

Bonhams | Cars



THE BOND STREET SALE

IMPORTANT COLLECTORS' MOTOR CARS AND AUTOMOBILIA

New Bond Street, London | 12 December 2024







THE BOND STREET SALE

IMPORTANT COLLECTORS' MOTOR CARS AND AUTOMOBILIA

New Bond Street, London | Thursday 12 December 2024 at 4pm



SALE NUMBER

29336

ILLUSTRATIONS

Front Cover: Lot 117
Inside Front Cover: Lot 112
Inside Back Cover: Lot 123
Back Cover: Lot 107

VIEWING

Thursday 12 December from 9am

SALE

Thursday 12 December
Automobilia, 4pm
Motor Cars, 5pm

ENQUIRIES

BonhamsCars

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

Automobilia

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automobilia@bonhamscars.com

**Customer Services/
Bidder Registration**

+44 (0) 20 7447 7447
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 Ω) lots must be exported within 30 days of Bonhams' receipt of payment and within 3 months of the sale date.

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

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.

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/bondstreet. 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 a proof of your current address, for example a utility bill or bank statement issued within the last three months. 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/bondstreet.

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/bondstreet

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 buyer's expense.

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

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445494, +44 (0) 1483 445495, +44 (0) 1483 445496 or automobilia@bonhamscars.com

Uncollected lots will be available for collection **by appointment only** from Monday 16 December, Monday to Friday. The last collection day before Christmas is Monday 23 December.

The Automobilia Department will re-open for collections on Monday 6 January.

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 buyer's 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 Thursday 12 December 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

Jonathan Jacobs

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Roger Dixon (Automobilia)

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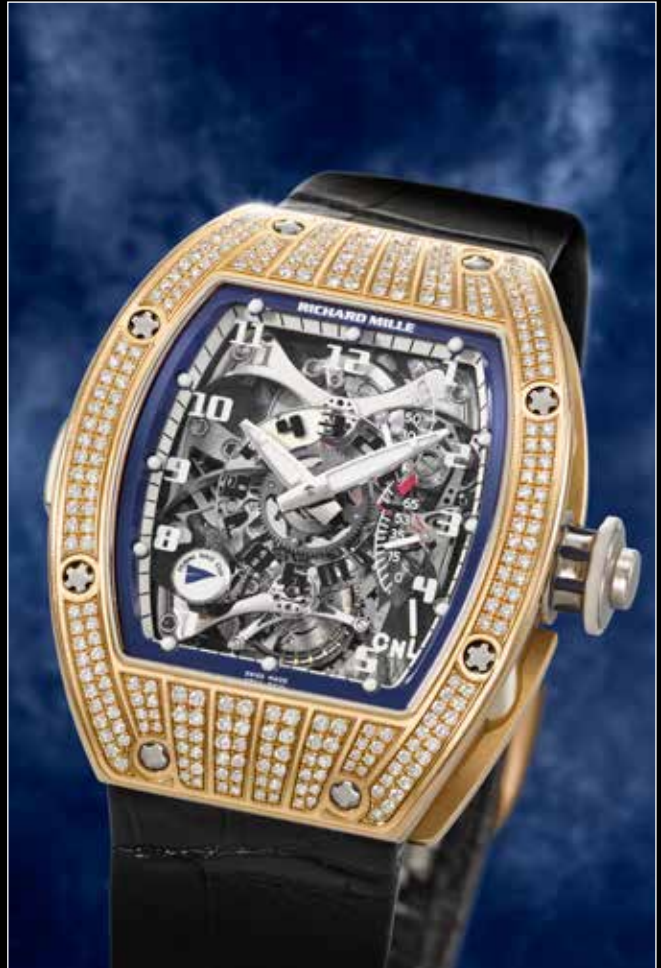
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Fine Watches

New Bond Street, London | 12 December 2024



JAEGER-LECOULTRE. A FINE AND VERY LIMITED EDITION LADY'S 18K WHITE GOLD DIAMOND AND SAPPHIRE SET AUTOMATIC ASTRONOMICAL WRISTWATCH WITH ENAMEL AND LAPIS LAZULI DIAL
£20,000 - 30,000



RICHARD MILLE. A UNIQUE AND EXTREMELY FINE 18K ROSE GOLD DIAMOND SET TOURBILLION WRISTWATCH WITH DUAL TIME ZONE INDICATOR, FUNCTION SELECTOR, 75 HOUR POWER-RESERVE AND TORQUE INDICATORS
£220,000 - 320,000

VIEWING

Sunday 8 December, 11am-3pm
Monday 9 December, 9am-5pm
Tuesday 10 December, 9am-5pm
Wednesday 11 December, 9am-5pm
Thursday 12 December, 9am-11am

SALE

Friday 12 December at 2pm



Please scan to
browse the sale

Motoring Sales Calendar 2025

January 24

The Scottsdale Auction
Collectors' Motor Cars and Automobilia
The Westin Kierland Resort & Spa
Scottsdale, Arizona, USA

February 6

Les Grandes Marques du Monde au Grand Palais
Exceptional Motor Cars and Automobilia
Paris, The Grand Palais Historique

April 13

Goodwood The Members' Meeting Sale
Important Sports & Competition Motor Cars
Goodwood Motor Circuit, Chichester, UK

April

The Spring Sale
Automobilia Online, UK

April 26

Gilded Age
Middletown, Rhode Island, USA

April 26 - 27

The Spring Stafford Sale
Collectors' Motorcycles and Memorabilia
The International Classic MotorCycle Show
Stafford, UK

May 3

The Miami Sale
Miami International Autodrome

May 3

The Miami Sale
Automobilia Online, UK

June 6 - 16

Motorcycle Online
Online, UK

June 29

The Bonmont Sale
Important Collectors' Motor Cars
Cheserex, Switzerland

July 2 - 16

The Goodwood Festival of Speed Sale
Automobilia Online, UK

July 11

The Goodwood Festival of Speed Sale
Collectors' Motor Cars and Automobilia
Goodwood House, Chichester, UK

August 15

The Quail Auction
Collectors' Motor Cars
Quail Lodge & Golf Club
Carmel, California, USA

September 5 - 6

The Beaulieu Sale
Collectors' Motor Cars and Automobilia
The National Motor Museum, Hampshire, UK

September 9 - 23

The Goodwood Revival Sale
Automobilia Online, UK

September 13

The Goodwood Revival Sale
Collectors' Motor Cars and Automobilia
Goodwood Motor Circuit, Chichester, UK

October 4

The Audrain Concours Auction
International Tennis Hall of Fame
Newport, Rhode Island, USA

October 11-12

The Autumn Stafford Sale
Collectors' Motorcycles and Memorabilia
The Classic Motorcycle Mechanics Show
Stafford, UK

October 12

The Zoute Sale
Collectors' Motor Cars
Knokke-Heist, Place Albert de Knokke Le Zoute
Belgium

October 31

The Golden Age Of Motoring
A Sale of Veteran Motor Cars and Related
Automobilia
New Bond Street, London, UK

December 10

The Bond Street Sale
Important Collectors' Motor Cars
New Bond Street, London, UK

December 5 - 15

Motorcycle Online
Online, UK

December 2 - 16

The Winter Sale
Automobilia Online, UK

Automobilia

Lots 1 - 25, at 4pm

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







1

1

A PAIR OF HEUER 'MASTER TIME' AND 'MONTE CARLO' DASHBOARD CLOCKS, each black dial with Arabic numerals, 'Monte-Carlo' number 53612 with jump window, minutes and seconds hands, the 8-day 'Master Timer' number 21867 with domed plastic lenses, worn, common mounted on a Heuer-Leonidas back plate, 11.2 x 5.8cm.

£1,400 - 1,800

€1,700 - 2,200

2

A RARE PAIR OF STEPHEN GREBEL SIDELAMPS, FRENCH, 1930S,

chrome-plated cylindrical bodies with maker's plaques, fitted with 1½ inch convex lenses, some wear to plating in places, 11cm long, each fitted with bar-mounting bracket and remains of wiring flex.

(2)

£800 - 1,200

€960 - 1,400

3

A PAIR OF STEPHEN GREBEL TYPE 215 'HIGH BEAM' HEADLAMPS, FRENCH, 1930S,

chrome-plated bodies with maker's plaques, one stamped '15' to inside edge of rim, the other stamped '251', each with 8½ inch convex clear lenses fitted with central 'bulls-eye' lens supported on bulb-holder bar and fitted with two yellow bulbs, pillar-mounting, some light surface wear to rear in places.

(2)

£1,500 - 2,000

€1,800 - 2,400

4

A GOOD PAIR OF CARL ZEISS JENA SPOTLAMPS,

chrome-plated bodies, each fitted with 5¼ inch Carl Zeiss etched ribbed lens, one fitted with partially frosted bulb and small halogen type bulb, the other numbered 78221' with clear bulb and lacking halogen bulb, each with wiring to rear and mounted on unidentical fork mounting brackets.

(2)

£1,500 - 1,800

€1,800 - 2,200



2



3



4

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 LEAPING 'PANTHER' MASCOT
BY CASIMIR BRAU, FRENCH, CIRCA 1925,**
as retailed by Hermes, signed and stamped
'Made in France Depose' to base, bronze with
faint traces of nickel plating, 22cm long.
£1,500 - 2,000
€1,800 - 2,400

See Dan Smith: Accessory Mascots, Page 133.

5



6

**A RARE SUPERMARINE S6B
SCHNEIDER TROPHY SEAPLANE
MASCOT BY LOUIS LEJEUNE, 1933-39,**
the largest of three sizes of mascot of this
famous aircraft, marked LL to base, chrome
plated, with spinning propeller, 15cm wingspan,
some wear and loss to plating after road use,
mounted on a turned wooden base.
£2,000 - 3,000
€2,400 - 3,600

In 1931 the British government withdrew support, but a private donation of £100,000 from the wealthy and ultra-patriotic Lucy Houston allowed Supermarine to compete. When the French and Italian teams dropped out, leaving no other competitors, the British team flew the course alone on 13 September and won the coveted Schneider Trophy outright, having beaten the time record from the 1929 competition. Reportedly half a million spectators lined the beachfronts. The Italian, French, and German entrants failed to ready their aircraft in time for the competition. The remaining British team set both a new world speed record of 610 km/h (380 mph) and won the trophy outright with a third straight win.: The following days saw the winning Supermarine S.6B with Rolls Royce engine further break the world speed record twice, making it the first craft to break the 400 mph barrier on 29 September at an average speed of 655.8 km/h (407.5mph. John Nelson Boothman was the winning pilot.

The A E Lejeune Limited company was founded in London in 1910 by a French silversmith Emile Lejeune and his wife Augustine (known as "Mimi"), who had arrived in England from Paris in 1904. The company initially made small ornamental bronze sculptures and architectural fittings. It later found a market for car mascots, the first of these was probably the "Speed Nymph", the design for which was registered in 1917. Lejeune went on to commission mascots from sculptors such as F Bazin and Charles Paillet. In 1926, they moved premises from Hallam Street to Great Portland Street. By 1929, AEL was being described as "the world's largest motor car mascot manufacturer".

They were commissioned by leading British motor manufacturers to produce their official mascots; these included Star, Crossley, Alvis, Rolls-Royce and Bentley.

In 1933, Emile's 25-year-old son, Louis took over and renamed the company Louis Lejeune Limited, although "Mimi" was appointed chairman and managing director. The Company dropped the use of AEL and adopted the LL signature. In 1940, Louis Lejeune was in France during the Battle of France and did not return to England until 1945, when he replaced his mother as managing director. Louis Lejeune died in 1978.



7



9



8



10

7
A FINE ROLLS-ROYCE 40/50HP SILVER GHOST 'SPIRIT OF ECSTASY' MASCOT, 1911,
signed 'Charles Sykes' and with stepped inset around the base inscribed 'ROLLS-ROYCE LIMITED. FEB 6th 1911', nickel-plated bronze, the base hollow with correct chamfered edge and drilled hole to mounting stud, finely detailed with patination, 18cm high, mounted on a turned wooden display base.
£4,000 - 5,000
€4,800 - 6,000

8 *
A 'CINQ CHEVAUX' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 26TH AUGUST 1925,
moulded 'R.Lalique' and wheel-cut 'France' to lower side, engraved 'No.1122' under base, in clear glass with very pale amethyst tint, 14cm long, some chips and some minor internal pin-prick bubbles in places, fitted within Breves Gallery mount with split-ring threaded collar and fitted with modern bulb and lever for illumination, above a stepped wooden display base.
£2,000 - 3,000
€2,400 - 3,600

9
A FINE CHRISTOPHER DRESSER DESIGN CASED TEA-SET FOR TWO PERSONS WITH STERLING SILVER ACCESSORIES, 1909, RETAILED BY KENDALL & CO. 17 RUE DE LA PAIX, PARIS,
Registered Design 85275, black leather-cloth case with handle, with double-doors opening to grey suede-lined two-tiered interior, the upper tier fitted with wicker-handled kettle containing tea-caddy, wicker-handled tea-pot containing sugar bowl and milk jug, spirit burner and stand, all in sterling silver by Johnson, Durban & Co Ltd and hallmarked Birmingham 1909, and inscribed with monogram initials 'MA', and some pieces marked with retailer's details; the lower tier fitted with two Royal Worcester green-glaze tea-cups resting on pads with matching saucers, with two sterling silver tea-spoons and sugar tongs housed in the double-doors, the case measuring 29 x 16 x 19cm and with retailer's marking to lower edge.
£3,000 - 4,000
€3,600 - 4,800

10 †
A ROLLS-ROYCE DESK-SET CHRISTMAS GIFT FOR 1933, STERLING SILVER BAROMETER BY SAUNDERS & SHEPHERD,
square dial, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1933, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, black enamel badge, radiator cap with miniature 'Spirit of Ecstasy' (one 'wing' broken), the foot engraved W.T.L., 15cm high overall, (weight in base detached).
£3,000 - 5,000
€3,600 - 6,000
No Reserve

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



11 (detail)

11

A FINE AND RARE ST CHRISTOPHER PLAQUE BY OMAR RAMSDEN (1873-1939), SILVER HALLMARKED LONDON 1938,

detailed silver figure and border in relief in Arts and Crafts style, lettered 'St. Christopher Nobiscum' in the border, 88mm high, fitted with black leather disc backing, mounted on the lid of a wooden cigarette box, the box 20cm wide.

£6,000 - 8,000

€7,200 - 9,600



11



12

12 †

A SCARCE LARGE SCALE DIE CAST MODEL OF THE FERRARI '500' GRAND PRIX MONOPOSTO BY TOSCHI, ITALIAN, CIRCA 1952

created as a presentation gift to Ferrari-team personnel and to dealership outlets, well-detailed and with rubber tires on pressed tin 'spoked' wheels, the upper half body removable originally containing a bottle of liqueur/cherries, which when removed enabled conversion to a powered toy with rubber-band drive via geared differential to rear axle, (lacking bottle, some very slight age-wear to paint finish and plated parts), 53cm long.

£1,500 - 2,500

€1,800 - 3,000

No Reserve



13

13

HANS JOACHIM MOSER (1904-1951) 'NE PAS TOUCHER!', AUTO UNION - ACHILLE VARZI,

signed and dated '35 to upper right, titled to bottom right, charcoal and wash on artist's board, 52 x 72cm, mounted, framed and glazed.

£1,000 - 1,500

€1,200 - 1,800

No Reserve

14 AR

BRYAN DE GRINEAU (JOHN BRYAN, BRITISH 1883-1957), 'DIEPPE 1935', signed and dated, mixed media on paper, depicting Pat Fairfield in his ERA car number 12 (R4A), on his way to victory passing Raymond May's ERA car number 4 (R1A) in the pits, at the 1935 Dieppe Voiturette race at the Circuit Dieppe-St.Aubin on 20 July, 44 x 70cm, mounted, framed and glazed.

£3,000 - 4,000

€3,600 - 4,800



14



15



16



17



18

15

FREDERICK GORDON CROSBY (BRITISH, 1885-1943), 'THRILLING DUEL AT DONINGTON', AN ORIGINAL ARTWORK FOR THE AUTOCAR, 1936,

signed lower right with caption 'Donington 1936', charcoal with white highlights, race scene depicting eventual winner Dick Seaman in the Maserati 8CM (No.28) tussling for position with Pat Fairfield's ERA A-Type (No.14) on the run down through Holly Wood at the 4th April 1936 British Empire Trophy Race at Donington, 47 x 71cm, framed and glazed, measuring 65 x 88cm overall, offered with photocopy of The Autocar issue 10th April 1936 (page 690) double-page spread in which the artwork appeared.

£5,000 - 6,000

£6,000 - 7,200

16

FREDERICK GORDON CROSBY (BRITISH, 1885-1943), 'ROMANCE', AN ORIGINAL ARTWORK FOR THE AUTOCAR, 1928,

signed lower right, watercolour, charcoal and pastel on artists' board, a night time scene depicting an open Bentley-type sports car encountering the London-Bath stagecoach at a crossroads, 66 x 52cm, double-mounted and ready for framing, measuring 92 x 76.5cm overall including card mount.

£7,000 - 10,000

£8,400 - 12,000

This artwork was reproduced in the 21st December 1928 issue of The Autocar, titled as "Romance".

17

A 1972 ADAC HOCKENHEIM TROPHY AWARDED TO GRAHAM HILL,

honorary prize awarded to Graham Hill for the F2 event at Hockenheim 30th September to 1st October, inscribed to front, with ADAC badge, plated metal, mounted on wooden base, 31cm overall.

£1,000 - 1,500

€1,200 - 1,800

No Reserve

Graham Hill finished 5th overall driving for the Jagermeister Racing Team.

18

A 1995 SCUDERIA FERRARI F1 GERHARD BERGER STEERING WHEEL, BY MOMO,

butterfly design as developed by Berger due to the lack of space in the cockpit, with Ferrari boss to centre, black suede grips, the reverse numbered 0402.

£2,000 - 3,000

€2,400 - 3,600

No Reserve

According to information supplied by the vendor, the steering wheel was acquired directly from a Ferrari team member.

19

A RICHARD BURNS 1997 WRC USED HELMET, BY BELL,

predominantly silver with bright orange design with light brown interior, logos for Bell, Ralliart and Mitsubishi, driver name in black to left side, with visor peak, microphone, radio cable and built-in headphones, with Bell SPORTS serial number A001762 and SFI serial number A002994, with scratches and wear from use.

£1,800 - 2,200

€2,200 - 2,600

No Reserve

Richard Burns competed for Team Mitsubishi Ralliart, and finished 7th in the drivers championship. Richard had his best performance of the season in Kenya where he finished 2nd behind Colin McRae.



19

20

A SIGNED GERHARD BERGER SPARE 1995 SEASON HELMET, BY BIEFFE,

signed to the visor in yellow, the helmet in red, white and blue design, with Bieffe, Ferrari, and Marlboro logos, Snell sticker to inside with serial number No.SA256868, blue interior cloth and padding, alloy buckle and black strap with red pull tab, visor strip possibly replaced.

£3,000 - 5,000

€3,600 - 6,000

No Reserve



20

21

EDDIE IRVINE'S 1996 BRITISH GRAND PRIX SPARE HELMET, BY BIEFFE,

signed to the left side and handwritten 'Hockenheim 96', the helmet in red, white and green design, with logos for Bieffe, Ferrari, Marlboro and Asprey, marks and scratches from wear, Snell sticker to inside with serial number SA304049, blue interior cloth and padding, alloy buckle and black strap with red pull tab, offered together with a Bieffe cloth bag.

£3,000 - 5,000

€3,600 - 6,000

No Reserve

It is believed that this helmet was a spare from the 1996 British Grand Prix, then signed and gifted at the following Grand Prix in Hockenheim.



21



22

JEAN ALESI'S 1995 EUROPEAN GRAND PRIX SIGNED HELMET, WORN TO 2ND PLACE, BY SHOEI,

the helmet, Shoei X-four in black, red and white design, with logos for Shoei, Luxotica, Marlboro and Ferrari, signed to the visor in gold marker (fading), and to the rear of the helmet in black by sumo wrestler Takanohana, chips, marks and scratches from wear, Snell sticker to inside with serial number SA 203907, blue interior cloth and padding, with alloy buckle, black strap and radio communications cable.

£5,000 - 7,000

€6,000 - 8,400

No Reserve

Images are available on request to show marks on this helmet as seen in photographs from the European Grand Prix.



23

A STEFAN JOHANSSON 1985-86 HELMET, BY SHOEI,

the helmet, in black, white, blue and yellow design, with green leaves on rear, with logos for Shoei and Marlboro, chips, marks and scratches from wear, Snell sticker to inside with serial number SA0029758, green interior cloth and padding, with alloy buckle, black strap and radio communications cable.

£6,000 - 8,000

€7,200 - 9,600

No Reserve

It is believed this helmet was supplied to Stefan by Shoei between the end of the 1985 season and the start of the 1986 season, to check he was happy with the design and fit, hence the green interior, as opposed to red.

24

A MICHELE ALBORETO CIRCA 1987 PRE-SEASON TESTING HELMET, BY JEB'S,

the helmet in blue, white and yellow, with logos for Marlboro and JEB'S, two Snell stickers to inside with serial numbers SA0011380 and SA0011381, blue interior cloth and padding, with alloy buckle and black strap.

£6,000 - 8,000

€7,200 - 9,600

No Reserve



25

A MICHAEL SCHUMACHER 1991 HELMET, BY ARAI, signed to the visor in silver, the helmet, Arai GP2, in black, white, red, blue and yellow design, with logos for Ford, Vivil, Camel, Arai, Mobil 1 and United Colors of Benetton, chips, marks and scratches from wear, Snell sticker to inside with serial number SA 114907, black interior cloth and padding, with alloy buckle, black strap and radio communications cable.

£20,000 - 25,000

€24,000 - 30,000

No Reserve

Michael used both Arai and Shoei helmets in his first season in Formula 1, but only Arai helmets for the Belgian and Italian Grand Prix weekends. Prior to his arrival in Formula 1, Michael used the same Arai GP2 model helmets in Formula 3000. These would have been rebranded with updated sponsor logos for use in Formula 1.



26 - 100

NO LOTS

END OF AUTOMOBILIA

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.

Cars

Lots 101 - 125, at 5pm

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







£35,000 - 55,000
€42,000 - 66,000



101

First owned by His Highness Sheikh Ahmed Mohammed Al Ashmawi
1975 Rolls-Royce Corniche Custom Convertible
Coachwork by H J Mulliner, Park Ward Ltd

Registration no. OBU 760P
Chassis no. DRX 22383

- Unique custom interior
- Two private owners from new

- Circa 39,000 miles from new
- UK-registered since 2018

Through chairmanship of his company S.A.M. (Saudi Arabian Markets), the late Sheikh Ashmawi was the Aston Martin, Rolls-Royce and Bentley distributor across the Middle East. He was a man who enjoyed a playboy lifestyle and threw parties famous for their extravagance: a reputation that followed the Sheikh when he left Saudi Arabia for Marbella in 1981, whether at home there or on his super-yacht the Neeveen, moored off Puerto Banús.

He became a national treasure in Marbella and throughout the entire Costa del Sol, even having a road named after him on Marbella's famous Golden Mile: 'Bulevar Ashmawi'. He was friends with the likes of Sean Connery and many of the other great movie stars of the day, and upon his death in 2019 a monument was erected in the town in honour of his influential role in Marbella's social life.

Sheikh Ashmawi ordered this Rolls-Royce Corniche new and had it customised to his taste with a bright blue leather interior, embroidered with his 'MA' crest on the headrests and steering wheel.

It would appear that this transformation was carried out by Robert Jankel Design of Weybridge, Surrey, whose plaque may be found on the sills. It is understood that the Corniche was used for travelling to and from parties and the Sheikh's multicoloured private jets, of which there were many. His love of such aircraft is reflected in the Corniche's interior, which is understood to have the same radio system as his Falcon jet, built into the custom blue-tinted wooden dashboard. He owned the Corniche until circa 2018 when it passed to one of his close friends.

First registered in the UK in 2018, car has covered only a little over 39,000 miles from new and runs and drives beautifully on the road; however, it should be noted that the engine emits a 'ticking' noise/misfire, the cause of which is unknown. Sold strictly as viewed, this unique Corniche comes with build sheets, sales invoices, shipping documents, and a UK V5C Registration Certificate.



£15,000 - 20,000
€18,000 - 24,000
 Without Reserve



102

One owner from new 1995 Aston Martin DB7 Coupé

Registration no. N805 HTR
 Chassis no. SCFAA2110SK100256

- Left-hand drive
- Automatic transmission
- Under 5,000 kilometres from new
- Partial service history
- Stored since 2016
- Requires recommissioning

"Aston Martin is back with its most promising product since the DB4 35 years ago. It's the best looking British sportscar since the E-Type and an imperious chassis, gutsy engine and sumptuous cabin mean its talents are much more than skin-deep. Classic GTs come no finer this side of a Ferrari 456GT. Even without the emotional knee-jerk reaction to a car of such beauty, the DB7 is a triumph." – *Autocar*

It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later that made possible the revival of the original DB line, dormant since the end of DB6 production in 1970. Jaguar's axed XJ-S replacement - the XJ41 - was deemed suitable as an 'entry level' Aston Martin, and work on the project commenced towards the end of 1991, responsibility for the final design being given to Tom Walkinshaw's JaguarSport company.

Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the body was notable for employing numerous composite-material panels in its construction.

The chosen engine was a 3.2-litre version of the twin-cam, six-cylinder 24-valve AJ-6 unit that had replaced the venerable XK in Jaguar's saloon range. This was endowed with a suitable power output courtesy of a water-cooled Eaton supercharger. The result was 335bhp and a top speed of 160mph, a performance that put the DB7 on a par with rivals such as the Mercedes-Benz 500 SL and Porsche 928.

Previously registered overseas, this left-hand drive DB7 was built in 1995 and first registered in the UK on 1st March 2001. The country of delivery is not known, though the car has a speedometer in kilometres and a service booklet in French. The service booklet lists five services, all carried out by RS Williams Ltd, dating from April 2002 at 2,174 kilometres to September 2016 at 4,363 kilometres (the current odometer reading is still under 5,000 kilometres). Stored since 2016, the car will require recommissioning before further road use.

£80,000 - 120,000
€96,000 - 140,000



103

*Sold in aid of Church On The
Green Neighbourhood Foundation*
**1959 Jaguar XK150 'S'
3.8-Litre Roadster**

Registration no. OCF 663

Chassis no. T820044DN

- One of only 44 originally built with the 3.4-litre engine
- Factory-restored and upgraded with the 3.8-litre engine in 1985
- Owned by the donor since 2003
- Extensive history file



Offered here is the 'rarest of the rare': a factory, right-hand drive, Jaguar XK150 'S' Roadster. Since 2003 the car has belonged to a Yorkshire businessman, who has generously donated it for auction in aid of a local charity in Keighley, West Yorkshire, which is aiming to raise £5 million for a community project. Bonhams has waived its selling fees and will contribute one third of the buyer's premium to the said charity upon the sale of this Lot.

Chassis number 'T820044DN' was built in 1959 with the 3,442cc engine and is one of only 44 right-hand drive 'S' roadsters made with the '3.4'. In May 1985 Jaguar dealer Mr Alan Ensoll had the Coventry works fit the current genuine, the more powerful 3,781cc unit, at the same time as a factory rebuild. This car also has the benefit of a rare, factory-fitted, floor-activated overdrive; electronic ignition; and a coolant expansion tank.

'OCF 663' is sold with the original 3.4-litre short engine, comprising the block, cylinder heads, cylinders, camshafts, pistons and sump. Chrome wire wheels are currently fitted, while the original five painted wire wheels are included. The interior, seats, dashboard, carpets, red cloth tonneau and fully operational hood are all original factory-fitted items.

The current odometer reading is 18,356 miles. A written declaration made on 20.9.1992 by then owner B M Ensoll states that 'the speedometer indicates mileage covered since restoration' in 1985.

The car passed its MoT in October 2024 and is considered by its recent owner to be fully functional, roadworthy and in very good condition throughout.

The old-style logbook shows that the XK's owner in 1969 was Kardy Knapp, who sold it to Alan Ensoll (Sales) Ltd in 1971. He later passed title to his wife, who sold the Jaguar to Robin Horsell in 1993. He, in turn, transferred ownership in 2003 to Mr W Howard Carter, who gifted it to the aforementioned charity in September 2024. There are no records available of ownership prior to 1969.

All maintenance records including copy invoices since 2003 (and a few going back to 1993) are available, as is the British Leyland service booklet covering the period from the 1985 rebuild to 1990. Previous MoT certificates for all years from 1985 to 2018 are available, excepting years 2004-2005 and 2007-2008. No MoT certificates are available for 2018-2023 although the car was driven during this period. The old-style logbook covering the period 1969 to 1975 is included, together with the original owner's handbook. A full breakdown of all works carried out and parts purchased between March 1994 and September 2021 may be found in the history file (inspection highly recommended).

£60,000 - 80,000

€72,000 - 96,000



104

1947 HRG 1½-Litre Aerodynamic Two-Seater Sports

Coachwork by Fox & Nicholl

Registration no. YVS 704

Chassis no. W85

Engine no. 3/118

- One of only 30 Aerodynamic models made
- 1½-litre single-overhead-camshaft Singer engine
- An older restoration
- Present ownership since 2002
- Frequently campaigned
- Well known in HRG circles



In 1922 good friends Henry Ronald Godfrey and Captain Archibald Frazer-Nash both resigned from their successful GN company which they had started prior to WWI. Frazer-Nash soon set up his own company, while his erstwhile business partner continued to service and repair GN cars 'under the personal supervision of H R Godfrey'. In time, work on GNs dwindled and in 1935 Godfrey joined forces with Major Edward Halford and Guy Robins to found HRG, taking the company's title from their surnames' initials, with production commencing in 1936. The trio's intention was to build cars for the sporting motorist, and HRG's first product was a 1½-Litre Meadows 4ED-powered two-seater. When the overhead-valve Meadows engine ceased to be available, HRG switched to the 1100cc overhead-camshaft four-cylinder Singer unit around 1938. Being hand built, the HRG was necessarily more expensive than the mass-produced rivals from the likes of MG, and by 1939 only 40 had been sold.

In the post-war years HRG offered the 1100, 1500, 1500 'Aerodynamic', 1500 'Lightweight', and the Twin Cam, all of which used various types of Singer power unit.

The Aerodynamic used the 1500 chassis on which was mounted a sleek all-enveloping two-seater aluminium body by Fox & Nicholl. The Aerodynamic was even more expensive than the regular 1500, and only 30 were made. HRG's post-war race results included a class win at Le Mans in 1949 and 1st, 2nd, 3rd and 4th in class finishes at Spa Francorchamps that same year.

The 1500 Aerodynamic offered here was taken to South America as part of Lord Selsdon's trade mission and competed in rallies and races in both Uruguay and Argentina. By 1993 the car had returned to the UK. The present owner purchased the restored Aerodynamic from a German enthusiast in 2000, since when he has raced and rallied it frequently, including twice at the Circuit des Remparts in Angoulême. 'YVS 704' has often featured in *The Gazette*, the HRG Association's magazine, including on its front cover in 2002. In 2024 at the HRG meeting at Bicester, this car was the only Aerodynamic attending, all the others being examples of HRG's traditional models; indeed, of the 30 Aerodynamics made, many have since been converted to traditional 'cycle wing' configuration. Finished in dark green with matching leather interior, this ultra-rare HRG comes complete with a fitted hood cover and a double-duck tonneau.

105^{* N}

1970 Aston Martin DB6 Mk2 Automatic Sports Saloon

Registration no. not UK registered

Chassis no. DB6MK2/4229/R

Engine no. 400/4555

- One private owner for some 40 years
- Automatic transmission
- Matching chassis and engine numbers

- Fewer than 38,000 miles from new
- Present ownership since 2010
- Extensive history file

£120,000 - 180,000

€140,000 - 220,000

Without Reserve





Its accompanying British Motor Industry Heritage Trust Certificate reveals that chassis '4229/R' was built in right-hand drive specification for the UK market and despatched on 17th March 1970 to H W Motors Ltd of Walton-on-Thames. The DB6 was originally finished in Silver Birch with red leather interior, and left the factory equipped with automatic transmission, two seatbelts, triple SU carburetors, an alternator, and Avon radial tyres. Reputedly, the DB6 served as HWM's demonstrator, covering 1,780 miles in that role before being sold to the late Peter Barry Tunks, its first private owner.

Mr Tunks enjoyed the Aston until he died in 2008, and when the car was offered for sale at auction in 2010 he was described in the catalogue as 'a conscientious and knowledgeable motoring enthusiast'. The history file reveals that this was a 'time warp' example, described as retaining its original paintwork and interior at the time, had covered fewer than 38,000 miles from new, with all servicing carried out by the Aston Martin factory, main agents and marque specialists.

Due to Mr Tunks' poor health, the Aston's use in later years had been restricted to MoT visits. In November 2007 at 37,301 miles, marque specialists R S Williams Ltd carried out a major service at a cost of £5,108, while the last MoT certificate was issued on 18th November 2009 at 37,550 miles.

The aforementioned history file contains service receipts, MoT certificates, an old V5 registration document (reg number BPJ 66H), and the service booklet (stamped to 31,008 miles).

Upon its acquisition by our vendor at the 2010 auction the Aston was exported from the UK, and since when has been kept on static display as part of his extensive private collection and has not been driven (the current odometer reading is 37,592 miles). Recommissioning will be required before this car returns to the road.

This DB6's degree of originality is truly remarkable; indeed, of the 245 Mark 2 models made, there surely cannot be many unrestored survivors. A worthy candidate for 'Conservation Class' on the concours scene, it is worthy of the closest inspection.

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.

106

Offered from the estate of the late Martin Angle

1994 Aston Martin Vantage V550 Coupé

Registration no. M702 LYR
Chassis no. SCFDAM2S7RBR70015

- First owned by a member of 'U2'
- Extensive Service history

- Maintained by Aston Martin works and RS Williams
- Desirable Colour combination

£110,000 - 160,000
€130,000 - 190,000





This Aston Martin Vantage was completed on 6th July 1994 finished in Snowden White with Fawn hide upholstery and Beige carpets, and left the factory equipped with the six-speed manual transmission. The Vantage was supplied new via main agents Aston Martin Sales of Mayfair on 5th September 1994 to its first owner a member of the famous rock band 'U2'. The Vantage remain in this collection for seven years until November 2001, at which time the odometer reading was 4,359 miles.

The second custodian owned the car up to April 2004 when it was sold to it's third owner. (It should be noted that a replacement speedometer was fitted by HWM on 26th March 2002 at 6,201 miles.) The Aston was maintained by Works Service who at the third owners request removed the sunroof and replaced the roof section in March 2005 (see file). Aston Martin Works also fitted traction control and repainted the car in the Buckinghamshire Green livery it has today. The Vantage was used regularly, covering around 10,000 miles during his ownership from 2004 to 2015. During that period Grange Aston Martin of Exeter and, later, Ashburton Motor Works maintained the car (invoices on file).

The fourth owner acquired the Vantage on 8th December 2015 via Spellbound Cars and kept it until 12th August 2016 when it was sold to the fifth owner. Invoices from that time record cosmetic enhancements to the under-bonnet area and engine bay by Wren Classics, and a full chassis wax.

The Vantage changed hands again in September 2017, passing to its sixth owner, a private collector, who used the car sparingly due to overseas work commitments. In December 2020 the Aston was despatched to marque specialists RS Williams, who undertook a comprehensive re-commissioning and service programme.

The most recent custodian was noted Historic racer and Aston Martin enthusiast Martin Angle, a well known and respected member of the Aston Martin Owners' Club, who enjoyed great success in AMOC competitions for many years with his DB4 Lightweight. The Vantage was fully serviced by RS Williams when Martin acquired it in the summer of 2024.

Offered today in exceptional condition in every respect, this well documented V550 comes with a substantial folder of supporting service and maintenance invoices, as well as its original owner's handbook and service booklet.

107

*The ex-Kay Petre, Sheila Darbishire, James A. Allington, Hugh & Richard Bergel.
Purchased by Hugh G Conway, then single-family ownership since 1978*

1925 Bugatti Type 35A / 35T 2.3-litre Grand Prix Two-Seater

Registration no. EB 1926

Chassis no. 4564

Engine no. Molsheim Engine Stamped '4826'

Frame no. 51

- Period competition history
- Known ownership history
- Registered new in France
- Offered from the Conway family, ex-Hugh R G Conway, Chairman of The Bugatti Trust until 2023 and world regarded Bugatti Historian
- Welcome at the most prestigious international car events

£475,000 - 675,000

€570,000 - 810,000



4564, Brighton Speed Trials, 1951 © The Bugatti Trust





T.S. Fotheringham, Shelsley Walsh, September 1931



Monaco Bugatti Race, 1984 © H G Conway

Kay Petre, Bugatti (#3), lines up with the other competitors for the start of the Women's Mountain Handicap, Brooklands © Motorsport Images



Few racing car designs from the roaring twenties are more charismatic and instantly recognisable than that of the Bugatti Type 35 series. From its introduction at the 1924 Grand Prix d'Europe held at Lyon, through the developed model's (Type 39A) victory in that same race in 1926, Ettore Bugatti's Type 35 design became emblematic of all that was best about French racing blue. Most crucially, the Type 35 range could be tailored for both amateur level sports car racing in addition to the rarefied professional heights of Grand Prix competition. Contemporary rallying, touring, around-town use – Bugatti and its dedicated agencies could provide a suitable Type 35.

Here, Bonhams offers this tremendously significant example; for 46 years the prized property of the revered, much-missed British-based Bugatti historian, the late, indisputably great, Hugh G Conway, and his son, Hugh R G Conway, Chairman of the Bugatti Trust until 2023. The car's previous owners include three female enthusiasts, most prominently the charismatic and – as a racing driver – incredibly talented (and glamorous) Brooklands racing star Mrs Kay Petre, 1933-35.

Bugatti Type 35 '4564' began life in 1925 as a relatively modest Type 35A, the simplified 'Grand Prix car lookalike' model nicknamed the 'Tecla'. While the all-out racing Type 35s of the period featured roller-bearing crankshafts the 35A used plain bearings. The early examples such as this particular car, retained magneto ignition, later examples used coil ignition, as a cost saving exercise. The 35As were also equipped as standard with conventional wire-spoked wheels, not Bugatti's advanced cast aluminium integrated spokes and rims.

This example sold brand-new to Mrs Florence Gould (née LaCaze), socialite wife of wealthy American Virginia Power & Railway Company founder, later hotel-group owner, Frank Jay Gould. Resident in Paris, Mr Gould was a noted philanthropist and, with Florence, an avid collector of impressionist paintings. In August, 1926, London Bugatti agent Col. Sorel imported '4564' into the UK. It was first British road-registered as 'PG 3731' and used by GT Wilkins.

It was acquired by aspiring Brooklands driver Thomas Fotheringham (not 'Fotheringham') who drove it at 'The Track' in 1931-32 before selling it to diminutive 29-year-old Canadian-born Kathleen Coad Petre (née Defries), known to all as 'Kay' Petre.



The wonderful Kay Petre hurls 4564 through the Esses, Shelsley Walsh, 1934 © Bugatti Trust

Absolutely beloved by the media and startlingly capable and competitive on track – ultimately setting three Brooklands lap records in Bugatti and Delage cars – and competing in three Le Mans 24-Hour races – before her racing career was abruptly ended in 1937 by a terrible collision (for which she was utterly blameless) on the high-banked track in a single-seat works-entered Austin.

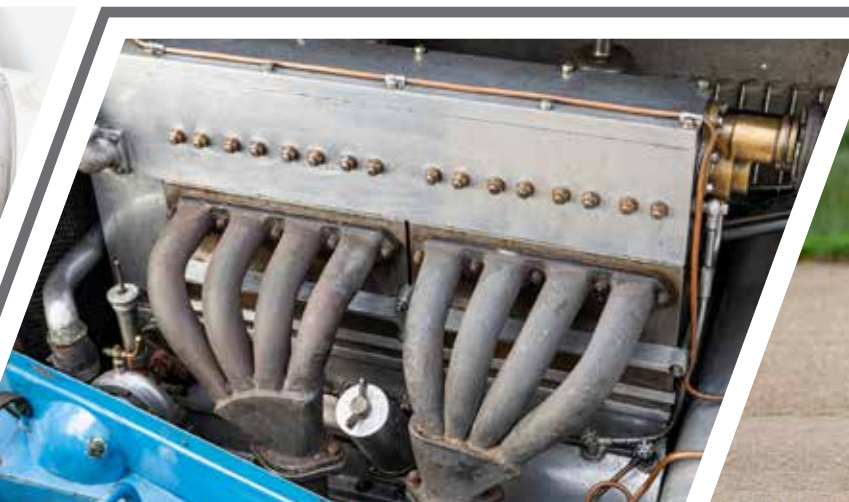
This Bugatti, meanwhile, had been sold in 1936 to another lady racing driver friend of Kay Petre's, Sheila Darbishire (née Morgan). Ulster-born, she became a notable driver in her own right both pre- and post-war; ultimately four-times Prescott hill-climb women's record breaker. She used this Bugatti in the 1937 Poole and Lewes speed trials and in racing and hill-climbing at Donington Park and Shelsley Walsh.

In 1938, London dealer Jack Lemon Burton then sold '4564' to C.A. Foyster. It passed from him to Captain Edward Pool MC, a parachute regiment officer who had lost a leg just after the D-Day invasion in Normandy. Later placed in charge of initial parachutist training at Tatton Park, Manchester, he had met Sheila Darbishire, volunteer organiser of the canteen there, and kept in touch postwar. She introduced him to Bugatti preparer Louis Giron who had '4564' for sale. Captain Pool campaigned it during 1947 but crashed at Prescott hill-climb

(photograph on file). Being helped from the car by St John's Ambulance first-aiders he shocked them rigid by insisting upon walking back to the paddock with one foot – his artificial one – not only stuck out at right angles but crunching with every step...

Arch-enthusiast A.F. Rivers-Fletcher, pre-war ERA Club luminary and postwar PRO for BRM and the Owen Organisation, then bought '4564' and c.1953 re-sold it to the then-budding cutaway artist – the since-renowned – James A. Allington and B. Waters - sharing the car in partnership. Waters advertised it in 1955 as having been "extensively restored in last 18 months".

While in the hands of Allington and Waters, the engine was rebuilt (in 1958) into its present 2.3-litre Type 35T specification, and in 1959 ownership passed to Bugatti Owners' Club (BOC) and Vintage Sports Car Club (VSCC) luminary Hugh Bergel. He and his son Richard subsequently raced '4564' frequently, and in their family ownership it was track and road tested not only by John Bolster – Technical Editor of 'Autosport' magazine – but also by none other than Stirling Moss, for 'Ford Times'. Sir Stirling commented "I reached speeds of 100 mph with the Bugatti without pressing myself or the car..." and "...today's cars owe a lot to the Bugatti".





Between 1959 and 1978, the Bergels completed some 10,570 miles in this remarkably well-connected car, before selling it on September 8, 1978, to the great Hugh Graham Conway.

This fine engineer – like Kay Petre, Canadian-born – was sometime chief engineer, then managing director, of the Short Brothers aircraft company in Belfast, then MD of Bristol-Siddeley Engines, and director of Rolls-Royce Ltd. He became a member of the UK's decimal currency board 1967-71, generating design of the seven-sided British 50-pence coin. He also served as President of the Institution of Mechanical Engineers in 1967 – yet still made time to write his seminal histories of Bugatti cars and to foster both the Bugatti Owners' Club and the Bugatti Trust.

His personal Bugatti stable comprised '4564' here and the sister Type 44 which Bonhams also offer as Lot 108.

Hugh G Conway restored and maintained this Bugatti Type 35T before passing to his son Hugh R G Conway in 1988. In 2010, ownership passed formally to his son Giles Conway. Throughout this 46-year stewardship, dates, events and notes have been kept in a handwritten book which details its use, maintenance and activity under both the Hugh G ownership 1978-1988 and Hugh R G Conway's and subsequently Giles Conway's thereafter. The last notes are from April 4, 2019 – a return trip to Prescott.



Hugh G Conway had bought '4564' in damaged condition, (photos on file) after Richard Bergel had inexplicably lost control in the first corner of qualifying at Silverstone. By late 1979, the car's chassis frame was on trestles and the engine dismantled. Handwritten notes record work carried out through 1979-80. On July 27, 1980 this Bugatti had its first outing with Mr Conway to Silverstone. A note from August 23, 1980, records a trip to Cadwell Park – the car having then covered a total 480 miles since rebuild. The mileage and repair log continues as the events in which '4564' accumulated, with detailed hand-written notes upon each.

In April 1983 at Donington Park, HRH Prince Michael of Kent was photographed with this car. Between 1978 and 1988 10,485 miles had been completed and Hugh R G Conway subsequently maintained this record – all offered with this Lot, together with myriad related photographs and – most crucially perhaps – a detailed report from leading Bugatti specialist Mark Morris – all of which can be inspected and assessed pre-Sale.

From July 1995 a photograph on file shows Michel Bugatti in the car on the Cote de Mont Ventoux in southern France with Hugh, hand-written notes confirming that '4564' ran well despite ambient temperatures of 30-35 degrees C.

The car was continually used for Silverstone Classic weekends, Prescott, BOC Classic weekends, BOC hill climbs, Donington Park, VSCC driving tests, Winscombe Park hill-climb, Brooklands driving tests, all are detailed. As are the 1998 Rally at Vlodrop Netherlands with Giles Conway – the 2000 German Rally in Pitburg and the Eifel – a 2004 Sicilian rally etc.

Bonhams has relatively seldom had the pleasure of handling such a well-documented vintage car as this example, with so many written records, letters and photographs detailing its continuous competition history all available with this Lot.

Since 2021 the car has spent most of its time carefully stored by Gentry Restorations. It is currently drained of fluid and will require recommissioning before road use, work will include fixing the broken water pump.

Offered here directly from Giles Conway, this magnificent Bugatti Type 35 – with its wonderful links mainly to pioneering female racing driver Kay Petre but also even to Sir Stirling Moss, no less – plus its near half-century of ownership by the literally towering Bugatti-world figures of both Hugh G Conway and Hugh R G Conway, and family – would absolutely enhance any historic and vintage car collection, whether growing or already well-established.

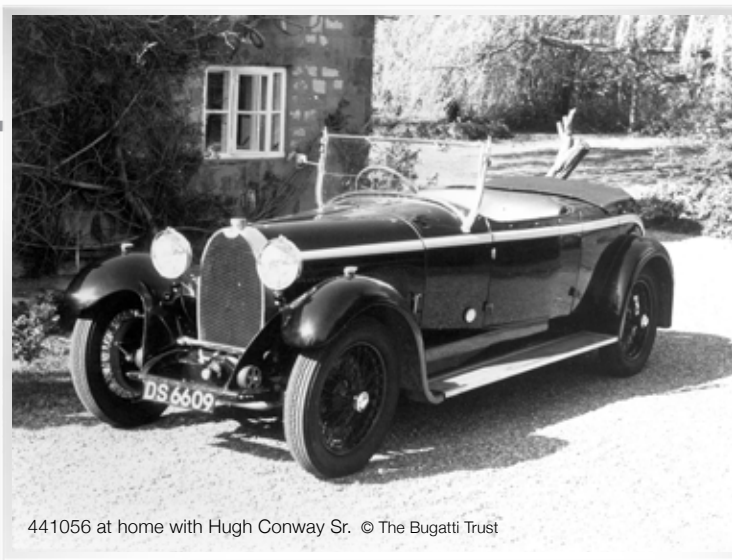
108

Purchased by Hugh G Conway and single-family ownership since 1978
1928 Bugatti Type 44 Grand Touring Four-Seater

Registration no. DS6609
Chassis no. 441056
Engine no. 212
Frame no. 1205

- Purchased by Hugh G Conway from the Molsheim Factory in 1978.
- Offered from the Conway family. Ex-Hugh R G Conway – Chairman of The Bugatti Trust until 2023 and regarded Bugatti Historian Hugh G Conway.
- Used extensively by Hugh R G Conway in international events, last used on the International Bugatti Rally USA in 2019.

£275,000 - 375,000
€330,000 - 450,000



441056 at home with Hugh Conway Sr. © The Bugatti Trust





This very handsome and supremely useable prestige-class four-seat tourer is offered here direct from the family of the great Bugattiste Hugh G Conway, whose career and many interests are detailed in the description for his Type 35T which Bonhams is equally privileged to offer as this Sale's Lot 107.

Hugh G Conway himself related his acquisition of this Type 44 as follows: "Way back in February 1978 when we imported the spares from the factory at Molsheim" – these being the French factory's redundant spares stock, saved for the Bugatti Owners' Club in England – "...I came back with the sorry remains of a Type 44, a wreck which had been lying at Molsheim for years and which they had wanted cleared out also... The car had also been cannibalised mainly to help restore the Schlumpf Collection, the engine, both axles and radiator being missing. What, however, appealed to me was the original if battered body." (Photographs on file.)

"So now I have '441056', with a frame stamped '1205', an original French registration '5313BA75', and scratched on the aluminum top plate of the dash '441056 - 820' and then an intriguing 'Weymann'. Could the body, which is steel-clad, be Weymann, or was the customer Mr. Weymann the coachbuilder? The body, which is superb in its detail, has no maker's plate and might be Bugatti or Gangloff - who knows?"

Mr Conway continued: "We got it all stripped, the frame straightened at the front, and set about finding the various parts (needed). Only the gearbox was there" Upon inspection in 2024 we can confirm that this gearbox number '820' is original to 441056 (see Mark Morris report). I was lucky to have a spare front axle, and (secured) a rear axle from a breaker's yard in France... Marston's made a new radiator, and I did a deal on the proper wire wheels... all this took to the end of 1980."

He did a deal with fellow Bugattiste Henri Novo to swap a Type 35 crankcase for a Type 49 example ex-49434. Type 37 cylinder blocks were rebored to 69.5mm to accept standard pistons from the factory spares. He had the body – which features a very roomy half-decked rear compartment which originally would have borne a second windscreen to protect its comfortably-seated occupants – restored by H&H Coachworks at Goring in the Thames valley, and in early 1981 the car was entrusted to specialist Barry Price to be painted and have the original mudguards and running boards fitted.

On October 23, 1982 – and some four-and-a-half years' work – this wonderful Type 44 was restarted for the first time, by tow, and over subsequent months its engine was perfected to Hugh's demanding standards and the car finally upholstered and re-trimmed by Barry Price. By May, 1984, he judged the project finally finished.



'441056' pictured right at the factory in Molsheim © H G Conway

On the road with '441056' now offered here, he observed: "Rebuilding a car in central London has its own problems...(but) it was a great day when I (took) the car to a friendly MoT garage to give me the certificate... I got it and then a nice new appropriate period (registration) number 'DS 6609'; when the license document arrived I noticed that I did not need an MoT certificate for another three years!"

Once bedded-in, Hugh G Conway found that "the car after 80-100 miles felt fine, started easily and ticked over nicely... after several hundred miles it seems set to be a splendid touring car able to cruise all day at 3,000rpm... even the Nivex petrol gauge more or less works!".

His expectations for the car proving itself immensely useable, comfortable, capable – and fun – have been amply proved in the succeeding 46 years of its Conway family ownership.

Not least '441056' has very successfully carried Hugh Sr and his son Hugh and grandson Giles over, literally, thousands of wonderfully evocative vintage motoring miles – not only within the UK but also extensively through Europe, Japan and, indeed, the United States, across which this lovely and so-distinctive Bugatti Type 44 was driven coast-to-coast in 2019. The car was collected by Hugh and his wife Annette before they joined the Lime Rock Festival. They covered approx. 6,100 miles on their trip.

Within the accompanying document file are several photographs showing the car during its pre-World War II ownership in France, plus numerous other telling images of its major component parts as found and retrieved from the historic Molsheim factory store in 1978. They show its chassis and body sections to have survived effectively complete. Some frontal damage told perhaps of an accident after which it was returned to the factory, perhaps for parts dispersal. Also included is a copy of the French Francs purchase price invoice, on contemporary Messier-Hispano-Bugatti headed paper, dated May 22, 1978, and made out to "Monsieur Conway" of Sussex Square, Hyde Park, London W2.



Also included, charmingly, is a colour photograph of HRH Prince Philip, Duke of Edinburgh, inspecting the car when he opened the Bugatti Trust building at Prescott on March 16, 1990 – an inauguration marking the fulfilment of one of Hugh G Conway's abiding, history-preserving, ambitions.

While the early history of this particular car remains largely unverified at the time of writing, its originality is absolutely beyond question as confirmed by a message from respected French Bugatti authority Pierre Yves Laugier to Hugh R G Conway offered within the car's documentation file.

It is dated November 25, 2015, and M. Laugier states: "I can tell you that the car never left Paris from 1930 to the mid-fifties. It was re-registered with plate '5313 BA 75' on March 8, 1952 in the name of Mrs Eugenie Laraque, and passed on June 3, 1953, in the name of, I suppose, her husband Claude..."

Thence – in damaged condition – to the Molsheim spares store and thereafter through the Hugh G Conway six-year restoration process to many years of top-quality Bugatti motoring. The handwritten notes from Hugh G Conway and Hugh R G Conway depict every journey it has embarked upon since 1978. Alongside the far afield international trips to Japan and the USA, the car has visited Mosheim, the Essen Motor show, The Campogalliano Rally, the Rally Sardinia, a huge number of VSCC tests and rallies along with BOC garden parties and Next Generation Rallies, of course trips to the Trust at Prescott. The last notes confirm the car was on display at the Bugatti Trust for 24 weeks before returning home in 2021. A report by Mark Morris is available on request.

The car has been in long term storage with Mr Conway, and subsequently Gentry restorations. Offered directly from Hugh R G Conway, it will require recommissioning before road use after a period of storage. We absolutely commend this magnificently useable Bugatti to the market.

£65,000 - 80,000

€78,000 - 96,000

Without Reserve



109

One owner from new
2008 Aston Martin DBS Coupé

Registration no. to be advised

Chassis no. SCFAA05D89GE00684

- Desirable manual transmission example
- Fewer than 1,900 miles from new
- Stored since 2018
- Requires recommissioning
- Stored since 2018
- Requires recommissioning



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

In terms of its styling the DBS was clearly a development of the DB9 but with the additions of a carbon-fibre front splitter and carbon-fibre rear diffuser among others. State-of-the-art manufacturing techniques were employed in making the aluminium/composite body. Powering the DBS was a development of the 6.0-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient for a top speed of 190mph (305km/h) in manual transmission form, with 60mph (96km/h) arriving in a neck-snapping 4.3 seconds. The engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding and controllability.

Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin. Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand-crafted interior traditionally associated with Aston Martin.

This manual-transmission example is finished in Almond Green with Sahara tan leather interior and carbon door caps. This particular DBS was delivered new to our vendor on 19th November 2008 via HWM following the completion of the PDI at 25 miles on 23rd October 2008. Further services were stamped in the accompanying service book on 8th February 2010 at 835 miles; 4th February 2011 at 1138 miles; and 2nd February 2012 at 1,447 miles. Beacon Hill Jaguar serviced the DBS on 7th September 2015 at 1,644 miles and it was serviced again by Aston Martin works on 7th October 2016 and 15th June 2018, the latter at 1,885 miles. Stored carefully since 2018, the car will require recommissioning before further road use. Offered with a 'DBS' car cover. Interested parties should note the car is supplied with one key. The private UK registration is currently being retained by the seller and the car will be offered with a UK age related registration document, which will follow post sale.

£25,000 - 35,000
€30,000 - 42,000
Without Reserve



110

One owner from new
**2007 Bentley Continental
GT Convertible**

Registration no. to be advised

Chassis no. SCBDE23W48C051948

- Left-hand drive model delivered new in the UK
- Serviced regularly
- Stored since its last service in 2018
- Only 1,825 miles from new



The groundbreaking Bentley Continental GT of 2003 was one of the first Bentleys produced under Volkswagen ownership. Its introduction marked a significant change of policy for Bentley; although still hand assembled to a degree, it was built using mass-production techniques and retailed at approximately half the price of the preceding Continental R, extending the prospect of Bentley ownership so a much wider market.

The Continental GT was powered a twin-turbocharged version of the 6.0-litre W12 engine, also found in other VW Group products, which drove via a six-speed semi-automatic gearbox and permanent four-wheel drive. With 552bhp on tap, this mighty power unit was capable of propelling the two-ton Continental GT to 100km/h (62mph) in 4.8 seconds on its way to a top speed of 318km/h (197mph). The original Continental GT had spawned a plethora of related models, including a Flying Spur saloon and GT Convertible.

Introduced for 2006, the GTC featured the same distinctive mesh front grille and quartet of circular headlamps as its Continental siblings, while the convertible hood was all but invisible when folded down, although accommodating it meant reducing the available boot space.

Additional chassis bracing ensured that the GTC was not lacking in torsional stiffness when compared with the coupé. Although the GTC was slightly heavier than its closed cousin as a result, the mighty W12 engine shrugged off the handicap, turning in a 0-60mph (0-97km/h) time only a tenth of a second slower, while the top speed was down by only a couple of miles per hour.

A left-hand drive example delivered new in the UK, this particular GTC was sold new to our vendor following its PDI carried out on 25th September 2007 at 18 miles. The car is finished in light blue metallic with tan upholstery, blue top to the dashboard, and blue convertible hood. The Bentley was serviced by Jack Barclay on 17th September 2008 at 390 miles; in 2009 at 702 miles; in 2010 at 1,055 miles; and in 2012 at 1,723 miles. In 2018 RR&B Ltd carried out a service at 1,825 miles, which is the current odometer reading. The car is offered for recommissioning having been stored since it was last serviced in 2018 (service book available), though running and driving. The car is listed as having one previous keeper on the V5C, though this is a one owner from new example. The service book is available, however interested parties should note the car is supplied with one key. The private UK registration is currently being retained by the seller and the car will be offered with a UK age related registration document, which will follow post sale.

111

1974 Porsche 911 3.2-Litre 'Carrera Classic' Coupé

Registration no. to be advised
(74 POR available by separate negotiation)
Chassis no. 9114101606

- Unique creation by Rindt Vehicle Design
- Featured in *Classic Porsche* magazine (August 2024 edition)

- Exhibited at Salon Privé in 2024
- Only circa 1,000 miles post completion
- Immaculate condition

£160,000 - 200,000
€190,000 - 240,000





For many enthusiasts the quintessential sports car, Porsche's perennial 911 has appeared in countless variations over the course of the last 60-plus years, many of the more recent issuing from the Stuttgart factory's Sonderwunsch 'Special Wishes' department. In parallel with bespoke offerings from the factory there have been notable contributions to the expanding 'restomod' (restored/modified) scene from independent specialists such as Ruf Automobile, Singer Vehicle Design, Tuthill Porsche, Lanzante, and Rindt Vehicle Design.

It was to Berkshire-based Rindt that the lady vendor turned to for this G-Series example, which dates from 1974, the year she was born. Interviewed for a six-page article in *Classic Porsche* magazine (August 2024 edition), company founder Brian Richardson explained why: "Our customer was adamant that she wanted a bespoke 911 based on a car originally manufactured in the year of her birth. She had specific requirements beyond age of the donor vehicle, though. For example, despite the competition-inspired look, which obviously takes heavy influence from Gulf livery worn by the JW Automotive 917s fielded five decades ago, she explicitly stated that she wanted a 911 built to touring specification, ideally with an automatic transmission." Hence this car is equipped with Porsche's four-speed semi-automatic Sportomatic gearbox. Rindt started by sourcing a suitable donor car: a basket-case example minus engine and gearbox, which was purchased from Northern Ireland in need of complete restoration. Such was the poor condition of the bodyshell that it spent four months undergoing renovation on Rindt's body jig, receiving fresh metal where required and being modified to '2.7 RS' specification, which included shortening and narrowing it, flaring the wheelarches, and fitting a duck-tail spoiler at the rear. Replica Group 4 Campagnolo wheels, finished in Gulf livery, complete the exterior picture.

Lifting the rear hood reveals a rebuilt 3.2-litre engine (the original would have been a 2.7), which has been equipped with a Jenvey Dynamics fuel injection kit and programmable ECU, while the gearbox has been beefed up to handle the increased power output.

For the bespoke interior our vendor specified heated and electrically operated seats from a Type 964; a Kenwood touchscreen infotainment and satellite navigation system; Classic Retrofit air conditioning; Gulf-inspired tartan fabric interior embellishment; a MoMo Prototipo Black Edition steering wheel; orange and blue stitching to the Linen leather seats; Quickfit Safety custom seat belts; twin Smiths stopwatches; leather-trimmed dashboard top-roll; and personalised dials featuring the owner's initials. The Kenwood system incorporates Apple CarPlay and also provides the reversing camera display. Front and rear parking sensors are fitted also. Rindt's logo has been applied to the interior, exterior, and even one of the cooling fan's blades.

Since completion this unique Porsche 911 has attended numerous events, including Salon Privé earlier this year, never failing to turn heads and attract favourable attention. Only a trifling 1,000-or-so miles have been covered since the rebuild was finished and it is certain that a similarly personalised example would cost considerably more than the guide price to build today.

112^{* N}

1984 Lamborghini Countach 5000 S Coupé

Registration no. not UK registered
Chassis no. ZA9C0005003LA12681
Engine no. 708

- Landmark Lamborghini model
- First owned by a member of the Saudi Arabian royal family

- Resident in Norway since 1987
- Present ownership since 2005
- Maintained to a high standard

£375,000 - 475,000
€450,000 - 570,000





The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by *Carrozzeria Bertone's* Marcello Gandini. It was nothing less than spectacular, looking like it had been conceived on another planet. As *Motor* magazine observed: "few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a 'show' car. There were those fold-up doors for a start and the space-age cockpit with its abysmal rear visibility not to mention the strange engine/transmission configuration." Happily, Lamborghini disregarded criticism of the car's supposed lack of practicality and the Countach entered production changed in detail only albeit after a two-year delay (deliveries commenced in 1974).

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S (5000 S) in 1982. Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads adopted for the Countach Quattrovalvole (or 5000 QV) in 1985.

Finished in striking all-white livery, this Countach 5000 S is said to have been purchased new by a member of the Saudi Arabian royal family in 1984. Chassis number '12681' is the 595th Countach built and one of 321 examples of the 5000 S manufactured between 1982 and 1985.

It left the factory finished in white with matching interior, and equipped with the factory-option rear wing. The Countach was delivered to the long-time Lamborghini dealership Achilli in Milan, which was responsible for RoW (Rest of the World) markets.

Imported into Norway in 1987, the car was bought by current owner in 2005 having previously belonged to the prominent Lamborghini collector, Harald Skjöldt. Since its acquisition by the vendor the Countach has been maintained to a high standard and professionally stored in a heated garage. (The current owner is 71 years old and worked for the Ford Motor Company for 40 years as chief technician and workshop manager.) A major engine-out service/rebuild was undertaken when our vendor bought the car, and a respray in its original colour was carried out in 2009; air filters have been fitted to the carburettors and the air conditioning belt disconnected. Still awesome, even by today's standards, the Countach has lost none of its presence since the day it was launched. Offered with a user manual for the 5000 S and a Norwegian registration document, '12681' represents an exciting opportunity to acquire a highly original and unmolested example of this iconic Italian supercar.

We would like to thank Lamborghini Historian Olivier Nameche for his assistance with this description.

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.

113
No Lot



£60,000 - 100,000
€72,000 - 120,000
Without Reserve



114 ^Ω_N *One owner from new* **2009 Ferrari California Hardtop Convertible** Coachwork by Pininfarina

Registration no. not registered
Chassis no. ZFFLJ65B000169713

- Ferrari's first front-engined V8 road car
- Delivered new in Switzerland
- Circa 200km (125 miles) recorded on the odometer

- Recently serviced and recommissioned by Stratton Motor Company

Previously used for a limited series of exclusive coachbuilt soft-tops created on the 250 GT chassis in the late 1950s and early 1960s, the evocative 'California' name was revived by Ferrari in 2008 for its new 2+2 hardtop convertible. Featuring just two key sections, rather than the more commonplace three, the retractable roof was a particularly neat and compact example of the type. With the top in place, the California achieved the remarkable drag coefficient figure of 0.32, making it the most aerodynamic Ferrari to date.

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

This wonderful example of this landmark Ferrari model was ordered new by our vendor from the official Ferrari concessionaire Modena Cars SA in Geneva, Switzerland. Finished in Bianco Avus with Rosso/Crema leather interior and Crema roof, the car comes with copies of its Swiss Carte Grise and original purchase receipt, the latter listing its unique specification.

Since acquisition the Ferrari has been kept on static display as part of the vendor's substantial private collection (seeing minimal use) and has recently been recommissioned by Stratton Motor Company. With extensive works undertaken including multi point check, replacement all filters, engine oil, diff oil, coolant, spark plugs and brake fluids, the changing of all auxiliary belts. The invoice for this work is on file totalling some £7,800.

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.



£60,000 - 90,000
€72,000 - 110,000



115^Ω_N *One owner from new* 2014 Radical RXC Coupé

Registration no. not registered
Chassis no. SA9RXCEP207022

- Versatile road car or track-day weapon
- 380bhp Ford V6 engine
- Seven-speed sequential transmission
- Only used for a few track-days
- 928 miles from new

Founded in 1997 by engineers Mick Hyde and Phil Abbott, Peterborough-based Radical took advantage of the availability of lightweight, high-performance, water-cooled motorcycle engines to develop a whole new class of sports-racing cars endowed with power-to-weight ratios previously associated exclusively with Formula 1. Not only that, but these compact, power-dense, superbike engines invariably come with integral sequential gearboxes (usually six-speed) making them especially attractive to competition-car manufacturers. Entered in the 750 Motor Club's Sports 2000 series, the Kawasaki ZZR1100-powered Clubsport quickly established itself as a formidable contender and orders began to roll in. Moving on to yet bigger engines, Radical turned to Ford power units for the SR10 and the Le Mans-styled RXC 'gullwing' coupé, the latter featuring the 3.7-litre Duratec Ti-VCT V6. Radical's only closed model, the production RXC has 380bhp on tap, which reaches the rear wheels via a Quaife seven-speed sequential gearbox and is good enough for a 0-62mph time of 2.8 seconds (same as the McLaren P1) and a (claimed) top speed of 175mph. Unlike many of Radical's traditionally hardcore products, the RXC is more biased towards road use, featuring the conveniences of air conditioning and adjustable power-assisted steering.

Evo magazine's Jethro Bovingdon had the good fortune to test a prototype RXC at the Blyton circuit in Lincolnshire: "I'd expected the RXC to be rabidly fast, darty and seriously hard work, but my expectations are confounded within a lap... There's no ABS here but I love the six-piston brakes – the pedal is solid but there's just enough travel to feed back intimate information about the available grip. It means you can attack braking zones with astonishing accuracy, helped by the lovely downshift quality and the RXC's wonderful stability. Furthermore, the aerodynamic grip... is mind-bending." Indeed, such is the RXC's racetrack poise that, despite having less than half the power of a million-pound Pagani Huayra, it lapped Blyton only 0.4 seconds slower than the Italian supercar. Purchased in 2014, this particular Radical RXC has only been used for a few track days at the Rudskogen circuit in Norway, covering only 928 miles. All services have been carried out at Eker, the Norwegian Radical dealer. The car comes with a battery charger.

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.

116

1952 Jaguar XK120 Roadster

Registration no. not UK registered
Chassis no. 672276
Engine no. to be advised

- Left-hand drive
- Delivered new to the USA
- Fully restored in Europe 2016/2017

- Numerous desirable upgrades
- Present ownership since 2018
- 'On the button' and ready to enjoy

£80,000 - 100,000
€96,000 - 120,000





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

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

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

Chassis number '672276' was built in left-hand drive configuration and delivered new to the USA. Subsequently the car was imported into Holland and treated to a ground upwards restoration to 'Le Mans' specification circa 2016/2017. Improvements incorporated include a Getrag five-speed gearbox, four-wheel disc brakes, aero screens, Guy Broad extended pedal box conversion, dual exhaust system, steering column moved forwards, period-style bucket seats, and retractable harness-type seat belts. In short: the car has been tastefully modified for fast road use and will now comfortably accommodate a 6' 4" driver. A full photographic record of the restoration is on file. The XK is finished in Le Mans Green with tan leather interior and currently displays a total of 1,038 miles on the odometer, which is presumed to be the distance travelled since restoration.

Our UK based vendor purchased the XK at a Monaco auction in 2018. The Jaguar was shown at the Salon Privé concours in 2018 and has formed part of a static display ever since and has not been UK registered. It benefits from a recent service and is 'on the button' and ready to partake in next season's historic rallies and other events.

117 ^{P O N}

Unique factory test car

2006 Koenigsegg CCXR Coupé

Registration no. not registered
Chassis no. YT9M2G0V8H5007031

- One owner from new
- Left-hand drive
- Used for testing and certification purposes

- Rebuilt to 'R' specification in 2014
- Offered from the collection of Mr Bård Eker

£1,400,000 - 1,800,000
€1,700,000 - 2,200,000



Former holder of the Guinness World Record as builder of the fastest production car, the Swedish firm of Koenigsegg succeeded - against all the odds - in establishing itself in the front rank of supercar manufacturers within a decade of its foundation. Among UK motoring enthusiasts Koenigsegg is now a household name, thanks to its setting a new lap record on BBC Television's *Top Gear* programme in 2006, ahead of all contemporary supercars.

The company was founded in 1994 by sports car enthusiast Christian von Koenigsegg, who was running a successful import/export business at the time. His aim was nothing less than the creation of the ultimate performance car, where no technical solution would be deemed too difficult. Christian himself drew up the initial layout and in those days he even hand-modelled everything himself, together with a few friends who helped out for meagre wages. Nowadays, of course, the company has its own R&D department boasting state-of-the-art equipment, but in the beginning inspiration, enthusiasm and imagination had to suffice. Incredibly, the first prototype was completed in 1996, only two years after the project had commenced.

Rather like its cars, the Koenigsegg company moved at a record pace and in 2002 began series production of the CC8S model. The CC8S's arrival demonstrated that it was indeed possible for a passionate, dedicated young manufacturer to compete with the older, long-established supercar brands.

After a fire at its original premises, Koenigsegg relocated in 2003 to its present location and headquarters: a former fighter jet facility that had previously belonged to the Swedish Air Force. Along with the buildings came a 1.7km runway, which turned out to be perfect for high-speed testing. Since the runway is 50 metres wide it can also serve as a test track. Many Koenigsegg customers have enjoyed landing their private jets just outside the factory gates, and there is also a heli-pad in front of the main entrance.

In the spring of 2004 Koenigsegg launched the CCR, a supercar that surpassed all others, breaking the Guinness World Record for the fastest production road car, which until then had been held by the McLaren F1.







In 2006 a Koenigsegg CCX set fastest lap in the now famous *Top Gear* programme, and then the following year Koenigsegg launched the CCXR: a 1,018bhp version of the CCX powered by its own 4.7-litre twin-turbocharged V8 engine and capable of running on environmentally friendlier E85 fuel. This pioneering development made it the world's first 'green' supercar, but Koenigsegg was not done with record breaking yet, setting a new 0-300-0km/h record of just 29 seconds with a CCX. Although built to excel on the racetrack, a Koenigsegg is nevertheless a comfortable means of high-speed long-distance travelling.

This particular Koenigsegg was first seen on 18th June 2006, at a filling station near the factory, without the usual (CCX) badges on the sides. It had protective tape covering the lower part of the body panels, as often seen when Koenigseggs leave the factory for the first time, suggesting this was its first outing, and also the only one for quite some time as '7031' was not spotted again for almost six years...

The first production car ('7030' was the prototype), '7031' was purchased new by the then largest shareholder in Koenigsegg Automotive, Mr Bård Eker, who has owned several Koenigseggs over the years. The company wanted to get the car on the road as quickly as possible to assist with the testing programme, which involved early submission for a European Testing Institute test at Barcelona, enabling delivery of the rest of the production models to be speeded up. The odometer reading was advanced to satisfy the test's requirements (a certain distance had to be covered prior to submission) so the 18,698 kilometres recorded is considerably more than the distance actually driven, which is approximately one third to one half of the current total.

It seems likely that this Koenigsegg was not yet a fully specified CCX when it first appeared, but rather a further developed CCR/CCX prototype. The absence of the model call-out badges on the sides of this car add to that, together with some unique features: for example, the air vents just behind the front wheelarches are different from those on any other Koenigsegg, as are the windscreen washer nozzles that are positioned differently compared to other CCXs.

Its use as a test and certification car would also explain why '7031' was not seen publicly for such a long period of time, as both testing and certification would have been conducted in secret. However, it is unlikely that '7031' was used for testing for almost six years, but more likely that when testing and certification was concluded it was stored at the factory.

In April of 2012 this Koenigsegg surfaced at the Gran Turismo Nürburgring event together with '7086', and this time it had CCXR badges on the sides, suggesting this car was also used for the CCXR test program. It carried stickers reading 'STREETFIGHTER 7031' and 'Koenigsegg Official Testcar', while a raised *Top Gear* rear wing had been added since the car was last seen in 2006. '7031' was campaigned at the Gran Turismo Nürburgring event by Eker Performance, the then official Koenigsegg representative for Norway.

This Koenigsegg stayed with Mr Eker and was shown on several occasions, making an appearance at the Rudskogen festival in August 2012 where it was accompanied by the CCGT, a CCR, a CCX and an Agera R. A year later, in August 2013, this car was spotted at Torsnes, Norway with the roof section, including ski box, of '7083'... A month later, it was driven around the Rudskogen circuit, still with the roof section and ski box of the aforementioned Agera R. Since then the car has not been seen driven but has spent most of its life in storage at the Rudskogen circuit.

A rather unusual colour was chosen for this CCX: Satin Grey. As mentioned earlier, this car did not have the model badges at the sides at first. The windscreen washer nozzles are positioned in a unique way, which helps identifying this car, as do the different air vents behind the front wheelarches. The front splitter and side skirts are not finished in clear coated carbon, like on most CCXs, but in silver, often seen on CCRs. Chassis '7031' was equipped with the 5-hole telephone-dial wheels when first seen outside the factory and was not fitted with a rear wing initially. Since this Koenigsegg was used as a test and certification car, it is not surprising that it underwent some changes in the period of almost six years it spent out of sight.





When spotted again in 2012, the car sported CCXR badges in silver on the sides and a *Top Gear*-style rear wing, while dual white stripes with smaller white highlights on the outer edge had been added. The older rear light set-up (two red lights and one white light on either side) had been changed in favour of the newer one (with one red light and two white lights).

The earlier telephone-dial wheels had been replaced by 9-spoke CCX style wheels and numerous stickers were added, the most eye catching being the aforementioned 'STREETFIGHTER 7031' and 'KOENIGSEGG OFFICIAL TEST CAR' ones on the sides and the front. Some less apparent ones were also added: 'hydrolift fly without wings' on the rear fenders and 'Bård Eker' at the doors. The '7031 STREETFIGHTER' sticker at the front was later removed but the ones at the sides were kept.

The interior is dominated by the colour grey; dark grey leather is used for most of the interior but some light grey Alcantara accents are used for the seats. The upper part of the centre console is trimmed with dark grey leather while the dashboard top is clear coated carbon. This Koenigsegg has the older style Stack instrument cluster as used on the CC8S, the CCR and the early CCX models up to chassis '7048'.

Interestingly, '7031' has the new infotainment system which was introduced on chassis number '7063', suggesting this was tested in this particular Koenigsegg. Another notable detail is that the seat cushion supporting the passenger's legs is black, while on the driver side it is dark grey.

All services have been done by Koenigsegg and Eker Performance. Events entered include Koenigsegg customer events in 2016 and 2017, and internal events with hydrolift/eker in Norway. In 2014 '7031' underwent a major rebuild to today's 'R' (1,018bhp) specification. The car comes with the following:

- Original user manual
- Wheel nut tool
- Roof latch tool
- CTEC charger with Koenigsegg bag
- Tow hook
- Covers for roof panel and car

Hand built and exclusive, Koenigsegg's peerless supercars are only rarely offered for public sale, making the availability of this unique factory test car an event of exceptional interest to discerning collectors.

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.

Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this lot to prevent any last-minute delays.



118

1910 Mercedes 35PS Landaulette

Registration no. N 27
Chassis no. 4727

- Rare Edwardian-era Mercedes
- Offered from a prominent private collection
- 49 years in single-family ownership

- Restored in the mid-1970s
- Recently recommissioned by Parkes Restorations

£100,000 - 200,000
€120,000 - 240,000





We have Emil Jellinek to thank for the existence of the 'Mercedes' marque. Jellinek, a wealthy Leipzig-born businessman, was an admirer of the cars of Gottlieb Daimler, and commissioned him to build a car that would surpass the 'top-heavy' designs of the late 1890s/early 1900s. Designed by Daimler's collaborator, Wilhelm Maybach, this 5.9-litre, 35hp model marked the watershed between the era of the 'horseless carriage' and that of the modern motor car. Advanced features included a pressed-steel chassis, aluminium cylinder block, 'honeycomb' radiator, atomising carburettor, and gate-change gearbox.

Starkly finished in purest white, Maybach's creation debuted at the Nice Speed Week in 1901. The car was owned by Baron Henri de Rothschild and driven by Wilhelm Werner, but had been entered by Jellinek under the pseudonym 'Mercedes', his daughter's name. (At this time Panhard-Levassor owner the sales rights to Daimler cars in France, hence the need for subterfuge!) Werner drove the Mercedes to victory in the Nice-Salon-Nice race, averaging 32mph, and two days later achieved a maximum speed of 53.5mph along the Promenade des Anglais, unparalleled performances that emphatically outclassed the opposition. Indeed, so successful was the Mercedes that Daimler adopted the name for its passenger cars in 1902.

By 1908/9 Daimler was producing an excellent range of shaft-driven touring cars, the work of Paul Daimler, Maybach's successor. Privateers still campaigned Mercedes products in sport, and in the fashionable endurance events of the time achieved major successes. Not the least of these was the magnificent 1-2-3 finish of three Mercedes 16/50hp cars in the gruelling 2,000 mile Tsar Nicholas St Petersburg-Moscow-St Petersburg Trial of 1910. The 1910 35PS Landaulet offered here benefits from 45-year family ownership, where it has been a part of an outstanding pre-war collection alongside a number of high-power Mercedes-Benz cars and rare pre-war automobiles. This model was offered with a choice of three body styles: Double Phaeton, Sedan, and Landaulet; this car is offered with the Landaulet body, featuring two main seats towards the rear with a further two foldable seats in the rear, and affords the possibility of a complete folding roof. The car's restoration was carried out in the mid-1970s at a cost of £30,000.

The Mercedes is finished in a striking light yellow with contrasting hand-painted light green stripes and has recently undergone recommissioning work in preparation for sale by pre-war experts Parkes Restorations. The history file contains a Daimler Chrysler certificate and copy despatch record, though it should be noted that the car currently has a revised body and an earlier (8,500cc) engine than fitted originally. The registration 'N 27' comes with it.



£60,000 - 100,000
€72,000 - 120,000
Without Reserve



119^Ω_N *One owner from new* **2007 Ferrari 612 Scaglietti Sessanta Coupé**

Registration no. not registered
Chassis no. ZFFJY54B000157847

- One of only 60 made
- Recently recommissioned by Stratton Motor Company at a cost of over £14,500

- Four-seater supercar
- Circa 400km (250 miles) recorded on the odometer

In naming its new four-seater Gran Turismo after Carrozzeria Scaglietti, Ferrari had acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. Founded by Sergio Scaglietti in 1951 and now a wholly owned subsidiary, the company has been responsible for manufacturing many of Ferrari's most memorable cars. The 612's design brief had called for a car capable of accommodating four adults in comfort - rather than being merely a '2+2' - without sacrificing any of the superlative driving dynamics excepted by dedicated Ferraristi. Introduced in 2004, the result was the biggest Ferrari road car ever, yet one that weighed less than the smaller 456M. The 'secret' lay in the 612's lightweight aluminium chassis, which replaced the traditional sheet-steel monocoque.

In styling the 612, Pininfarina paid homage to one of its most famous past creations – the fabulous 375MM commissioned by renowned Italian film-maker Roberto Rossellini for his wife, Ingrid Bergman, and first seen at the Paris Salon in 1954 – its long nose and scalloped sides finding echoes in the Scaglietti.

Not content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque. The F1A semi-automated manual transmission too had undergone significant improvement.

This rare (and unique) example of Ferrari's luxury four-seater Sessanta supercar was purchased new by the vendor. It has spent almost its entire life on static display and has recently been recommissioned by Stratton Motor Company. This work included new fuel pumps, cam belts and auxiliary belts, as well as all filters, engine oil, diff oil coolant, spark plugs and brake fluid. The bill for this work is on file and totals some £14,745.

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

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.



£68,000 - 88,000
€81,000 - 110,000



120

1997 Aston Martin V8 Coupé

Registration no. P993 KEC
Chassis no. SCFDAM256VBR79024
Engine no. 95/79024/A

- Rare model
- Documented 13,000 miles from new
- Automatic transmission

- Recently recommissioned by Aston Martin Works
- Extensive service history

After spearheading the Aston Martin V8's transformation for the 1990s, the Virage name was dropped during 1994, its place as the 'standard' model being taken by the Vantage-style V8 Coupé. Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine of the Virage and delivered similar performance. The model formed part of the Aston Martin range for just three years and is one of the rarer members of the modern V8 family.

Finished in Porsche Nachtblau metallic with blue-piped Parchment leather interior, this automatic transmission V8 Coupé was first registered as 'P993 KEC' on 8th May 1997 and later in its life temporarily carried the registrations 'BJT 1' and 'VV 5402' respectively. While with the first owner the engine was rebuilt under warranty as a service action by Aston Martin in January 2001 at 4,027 miles, the car remains matching engine and chassis numbers. Later that same year the car passed to the second owner, Mr G Vitas of Peterborough. While in Mr Vitas's care the car was serviced and MoT'd by Aston Martin at Newport Pagnell.

Third owner Mr K Dare of Axminster purchased the V8 on 7th April 2005 at 8,826 miles, and while in his ownership the car was regularly MoT'd by Shute Garage, Axminster. Following Mr Dare's death, 'P993 KEC' was offered for sale at Bonhams' auction at Aston Martin Works Service in May 2012 (Lot 235) where it was purchased by a member of the Kuwaiti Royal Family, the recorded mileage at that time being 11,656. Our vendor purchased the Aston in September 2022 and reimported it into the UK (documents on file).

Since its return to this country the car has been extensively recommissioned by Aston Martin Works, Newport Pagnell; their related invoice for £14,000 is on file and the car also comes with extensive service history (bills, MoTs, etc) dating back some 20 years. Additional paperwork includes copies of the factory Car Record Card and HMRC NOVA acknowledgement letter confirming VAT and duty paid.



£120,000 - 150,000
€140,000 - 180,000

121

Only two owners from new
1986 Aston Martin V8 Volante EFI

Registration no. C53 FEC
Chassis no. SCFCV81C4GTR15448
Engine no. V585/5448

- One of 44 RHD Fuel-injected Volante's
- Rare and desirable factory colour scheme
- Automatic transmission
- 13,500 miles from new
- Original owners handbook and warranty card



This beautiful V8 Volante is one of the first 'V585' series cars fitted with Weber Marelli electronic fuel injection. Works records confirm it was specified with Burnham Green coachwork; Natural hide upholstery piped in Special Mid Green; steering wheel matched to piping; Natural hood trimmed in Everflex; Beige carpets; and automatic transmission. Research has shown this to be the sole right-hand drive fuel-injected Volante delivered in Burnham Green.

The Volante was consigned to supplying dealer H W Motors on 29th January 1986 and sold to the first owner via H R Owen on 7th March 1986. Issued on 7th March 1986, the original warranty card on file records the first owner as Mr J J Morris Esq of Elstead, Surrey and the registration as 'C321 SPH'.

The original service book shows the first service as completed by HW Motors on 17th March 1986 at 955 miles. The original V5 confirms the sale on 24th February 1987 to second owner Mr Ashworth of Lancashire. The second service was undertaken by main agents JCT 600 on 9th July that same year at 4,962 miles.

Following his acquisition Mr Ashworth assigned the cherished registration 'JA 444', which remained on the car until 1995 when it was replaced with the marque-appropriate registration 'AM 444'. The Volante returned to JCT 600 in June 1988 at 9,246 miles for repairs to a leaking radiator, new tyre and some minor adjustments. In June 1989 the Aston was sent to Strattons of Salford for an oil service at 9,959 miles and saw minimal use thereafter until it was sent to Chapman Spooner Ltd in June 1994 where it received a 10,000 mile service, automatic gearbox rebuild and attention to the air conditioning system.

Further parts invoices from Stratstone were issued in February 1999, and the MoT history shows the car was used sparingly for the following few years. The Volante was only used by Mr Ashworth on high days and holidays and resided alongside a very original DB5 and a Commemorative V12 E-Type Roadster. It should be noted that additional maintenance between 1987 and 2018 was undertaken in-house by the Ashworths' family-owned garages.

In December 2018 the family commissioned restoration specialists Mitchell Motors of Wiltshire to carry out chassis restoration works, the mileage now reading just over 13,000. The history file contains invoices and photographs depicting the works, which included cutting away lower sections of front and rear wings; blasting back to bare aluminium; removing the doors; cutting away sills on both sides; cutting away box sections; re-manufacturing box sections and floor sides where required; welding in new outrigger sections and sills; welding wing bottoms back on; refitting doors; and repainting the sides, the total cost of which was £12,000. Since the works' completion the Aston has lived in professional temperature-controlled storage and was regularly started with fluid and brake checks during that period.

This two-owner Volante is supplied with two sets of keys; the original owners' handbook, service booklet and warranty card; original Blaupunkt Toronto radio and manual; associated history file with service records; original V5/V5C documents (old and current); and a quantity of MoTs (18 in number) for the period 31st March 1989 at 8,959 miles to 16th July 2024 at 13,488 miles. Without question one of the lowest mileage right-hand drive V8 Volante's extant, this genuine, highly original and unmolested car represents a rare opportunity to own a unique example of this most desirable soft-top Aston Martin.



122

One owner from new
2008 Bentley Brooklands Coupé

Registration no. to be advised
Chassis no. SCBCC42M89CH137

- One of a limited run of only 550 cars
- Stored since its last service in 2023
- Circa 700 miles from new

£100,000 - 125,000
€120,000 - 150,000
Without Reserve





"Big, beautiful, rapid and surprisingly fine-handling; one of the most desirable coupés there is. The Brooklands is Bentley's new flagship coupé, and a deeply impressive, deeply seductive machine it is too." – *Autocar*.

Introduced at the 2007 Geneva Motor Show for the 2008 model year, the 2nd Generation Bentley Brooklands was a fixed-head version of the Bentley Azure Convertible (itself related to the Bentley Arnage). A two-door, four-seater, pillar-less coupé, the new Brooklands was hand-assembled and made in limited numbers, employing traditional coachbuilding skills in wood and leather. As such, it was a worthy successor to the glamorous Bentley Continentals of the past. *Autocar*'s Steve Sutcliffe was highly impressed: "Before you so much as turn the key or press the starter button it's best to drink in and enjoy what surrounds you in a Brooklands. Which, in a nutshell, is just about the best place to find yourself on four wheels, even by Rolls-Royce or Ferrari standards of interior design."

Production was limited to 550 cars, with deliveries commencing in the first half of 2008. Like the contemporary Azure, the Brooklands was powered by the 6.75-litre Bentley L-Series twin-turbocharged V8 engine, in Brooklands specification producing 530bhp at a lowly 4,000rpm with a mighty 774lb/ft of torque available at 3,250 revs.

As in the Azure, a ZF six-speed automatic gearbox transmitted power to the rear wheels. Bentley claimed a 0-60mph (0-97km/h) time of 5.0 seconds and a top speed of 183.9mph (296km/h). The list price at launch was £230,000, though customers that chose the optional carbon/ceramic brakes could expect to pay an additional £14,000. *Autocar* concluded its Brooklands test by declaring it to be "the best car Bentley has produced since VW took charge, and no mistake".

A wonderful example of the model and in an exceptional colour specification, this particular Brooklands was delivered new to our vendor through Harwoods Bentley on 11th August 2008 with 98 miles on the odometer. The service book confirms it was serviced by Jack Barclay on 6th October 2009 at 306 miles; by Jack Barclay on 17th November 2010 at 422 miles; and on 20th February 2012 at 548 miles. It was then serviced by independent Mark Taylor with invoices for a service at 634 miles and again on 25th February 2023 at 685 miles. The car has been in storage since returning from this service. It was last MoT'd in 2023 at 701 miles (the MoT expired on 29th August 2024.) The private UK registration is currently being retained by the seller and the car will be offered with a UK age related registration document, which will follow post sale. Interested parties should note the car is supplied with one key.

123

c. 2022 McLaren 720S GT3X Coupé

Registration no. not registered

Chassis no. PA4/2

Engine no. 40JBAG145845 / PA4-017

- One of only 15 made
- Track-only supercar

- 450 kilometres from new
- The ultimate McLaren Track Car



£450,000 - 750,000
€600,000 - 960,000





Making its debut in 2017, the McLaren 720S represented the latest stage in the British company's transformation from leading Formula 1 team to top-flight supercar manufacturer. "New 720S is a milestone for McLaren: ballistically quick, stable and approachable," declared *Top Gear* magazine. Beneath the sleek, aerodynamically efficient bodywork there was a new carbon-fibre chassis (enabling the use of dihedral doors) riding on active suspension developed from that of the preceding 650S. Blistering performance was delivered by the mid-mounted, 720PS (710bhp) M840T 4.0-litre engine: the twin-turbocharged V8 propelling the car from 0-62mph (0-100km/h) in 2.9 seconds and on to a top speed of 212mph (341km/h). Power reached the ground via a seven-speed dual-clutch automatic gearbox, while inside the cabin the driver would be greeted by a combination of modern and racing inspired elements trimmed in Alcantara and leather.

In August 2018 McLaren launched the GT3 competition version, incorporating all the modifications permitted in that category, which meant that some 90% of the car was different from the street-legal model. Two years later the GT3X appeared, the newcomer being a racer-derived track car aimed at wealthy enthusiasts. "The McLaren 720S GT3X represents the pinnacle of design and development for track performance based on the 720S platform," declared its maker. Like the GT3, each GT3X model started life as a bare carbon chassis to be completed at the racing team's headquarters. The GT3X was, and still is to date, the only car within the McLaren product range to be solely developed and built by the motorsport department.



Prior to launch the GT3X had undergone an intensive testing programme at some of the most demanding circuits. The car runs the GT3 aero package with an optimised cooling package coupled to an enhanced powertrain. Power is supplied by a derestricted, race-prepared version of McLaren's familiar M840T 4.0-litre twin-turbo V8 engine featuring upgrades and enhancements to deliver a significant increase in power over the 720S GT3. Maximum output is over 700bhp (709PS) and there is also a 'push-to-pass' system delivering an additional 29.5bhp (30PS). Inside the cabin a revised roll cage and interior packaging enables an optional passenger seat to be installed. Any doubts that the 720S GT3X would deliver the goods on track were emphatically quashed at the 2021 Goodwood Festival of Speed when it set the fastest time on the famous hill climb.

Top Gear found driving the GT3X an exhilarating experience, even more so than that of the limited-edition GTR models in the McLaren stable: "This feels the more genuine machine... The way it remains so balanced when you charge into corners heavy on the brakes, the way the suspension packs such fluency into so little travel. A Senna GTR may be a similar weight and yet more powerful, but I found this easier to manage, more predictable and more communicative."

The pristine GT3X we offer is one of only 15 made. The service and maintenance records are kept digitally by McLaren. No servicing has yet been required as it has covered only 450 kilometres from new.



£50,000 - 70,000
€60,000 - 84,000



124 1958 Volkswagen Type 2 23-Window Split-Screen Microbus

Registration no. to be advised
Chassis no. 348930

- Classic Volkswagen commercial vehicle
- Previously resident in California, USA
- UK registered since 2014
- Only one UK owner
- Professionally restored with no expense spared

As readily recognisable as the immortal 'Beetle' itself, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. Three models were available in 1950: the Panelvan, Microbus and Kombi, the latter a multi-purpose design featuring additional seats that could easily be removed to enlarge the load-carrying area.

A desirable 'split-screen' model, this beautiful 23-window version of Volkswagen's ever-popular Microbus was previously resident in California, USA and has been registered in the UK since 10th April 2014. Our vendor is the sole UK owner. The vehicle was delivered new in Kassel, Germany on 24th April 1958 finished in Seigellackrot (Sealing Wax Red) with Kastanienbraun (Maroon) roof, and left the factory equipped with the optional sealed-beam headlights and red tail lights. It is now finished in orange/cream with cream leather seats. Our vendor purchased the Volkswagen from Kieft en Klok in Holland in November 2012. It was fully restored by Kieft en Klok over the next 18 months with no expense spared at a cost of almost €197,000. Detailed supporting invoices are on file and the vehicle also comes with a Volkswagen Museum dating document; State of California Certificate of Title (issued 2004); and a current MoT.

In October 2022 at 1,567 miles a 1,600cc reconditioned exchange engine was fitted by The VW Engine Company of Keston, Kent at cost of £3296.40, bringing with it a useful increase in all-round performance. Only 2,099 miles have been covered since Kieft en Klok's restoration and only 532 since the engine was replaced. It should be noted that the cherished registration '55 CH' is being retained by the vendor.



£20,000 - 25,000
€24,000 - 30,000
 Without Reserve



125

One owner from new
2007 BMW Alpina B6 Convertible

Registration no. to be advised
 Chassis no. WAPB644008WH10076

- Number 076 of a limited series
- Built to Gulf States specification
- Left-hand drive
- First registered in the UK in 2007
- Only 1,258 miles from new

"Burkard Bovensiepen's Alpina company has for more than 30 years produced the niche models that BMW itself does not want to make. Based in the Bavarian town of Buchloe, an hour or so from BMW's Munich headquarters, Alpina creates cars for connoisseurs. They are expensive and not necessarily more powerful or faster than standard BMWs, but they do offer combinations not available from the factory.'" - *Car & Driver*.

Founded by Burkard Bovensiepen, the German firm of Alpina began producing tuned versions of BMW models in the 1960s before the Bavarian company's own Motorsport Department launched its now famous 'M' range. A close collaborator with BMW from its earliest days, Alpina enjoys motor manufacturer status in Germany and can take much of the credit for establishing BMW's high performance image thanks to a succession of sensational road cars and countless race-track victories. Built between 2005 and 2010, the Alpina B6 was based on the BMW's 6-series (E63) platform - specifically the 650i - and used an extensively modified version of its 4.4-litre V8 engine. The latter was equipped with an ASA supercharger built to Alpina's specifications, and delivered its 500PS (493bhp) maximum power to the ground via a ZF six-speed automatic transmission.

The suspension system and wheels were Alpina's own, and the B6 also came with uprated brakes. Alpina also offered a fully customisable interior. On the road the Alpina B6 was no slouch, racing to 60mph (97km/h) in 4.5 seconds on its way to a top speed of 193mph (311km/h). A front chin spoiler with 'ALPINA' lettering distinguished the B6 from the regular BMW 6-series. Although built to Gulf States specification, this left-hand drive Alpina B6 was first registered on 17th September 2007 in the UK and is the 76th of a limited series. The PDI document was stamped by Alpina factory in Buchloe in 2007. The car is finished in desirable Alpina Green II Metallic with BMW Individual (Z1XX/S) tan interior and a black soft-top roof. The car comes with its original Alpina/BMW books including the service booklet, which has been stamped twice by Sytner Sunningdale: in 2010 at 540 miles and again in 2013 at 953 miles (the current odometer reading is only 1,258 miles). Recommissioning will be required before further road use. Interested parties should note the car is supplied with one key. The private UK registration is currently being retained by the seller and the car will be offered with a UK age related registration document, which will follow post sale.

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* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

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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.

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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, Deane Road, Bristol BS1 5AH

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

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

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and 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 Kutichinsky

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

2. A diamond brooch, signed Kutichinsky

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

3. A diamond brooch, mounted by Kutichinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less 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. Departure 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 (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 Bond Street Sale		Sale date: 12 December 2024	
Sale no. 29336		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:

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Lot no.	Year	Model
105	1970	Aston Martin DB6 Mk2 Sports Saloon
121	1986	Aston Martin V8 Volante EFI
106	1994	Aston Martin Vantage V550 Coupé
102	1995	Aston Martin DB7 Coupé
120	1997	Aston Martin V8 Coupé
109	2008	Aston Martin DBS Coupé
110	2007	Bentley Continental GTC Convertible
122	2008	Bentley Brooklands Coupé
125	2000	BMW Alpina B6 Convertible
107	1925	Bugatti Type 35A / 35T 2.3-Litre Grand Prix Two-Seater
108	1928	Bugatti Type 44 Grand Touring Four-Seater
119	2007	Ferrari 612 Scaglietti Sessanta Coupé
114	2009	Ferrari California Hardtop Convertible
104	1947	HRG 1½-Litre Aerodynamic Two-Seater Sports
116	1952	Jaguar XK120 Roadster
103	1959	Jaguar XK150 'S' 3.8-Litre Roadster
117	2006	Koenigsegg CCXR Coupé
112	1984	Lamborghini Countach 5000 S Coupé
123	c. 2022	McLaren 720S GT3X Coupé
118	1910	Mercedes 35PS Landaulette
111	1974	Porsche 911 3.2-Litre 'Carrera Classic' Coupé
115	2014	Radical RXC Coupé
101	1975	Rolls-Royce Corniche Custom Convertible
124	1958	Volkswagen Type 2 23-Window Split-Screen Microbus







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