Marston, a God-fearing Victorian industrialist, Sunbeam was first associated with beautifully made, though expensive, bicycles. The arrival from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled Sunbeam to establish a formidable reputation prior to WWI, its superbly made products ranking alongside the best from Alvis and Bentley thereafter.

First introduced in 1910, the 16/20hp was extensively revised for 1912, and although the (L-head) sidevalve engine was still a four-cylinder it was entirely different from the T-head original. Bore and stroke were 90x160mm for a capacity of 4,072cc, while mixture delivered by the Claudel-Hobson carburettor was sparked by Bosch magneto ignition.

A plaque on the dashboard shows that 'LF 4900' was supplied new to Viscount Enfield (later Sixth Earl of Strafford) by C S Sadgrove & Co of Southwest London in the summer of 1912. Possibly one of very few surviving roadworthy 16/20hp Sunbeams, the car was rescued from the late Earl's motor house in 1999 and purchased at auction for his private collection/museum by Malcolm Bishop. The Sunbeam had emerged from hibernation in completely original condition, albeit somewhat dilapidated, missing only its magneto and rear lights. Thus the basis was there for a painstaking restoration to the 'as new' condition and specification the car is in today. The Sunbeam seems to have seen only limited use as the Stewart speedometer's odometer read only 39,097 miles when the car was rediscovered. That this figure may well be accurate is supported by a statement in a letter written in 1977 by the respected motoring historian Michael Sedgwick, who had inspected the car. He commented: "Lord Strafford never drove and was in fact completely disinterested in cars." The current odometer reading is 40,299 miles.

'LF 4900' has undergone one of the most painstaking restorations we have seen, taking several years. The body was removed from the chassis together with every other component, and the chassis was then bead-blasted and repainted. Each and every component was then rebuilt to 'as new' condition with exceptional attention to detail, resulting in the magnificent motor car we see today. Reportedly over £200,000 was spent during the restoration's initial stages plus the purchase price at auction. Since 2018 some tens of thousands of pounds have been spent by the current lady owner to make the car run beautifully. Some bills relating to the initial restoration are available and the car also comes with an extensive photographic record of the restoration including the engine and gearbox dis-assembled prior to being rebuilt.

The original Claudel-Hobson carburettor is retained and works well. The vendor states that the engine is smooth - starting instantly via the electric starter, and running very well. A new radiator enables it to run at a steady 70c and doesn't overheat. The original Sunbeam body is still fitted to the car, which rolls on recently restored wooden artillery wheels shod with beaded-edge tyres. Twin spares are mounted on the running board and a motoring trunk is fitted to the rear. At some early stage the lights were converted to electricity. The car is finished in mint and dark green with green deep-button upholstery, all in concours condition. All brass-work is in superb, mirror-polished order, while the engine bay is pristine. In short: this handsome sporting Sunbeam would be a serious Concours d'Élégance contender in any company.



£30,000 - 50,000
€36,000 - 60,000



209

1908 Vulcan 20hp Roi-des-Belges Tourer

Registration no. SV 4343
Chassis no. 526
Engine no. 528

- Supplied new to Australia
- 3.9-litre four-cylinder engine
- Brought back to the UK in 1989
- Present ownership since 2016

This rare survivor of an historic British make was delivered new to Australia and first owned by one Frederick Dodds of Newcastle, New South Wales. Supplied with an extra set of wheels and an interchangeable van body, it was still registered to Dodds in 1919. Email correspondence on file states that the Vulcan took part in a parade in Newcastle in 1947 and shortly thereafter passed into the ownership of Sydney resident John McLean, a founding member of the Veteran Car Club of Australia (NSW). When McLean moved to Queensland in the 1960s, the Vulcan went to Gilltrap's Auto Museum on the Queensland Gold Coast. It was sold together with some of the Museum's other cars in 1989, being purchased by Simon Langton and shipped to the UK. Our vendor is the sixth owner in this country.

It is believed that the engine in this car is of the '4" Racing' or 'Tourist Trophy' type. However, it should be noted that Vulcan made two four-cylinder engines with a 4" (102mm) bore: one displacing 3,923cc, the other 4,680cc. This car is said to be a 20hp model so would have been fitted with the former. Following its acquisition by a previous owner in 2008, the Vulcan was re-sprayed, re-trimmed and fitted with a new hood. It subsequently completed several Veteran Car Club events.

Our vendor acquired the Vulcan in 2016, since when it has sat comfortably in his garage, covering only some 50 miles around Llanrhaeadr-ym-Mochnant in terrain which is not ideal for such a vehicle. This very practical Edwardian motor car is offered with VCC dating certificate and a V5C registration document.



£40,000 - 45,000

€48,000 - 54,000



210

1907 Wolseley-Siddeley Type B 30hp Four-Cylinder Tourer

Registration no. not UK registered

Chassis no. 4734

Engine no. 43

- Registered with the VCC of GB
- Offered from long-term dry storage
- Started and driven recently
- Requires recommissioning

Although long since departed, Wolseley was one of Britain's foremost makes throughout the Edwardian period and into the 1920s. The company had been founded by Irish-born Frederick York Wolseley in Sydney, Australia in 1887 to manufacture sheep-shearing equipment. Two years later a subsidiary was set up in Birmingham, England where works manager Herbert Austin would be responsible for the first Wolseley motor car, a three-wheeler built on Léon Bollée lines, in 1896.

Early Wolseleys featured horizontal engines, but it was with the introduction of vertical-engined multi-cylinder cars in the Edwardian era that Wolseley earned its reputation for finely engineered, smooth and powerful transport.

By this time Herbert Austin had left, his place being taken by John D Siddeley whose company - taken over by Wolseley in 1904 - had been making vertical-engined cars based on the French Peugeot. Siddeley forged ahead with an ever-expanding range of vertical-engined models, which for the next few years were marketed under the 'Wolseley-Siddeley' name, reverting to plain 'Wolseley' after Siddeley's departure in 1909.

Registered with the VCC of GB, this Wolseley-Siddeley has been laid up in a heated garage for several years. Bonhams was able to start the car recently and it drove. Recommissioning will be required before any extended use. The V5C has been lost so the successful purchaser will need to obtain a replacement.

211

1900 Clément-Panhard 4/4½hp Dos-à-Dos Light Dog Cart Coachwork by J & C Stirling

Registration no. to be advised

Chassis no. 210

Engine no. 210

- Supplied new in Scotland

- Known ownership history

- Former London-Brighton Run competitor

- Present ownership since 2003

£60,000 - 70,000

€72,000 - 84,000





Manufactured late in 1899, this Clément-Panhard is fitted with a dog cart body by J & C Stirling Coachbuilders of Glasgow. Stirling had entered the motor industry in 1897, initially bodying Daimler-type cars with Stanhope, dog cart and wagonette coachwork. In 1900 John Stirling, founder of The Scottish Motor Trades Association, acquired the rights to supply Clément-Panhard cars, which were marketed by Stirling Motor Carriages Ltd of Charing Cross, Glasgow. Around 200 were imported into Scotland. The cars they supplied were variously described as the Stirling, Stirling-Panhard or Clément-Stirling. They were two-seater or three-seater vis-a-vis in configuration, but some were fitted by Stirling in their works at Hamilton, Lanarkshire with back-to-back (dos-à-dos) seating for four people, giving the appearance of a horse-drawn dog cart. Marketed as 'The Light Car De Luxe', they were priced at 165 guineas. The car offered here is of this type.

It is understood that the car was acquired directly from Stirling by first owner David Hunter of Lanark, an electrical engineer and partner in the Glasgow company 'Hunter and Jack'. In 1901 ownership was transferred to his nephew, John Tervit, who used it daily for the next seven years. When the Motor Car Act 1903 came into force on 1st January 1904, the Clément-Panhard was allocated the registration number 'V46', indicating it was the 46th vehicle registered in the County of Lanark. On file is a photograph of John Tervit and his wife taken sometime between 1904 and 1906. It is believed David Hunter repurchased the car circa 1907 and then sold it to John Bryce of Lanark, who used it extensively for the next 20 years. In October 1927, John entered 'V46' in the *Daily Sketch* Old Cars Competition to be held in London on Sunday 16th October and in the Old Crocks London to Brighton Emancipation Day Parade on 13th November. Of the 50 entrants, only 38 commenced the seven-mile journey to Olympia. The Clément-Panhard was the ninth competitor to leave and finished 4th; however, the judges decided to declare it 1st overall and winner of the £100 cash prize (see photograph taken at the finish). The car was then repainted by one of the event sponsors in time for the London to Brighton Run on 13th November (see photograph taken at the start).

The November 1927 Emancipation Parade commemorated the Emancipation Run of 14th November 1896. The original run had celebrated the coming into law of the Locomotives on Highways Act 1896, which removed the strict rules and speed limits restricting the use of motorised vehicles in the UK. A photograph on file shows the car making its way through London en route to Brighton. "Another Victory for Lanark's Old Crock" was the *Daily Sketch's* headline, as once again the car carried off the 1st prize of £100 in the competition for cars over 21 years old. Mr Bryce entered 'V46' in the 1929 London-Brighton Run and the car once again successfully completed the course within the specified time. On 27th May 1931, to illustrate the progress made in transportation during the first 30 years of the 20th Century, 'V46' was exhibited on the *Evening News* stand at Glasgow's Civic Week Exhibition alongside the Blackburn Bluebird Aeroplane 'G-ABDS' in which the Hon. Mrs Victor Bruce had flown solo around the world. To publicise the event, the car would tow the aeroplane through the Glasgow streets to the Kelvin Hall (see photograph on file). The car then took a leading role in Lanark Lanimer Day, an ancient celebration held annually on the Thursday between the 6th and 12th of June since the year 1140 within the Royal Burgh of Lanark. On file is a photograph of the 1932 event showing the car dressed up as a fire engine.

Following the earlier change from hot tube to trembler coil ignition, significant modifications were made to the car during Mr Boyce's 28 years of ownership, including fitting a hood, windscreen, windscreen wiper, rear view mirror, speedometer and sprag, the latter, when lowered, preventing the car from running backwards when stopped on hill. In the mid-1930s 'V46' was sold to an American couple, its whereabouts remaining unknown thereafter until an internet search in October 2002 when Roger Noble of Connecticut confirmed that his family had owned it since 1950. The car has been in the current family ownership since they purchased it at a US auction in June 2003. Since acquisition the Clément-Panhard has been preserved within their private collection - which includes two four-cylinder 'Brighton' cars - being exercised occasionally on their property but not driven on the road. Recommissioning will be required before extended use. On file, an illustrated history of 'V46', written in 2012 by the original owner's grandson, is essential reading.

212

1904 Darracq 12hp Twin-Cylinder Four-Seat Side-Entrance Tonneau

Registration no. A 4489

Chassis no. 5363

Engine no. 6100

- Formerly part of the famous Sword Collection
- Formerly owned by the Chairman of the RAC
- Present ownership since 2006
- Eleven successful L-B Runs since acquisition
- Engine professionally rebuilt in 2019 (one L-B since)

£180,000 - 240,000

€210,000 - 290,000





Born in Bordeaux in 1855, Alexandre Darracq made a fortune in the bicycle industry's boom years of the late 19th Century and like many of his contemporaries subsequently turned his attention to powered transport. Darracq's new venture was financed by the sale of his Gladiator bicycle business to Dunlop, though he continued to make bicycle components in his new factory at Suresnes, Seine.

After two false starts that saw him abandon electric carriage manufacture and then attempt unsuccessfully to sell the built-under-licence Léon Bollée voiturette, Darracq launched his first successful internal combustion-engined automobile in 1900. Darracq was a businessman rather than an engineer and had recruited designer Paul Ribeyrolles to be responsible for its production. That first 6½hp single-cylinder voiturette was followed by a range of twins and fours, and to publicise his products Darracq set about establishing a reputation for sporting prowess.

In December 1905 a 22-litre V8-engined monster designed by Ribeyrolles and driven by Victor Hemery set a new World Land Speed Record of 109.65mph, and that same year Darracq won the both the Circuit des Ardennes and Vanderbilt Cup races, repeating the latter victory in 1906, thereby demonstrating that Darracqs were durable as well as fast.

Our vendor purchased this Darracq in 2006 from classic car dealer, Martin Daly, who was selling the car on behalf of the then owner, Mr Hugh Crawford Balfour, who had acquired it in 2003. Seeking to uncover its history, the vendor sought the advice of VCC stalwart, the late Malcolm Jeal, for many years Chairman of the Club's Dating Committee. This Darracq was formerly part of the famous Sword Collection and there is a picture on file dating from pre-1962 of it in the collection. It is probable that 'A 4489' was sold in one of the Sword Collection sales during the 1960s.



The car is known to have been owned subsequently by RAC Chairman Air Chief Marshal Sir John Rogers (prior to 1998), and HSCC CEO Mr Graham White (from 11th August 1998).

While in the vendor's care 'A 4489' has been looked after by Tim Butcher of Trinity Engineering, the Aston Martin specialist, an arrangement which came about as he looked after some of the vendor's Aston Martins. Prior to each Brighton Run the Darracq would be dispatched to Tim who would go over the whole car, check, service and report back on any issues that needed addressing. Bills on file from Trinity Engineering total circa £80,000, the last being issued in 2019 when a complete engine rebuild was undertaken (the car successfully completed the Run post rebuild). It comes with a detachable canopy and windscreen (buyer to collect), the interior is original apart from the seat squabs and armrests, while the sensible addition of an electric starter is the only modification notified.

Works undertaken include the following:

- Fuel tank removal and specialist cleaning (2007)
- Radiator header tank removal and rebuilding (2007)
- Centre front seat belt installation (2008)
- All brakes relined and rebuilt (2008)
- Wooden wheels rebuilt and painted by specialist
- Gearbox removal and all internals newly machined as per the originals (2010)
- Full engine rebuild by Trinity Engineering at a cost of £20,000-plus (documented on USB stick)
- Sundry other routine maintenance procedures carried out over the years (fully documented)



While in the current ownership 'A 4489' competed in the London to Brighton Run from 2006 onwards until and including 2019, with only one year of non-attendance and two failures associated with the gearbox (now rebuilt) and tyre blowouts. Eleven Runs have been successfully completed (just one since the engine rebuild).

Other events attended include the Brooklands Double 12 in 2008 and the Regent Street Concours in 2014. The Darracq has also appeared on the front page of *The Times* newspaper (Monday 4th November 2013 edition, copy on file) and was used by Goose Productions for their advertising campaign in 2014. It has also featured in various magazines.

Hanging in the RAC Club there is an oil painting of 'A 4489' travelling over Westminster Bridge in the company of Prince Michael of Kent at the wheel of another vehicle, driven by its then owner who was Chairman of the RAC at the time (see above).

The Darracq has not been used since the Covid outbreak and has been carefully stored in the owner's fully heated motor house with the other cars in his collection. 'A 4489' has provided the owner and his family with great fun and adventures over the years, with many happy memories; however, the time has now come for another custodian to take over the reins and enjoy ownership as much as they have.

213
NO LOT

214

1901 MMC 8hp Single-Cylinder Two-Seat Brougham

Registration no. A 883

Chassis no. 2607

Engine no. 1467

- A rare and short-lived British marque
- Present family ownership since 1990
- Last participated in the London-Brighton Run in 2018
- Requires recommissioning

£80,000 - 100,000

€96,000 - 120,000





The Motor Manufacturing Company (MMC) was successor to The Great Horseless Carriage Company, which had been founded in 1897 by the infamous entrepreneur and fraudster, Harry J Lawson, and was part of his British Motor Syndicate. Lawson had sought to establish a monopoly of motor manufacturing in Britain by obtaining as many related patents as possible, starting with those of the German Daimler company. His efforts, like those of the Selden patent's owners in the USA, would be frustrated by the courts.

The Great Horseless Carriage Company shared the Motor Mills in Coventry with Daimler's British offshoot and commenced production in 1897 using Daimler engines and gearboxes, while the bodies and wheels were of its own manufacture. Reorganised as The Motor Manufacturing Company in 1898, it continued with Daimler based designs alongside rear-engined types designed by railway engineer George Iden. Motorcycles, tricycles and quadricycles were added to the portfolio and MMC also supplied its engines to other manufacturers.

In receivership in 1904, MMC relocated to Parkside in Coventry and the company staggered on for the next few years, producing a handful of cars, before being reorganised again in 1907. MMC moved to London but its new owner's ambitious plans came to nought and it effectively ceased to exist in 1908.

Representing the marque at the height of its success, this MMC was found in a barn in Peckham, Kent in 1932 by a Mr Kenneth Harlow, and participated in numerous London-Brighton Runs carrying the registration 'LO 4445'. A Mr J Hamilton-Fish purchased the MMC in the mid-1960s and continued its long run of London-Brighton entries. He changed the registration to 'A 883' and also removed the front part of the body with its bench seat because of its poor condition and the numerous repairs. He obtained a 1900 brougham carriage, which was fitted to the car and is still in place today (the boot section remains original). Other modifications were made at around this time including fitting a better carburettor (believed original carburettor with car).

The MMC went to a museum in the USA in the late 1970s, passing to the vendor's father on its return in 1990. Sadly, the history file did not return with it. The car last participated in the London-Brighton Run in 2018 and has not been driven recently; recommissioning will be required before returning it to the road. A new drive chain and related parts is included in the sale. Offered with a VCC Dating Certificate (copy) issued in June 1991.



£85,000 - 120,000
€100,000 - 140,000

215

1910 Lorraine-Dietrich FJ/24 24hp Four-Cylinder Double-Phaeton

Registration no. not currently UK registered
Chassis no. 16064
Engine no. 40402

- 24hp 4-Cylinder 4941cc
- Rare survivor of a well-respected pioneering
- French manufacturer
- Believed resident in Italy most of its life

- Restored over a period of 30 years
- Mechanically overhauled by Bonfanti Garage in Italy in 2017
- Requires some recommissioning



One of the greatest French racing marques of the 1920s, De Dietrich et Cie was based at Lunéville in Lorraine, France, commencing as makers of railway locomotives before branching out into automobile manufacture in 1896, by which time the oft-disputed province had been annexed by Germany. Designs by Amédée Bollée, Vivinus and Turcat-Méry were licensed at first before the firm commissioned Ettore Bugatti to come up with some of its own. In 1905, the car/aero engine division's name was changed to 'Lorraine-Dietrich' and the Cross of Lorraine adopted as an emblem, emphasising the company's French origins. Considerable effort was put into racing at this time, using purpose-built cars fitted with enormous engines.

After WWI, with Lorraine restored to France, manufacture of cars (and aero engines) recommenced, the principal models of the 1920s being a 12CV (2.3-litre) four and a brace of sixes: 15CV (3.5-litre) and 30CV (6.1-litre). Of these, the 15CV B3-6 was the most successful, entering the history books by winning the third and fourth Le Mans 24-Hour races in 1925 and 1926, interrupting Bentley's run of successes. Lorraine thus became the first marque to win the famous endurance classic twice and the first to win in consecutive years. A clean sweep of the Le Mans podium places is almost unheard of, yet that is what Lorraine-Dietrich achieved in 1926, becoming the first manufacturer ever to do so. Hard hit by the early 1930s Depression, Lorraine-Dietrich ceased manufacture of motor cars in 1934.

This 1910 Lorraine-Dietrich was purchased in the late 1960s by a Mr Georgio Marzolla, an engineer based in Crespino, Italy. A close friend of the famous Italian jeweller Bulgari, Mr Marzolla purchased the car complete with chassis, engine, transmission, axles and bodywork in place. Among other projects, the car was restored over a period of 30 years, benefitting from full rebuilds of the engine, transmission, propshaft and axles.

In addition, the car was repainted and retrimmed in the leather we see today. Studying the large history file, which is all in Italian, it seems likely that the car has resided in Italy for most of its life.

Correspondence on file with the Veteran Car Club of Great Britain dating from 1971 exists, researching the collaboration of Lorraine-Dietrich and Isotta Fraschini. It appears that 13 cars were built in Birmingham, UK by Lorraine-Dietrich under Isotta Fraschini license, and it is believed that this car could be one of them, seeing as both the engine and transmission are of Isotta Fraschini FJ24 type. The file documents the restoration's vast expense and there are over 60 images recording the process from start to finish.

The car was found by the current custodian in Crespino, Italy at the Marzolla estate and was set to be auctioned following Mr Marzolla's death. However, a deal was struck and the car returned to the UK and is now offered with taxes paid. Upon return to this country, the car was extensively checked over and the engine run up: It's reported the car runs well providing a good turn of speed. Further recommissioning work will no doubt be required.

A very imposing, substantial, statement car capable of carrying 6-8 people in the upmost comfort, which is guided at a very attractive price from a leading well respected brand with great motorsport pedigree.

All UK import duties and taxes are paid, and should the new owner so desire, they can simply apply for UK registration using forms V112, V55/5, with the reference on file.



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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*, and this will govern *Bonhams’* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details. Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an Estimate is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report*

on the *Lot’s* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams’* reasonable opinion as to the *Lot’s* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

The Seller’s responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams’ responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots for Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer’s* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams’* reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as “paddle bidding”. You will be issued with a large card (a “paddle”) with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer’s*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer’s* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any lot with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the lot can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the Sale. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its *Sellers* and *Buyers* as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by *Buyers* into *Sellers* at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the *Buyer*, a *Contract for Sale of the Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder* including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
28% of the *Hammer Price* on the first £40,000; plus
27% of the *Hammer Price* from £40,001 and up to £800,000; plus
21% of the *Hammer Price* from £800,001 and up to £4,500,000; plus
14.5% of the *Hammer Price* above £4,500,001

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the Lot, where indicated by a symbol beside the Lot number. See paragraph 8 below for details.

On certain Lots, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1,000 or greater, the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed £12,500.

Hammer Price	Percentage amount
From £0 to £50,000	4%
From £50,000.01 to £200,000	3%
From £200,000.01 to £350,000	1%
From £350,000.01 to £500,000	0.5%
Exceeding £500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-UK address, decides that the item is not to be exported from the UK, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the Lot. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

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

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

Cash: you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as *Buyer*, if we consider that such Sale would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

10. COLLECTION AND STORAGE

The *Buyer* of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased Lots, please refer to Sale Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our *Storage Contractor* after the Sale are set out in the *Catalogue*.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at: <https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk

Applications: CITESapplication@apha.gov.uk

Address: UK CITES Management Authority

Centre for International Trade

Horizon House, Deaneay Road, Bristol BS1 5AH

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a Lot under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a Lot or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any Lot or any *Description* or *Estimate* made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the - of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. *Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S5B' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held. Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be changed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine.

Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm

15 to 30 years old – top shoulder (ts) or up to 5cm

Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the sale whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

- CB – Château bottled
- DB – Domaine bottled
- EstB – Estate bottled
- BB – Bordeaux bottled
- BE – Belgian bottled
- FB – French bottled
- GB – German bottled
- OB – Oporto bottled
- UK – United Kingdom bottled
- owc – original wooden case
- iwc – individual wooden case
- oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artist's Resale Right Regulations 2006, as amended. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*,

- either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓢ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.
- , †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the Seller's liability in respect of the quality of the Lot, it's fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary); the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
- 2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and

which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for

your breach of contract;

- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;
- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 8.1.7 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability

to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or

personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal. Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

- 1.5 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT AND BUYER WARRANTIES

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, His Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or His Majesty's Treasury or any other relevant Sanctions authority.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:
- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or

- convicted with, money laundering, terrorism or other crimes;
- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through *Bonhams* are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or His Majesty's Treasury or any other relevant Sanctions authority, or purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to *Bonhams* relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.
- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us; in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per Lot per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale* Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6 RESPONSIBILITY FOR THE LOT

- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the **risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if**

- earlier, and you are advised to obtain insurance in respect of the *Lot* as soon as possible after the Sale.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the Seller):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for Sale) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for Sale) and to apply any monies due to you as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the Seller, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other Expenses (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the Seller (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the Sale, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the *Lot* is a *Forgery* and details of the Sale and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, VAT and Expenses paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of Sale to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the Seller) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the Sale (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant Sale (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the Sale and *Lot* number sufficient to identify the *Lot*; but not if:
- the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or
- the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or
- it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
- the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit

of Bonhams' holding company and the subsidiaries of such holding company and the successors and assigns of Bonhams and of such companies and of any officer, employee and agent of Bonhams and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the Sale takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. Bonhams has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Account" the bank account of Bonhams into which all sums received in respect of the Purchase Price of any Lot will be paid.

"Additional Premium" a premium, calculated in accordance with the Notice to Bidders, to cover Bonhams' Expenses relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended, which is payable by the Buyer to Bonhams on any Lot marked [AR] which sells for a Hammer Price which together with the Buyer's Premium (but excluding any VAT) equals or exceeds 1000 pounds.

"Auctioneer" the representative of Bonhams conducting the Sale.

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a Bidding Form.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. Bonhams is also referred to in the Buyer's Agreement, the Conditions of Business and the Notice to Bidders by the words "we", "us" and "our".

"Book" a printed Book offered for Sale at a specialist Book Sale.

"Business" includes any trade, Business and profession.

"Buyer" the person to whom a Lot is knocked down by the Auctioneer. The Buyer is also referred to in the Contract for Sale and the Buyer's Agreement by the words "you" and "your".

"Buyer's Agreement" the contract entered into by Bonhams with the Buyer (see Appendix 2 in the Catalogue).

"Buyer's Premium" the sum calculated on the Hammer Price at the rates stated in the Notice to Bidders.

"Catalogue" the Catalogue relating to the relevant Sale, including any representation of the Catalogue published on our Website.

"Commission" the Commission payable by the Seller to Bonhams calculated at the rates stated in the Contract Form.

"Condition Report" a report on the physical condition of a Lot provided to a Bidder or potential Bidder by Bonhams on behalf of the Seller.

"Conditions of Sale" the Notice to Bidders, Contract for Sale, Buyer's Agreement and Definitions and Glossary.

"Consignment Fee" a fee payable to Bonhams by the Seller calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, Business or profession.

"Contract Form" the Contract Form, or vehicle Entry form, as applicable, signed by or on behalf of the Seller listing the Lots to be offered for Sale by Bonhams.

"Contract for Sale" the Sale contract entered into by the Seller with the Buyer (see Appendix 1 in the Catalogue).

"Contractual Description" the only Description of the Lot (being that part of the Entry about the Lot in the Catalogue which is in bold letters, any photograph (except for the colour) and the contents of any Condition Report) to which the Seller undertakes in the Contract of Sale the Lot corresponds.

"Description" any statement or representation in any way descriptive of the Lot, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the Hammer Price).

"Entry" a written statement in the Catalogue identifying the Lot and its Lot number which may contain a Description and illustration(s) relating to the Lot.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and Expenses paid or payable by Bonhams in respect of the Lot including legal Expenses, banking charges and Expenses incurred as a result of an electronic transfer of money, charges and Expenses for loss and damage cover, insurance, Catalogue and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the Lot for Sale, storage charges, removal charges, removal charges or costs of collection from the Seller as the Seller's agents or from a defaulting Buyer, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the Sale had a value materially less than it would have had if the Lot had not been such an imitation, and which is not stated to be such an imitation in any description of the Lot. A Lot will not be a Forgery by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the Lot, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the Lot as one conforming to the Description of the Lot.

"Guarantee" the obligation undertaken personally by Bonhams to the Buyer in respect of any Forgery and, in the case of specialist Stamp Sales and/or specialist Book Sales, a Lot made up of a Stamp or Stamps or a Book or Books as set out in the Buyer's Agreement.

"Hammer Price" the price in the currency in which the Sale is conducted at which a Lot is knocked down by the Auctioneer.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to Bonhams with a view to its Sale at auction or by private treaty (and reference to any Lot will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for Sale as one Lot).

"Motoring Catalogue Fee" a fee payable by the Seller to Bonhams in consideration of the additional work undertaken by Bonhams in respect of the cataloguing of motor vehicles and in respect of the promotion of Sales of motor vehicles.

"New Bond Street" means Bonhams' saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of Commission and VAT which would have been payable if the Lot had been sold at the Notional Price.

"Notional Fee" the sum on which the Consignment Fee payable to Bonhams by the Seller is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low Estimates given by us to you or stated in the Catalogue or, if no such Estimates have been given or stated, the Reserve applicable to the Lot.

"Notice to Bidders" the notice printed at the back or front of our Catalogues.

"Purchase Price" the aggregate of the Hammer Price and VAT on the Hammer Price (where applicable), the Buyer's Premium and VAT on the Buyer's Premium and any Expenses.

"Reserve" the minimum price at which a Lot may be sold (whether at auction or by private treaty).

"Sale" the auction Sale at which a Lot is to be offered for Sale by Bonhams.

"Sale Proceeds" the net amount due to the Seller from the Sale of a Lot, being the Hammer Price less the Commission, any VAT chargeable thereon, Expenses and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the Lot for Sale named on the Contract Form. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the Contract Form acts as an agent for a principal (whether such agency is disclosed to Bonhams or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The Seller is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a Lot by a specialist on the Lot.

"Stamp" means a postage Stamp offered for Sale at a Specialist Stamp Sale.

"Standard Examination" a visual examination of a Lot by a non-specialist member of Bonhams' staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the Buyer's Agreement (as appropriate).

"Storage Contractor" means the company identified as such in the Catalogue.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the Sale in the United Kingdom.

"Website" Bonhams Website at www.bonhams.com

"Withdrawal Notice" the Seller's written notice to Bonhams revoking Bonhams' instructions to sell a Lot.

"Without Reserve" where there is no minimum price at which a Lot may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on Sales of that work subsequent to the original Sale of that work by the creator of it as set out in the Artist's Resale Right Regulations 2006, as amended.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a Lot.

"knocked down": when a Lot is sold to a Bidder, indicated by the fall of the hammer at the Sale.

"lien": a right for the person who has possession of the Lot to retain possession of it.

"risk": the possibility that a Lot may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a Lot.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

Data protection

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

We may from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box ☐

Notice to Bidders.

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

If successful

I will collect the purchases myself ☐

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title:	The Golden Age of Motoring Sale	Sale date:	1 November 2024
Sale no.	29335	Sale venue:	New Bond Street, London
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (if applicable)			
Company Registration number (if applicable)			
Address			
		City	
Post / Zip code		County / State	
Telephone (mobile)		Country	
Telephone (landline)			
E-mail (in capitals)			
Please answer all questions below			
1. ID supplied: Government issued ID ☐ and (if the ID does not confirm your address) ☐ current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners			
2. Are you representing the Bidder? ☐ If yes, please complete question 3.			
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID ☐ and (if the ID does not confirm their address) ☐ current utility bill/bank statement			
Are you acting in a business capacity? Yes ☐ No ☐		If registered for VAT in the EU please enter your registration here: / - -	

Please note that all telephone calls may be recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond ☐	Please include delivery charges (minimum charge of £20 + VAT) ☐

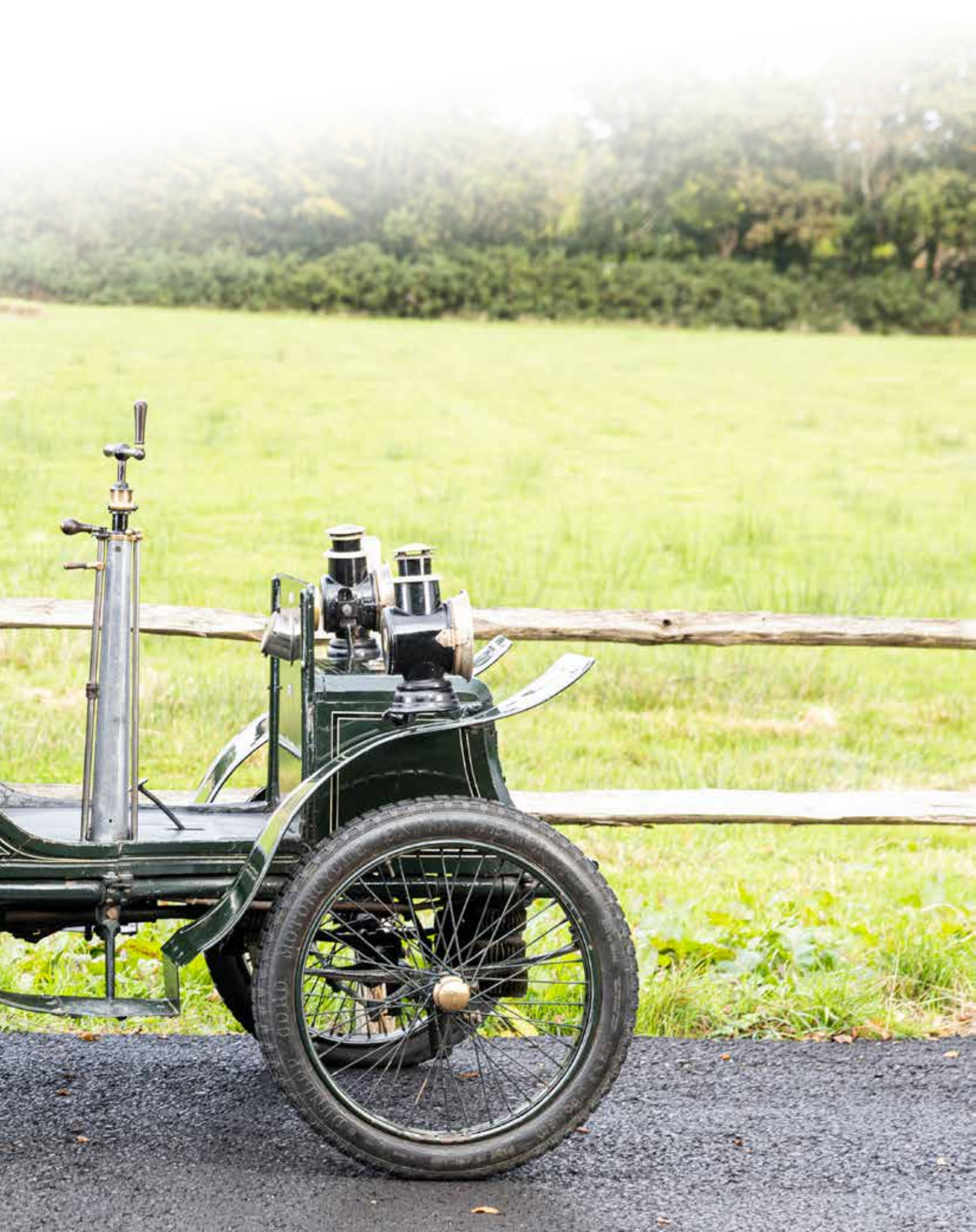
BY SIGNING THIS FORM, YOU CONFIRM THAT YOU HAVE REVIEWED THE CATALOGUING FOR THE ABOVE LOTS, YOU AGREE TO THE CONDITIONS OF SALE INCLUDING THE WARRANTIES LISTED THEREIN, AND AGREE TO PAY THE APPLICABLE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES DUE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Bidder/Agent's (please delete one) signature:	Date:

Index

Lot no. Year Model

- 211 1900 Clément-Panhard 4/4½hp Dos-à-Dos Light Dog Cart
- 204 1911 Daimler Model TG15 15hp Tourer
- 212 1904 Darracq 12hp Twin-Cylinder Four-Seat Side-Entrance Tonneau
- 207 1901 De Dion-Bouton 4½hp Three-Seater Voiturette
- 202 1914 Lagonda 11.1hp Four-Door Tourer
- 205 1900 Locomobile Type 2 5½hp Spindle-Seat Runabout
- 215 1910 Lorraine-Dietrich FJ/24 24hp Four-Cylinder Double-Phaeton
- 214 1901 MMC 8hp Single-Cylinder Two-Seat Brougham
- 206 c.1904 Peugeot Type 63A 10hp Twin-Cylinder Rear-Entrance Tonneau
- 201 1904 Renault 6CV Type T Voiturette
- 203 1908 Renault Type VS 4½-Litre Vanderbilt Cup Replica
- 208 1912 Sunbeam 16/20hp 4-Litre Tourer
- 209 1908 Vulcan 20hp Roi-des-Belges Tourer
- 210 1907 Wolseley-Siddeley Type B 30hp Four-Cylinder







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