

The Michael
BANFIELD
Collection

Friday 13 and Saturday 14 June 2014
Iden Grange, Staplehurst, Kent



Bonhams



THE MICHAEL BANFIELD COLLECTION

Friday 13 and Saturday 14 June 2014
Iden Grange, Staplehurst, Kent, TN12 0ET

VIEWING

Thursday 12 June 09:00 - 17:30
Friday 13 June from 09:00
Saturday 14 June from 09:00

SALE TIMES

Friday 13 June

Automobilia Part 1 - 12 midday

Saturday 14 June

Automobilia Part 2 - 10:30
Motor Cars 15:00 (approx)

SALE NUMBER

22201

CATALOGUE

£25.00 + p&p
Entry by catalogue only admits
two persons to the sale and view

BIDS

+44 (0) 20 7447 7448
+44 (0) 20 7447 7401 fax
To bid via the internet please
visit www.bonhams.com

Please note that bids should be submitted no later than 16:00 on Thursday 12 June. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 20 7468 5802 fax

We regret that we are unable to accept telephone bids for lots with a low estimate below £500. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

Live online bidding is available for this sale

Please email bids@bonhams.com with "Live bidding" in the subject line 48 hours before the auction to register for this service

ENQUIRIES

Motor Cars
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
ukcars@bonhams.com

Automobilia
+44 (0) 8700 273 619
automobilia@bonhams.com

CUSTOMER SERVICES

Monday to Saturday 08:00 - 18:00
+44 (0) 20 7447 7447

Please call the Enquiries line when out of hours.

Please see page 2 for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 1242
Back cover: Lot 1248

Bonhams 1793 Limited
Registered No. 4326560
Registered Office: Montpelier Galleries
Montpelier Street, London SW7 1HH

+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams 1793 Ltd Directors
Robert Brooks Chairman,
Colin Sheaf Deputy Chairman,
Malcolm Barber Group Managing Director,
Matthew Girling CEO UK and Europe,
Geoffrey Davies, Jonathan Horwich,
James Knight, Patrick Meade,
Caroline Oliphant, Hugh Watchorn.

Bonhams UK Ltd Directors
Colin Sheaf Chairman, Jonathan Baddeley,
Antony Bennett, Matthew Bradbury,
Harvey Cammell, Simon Cottle, Andrew Currie,
David Dallas, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Robin Hereford, Asaph Hyman, Charles Lanning,
Sophie Law, Camilla Lombardi, Fergus Lyons,
Paul Maudsley, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
Peter Rees, Julian Roup, Iain Rushbrook,
John Sandon, Tim Schofield, Veronique Scorer,
James Stratton, Roger Tappin, Ralph Taylor
Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

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

Important changes to V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please Note: Once the V5C has been updated by the DVLA it cannot be reversed.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust 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 either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.
Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.

* VAT on imported items at 5% on hammer price and buyer's premium.

- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

NOVA

Certain motor car Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

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.

Professional Catalogue Photography

Simon Clay
Tom Wood
Gordon Roland-Peden

Special thanks to

Sue Banfield
John Banfield
David Burges-Wise
Ray Ingram
David Ingram
Steve German
Ian Thompson
David Fowle
Andrew Howe
Richard Peskett
David Dyer
Tom Alldread
Geoffrey Dagwell

Motor Car Preparation

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the car. It is also advised that the car is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

For this auction please see Collections on page 5.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Jane Hogan.

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

UK
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
Web: www.hagertyinsurance.co.uk

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

Worldwide Motoring contacts

UK Motor Cars

Tim Schofield
+44 (0) 20 7468 5804
tim.schofield@bonhams.com

Rob Hubbard
+44 (0) 20 7468 5805
rob.hubbard@bonhams.com

James Knight
+44 (0) 20 7447 7440
james.knight@bonhams.com

Administrators

Jane Hogan
+44 (0) 20 7468 5806
jane.hogan@bonhams.com

Sholto Gilbertson
+44 (0) 20 7468 5809
sg@bonhams.com

John Polson
+44 (0) 20 7468 5803
john.polson@bonhams.com

Ben Deane-Pike
+44 (0) 20 7468 5800
ben.deanepike@bonhams.com

Tom Harrington
+44 (0) 20 7468 5808
tom.harrington@bonhams.com

Malcolm Barber
+44 (0) 20 7468 5801
malcolm.barber@bonhams.com

Mark Gold
+44 (0) 20 7468 5807
mark.gold@bonhams.com

USA Motor Cars

West Coast

Mark Osborne
+1 415 391 4000
mark.osborne@bonhams.com

David Swig
+1 415 503 3285
david.swig@bonhams.com

East Coast

Rupert Banner
+1 212 461 6515
rupert.banner@bonhams.com

Administrator

Samantha Hamill
+1 212 461 6514
samantha.hamill@bonhams.com

Jakob Greisen
+1 415 503 3284
jakob.greisen@bonhams.com

Nick Smith
+1 323 436 5470
nick.smith@bonhams.com

Eric Minoff
+1 917 206 1630
eric.minoff@bonhams.com

Evan Ide
+1 917 340 4657
evan.ide@bonhams.com

Mainland Europe Motor Cars

Phillip Kantor
+32 (0) 4 76 87 94 71
philip.kantor@bonhams.com

Gregor Wenner (Italy)
+39 (0) 6 48 59 00
gregor.wenner@bonhams.com

Henning Thomsen (Denmark)
+45 (0) 4051 4799
henning.thomsen@bonhams.com

Administrator

Valérie Simonet
+33 (0) 1 42 61 10 11
valerie.simonet@bonhams.com

Gregory Tuytens
+32 (0) 2 73 65076
gregory.tuytens@bonhams.com

Hans Schede (Germany)
+49 (0) 172 2088 330
hans.schede@bonhams.com

Additional contacts

Motorcycle Department

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

Automobilia

Toby Wilson
+44 (0) 20 8963 2842
toby.wilson@bonhams.com

Press Office

Ruth Fletcher
+44 (0) 20 7468 5870
+44 (0) 20 7468 8209 fax
ruth.fletcher@bonhams.com

Catalogue subscriptions

+44 (0) 1666 502 200
+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

James Stensel
+44 (0) 20 8963 2818
james.stensel@bonhams.com

Adrian Pipiros
+44 (0) 20 8963 2840
adrian.pipiros@bonhams.com

Julian Roup
+44 (0) 20 7468 8259
+44 (0) 20 7468 8209 fax
julian.roup@bonhams.com

Buyers/Sellers Accounts UK

+44 (0) 20 7468 8240
+44 (0) 20 7447 7430 fax

Bill To
+44 (0) 20 8963 2822
bill.to@bonhams.com

Buyers/Sellers Accounts US

+1 (415) 861 7500
+1 (415) 861 8591 fax

Collections

Automobilia

Collection dates and times for purchased Automobilia lots from the sale venue.

Friday 13 June	12:00 Noon - End of Automobilia Part 1
Saturday 14 June	9:00 - 19:00
Sunday 15 June	9:00 - 17:00
Monday 16 June	9:00 - 12:00 Noon

All purchased lots must be cleared from the sale venue by 12 noon, Monday 16 June. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Monday 23 June 2014 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2842 or automobilia@bonhams.com to make an appointment.

All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot from 23 June 2014.

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

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

All lots marked with a ♦♦♦ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

Please contact automobilia@bonhams.com for further information.

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

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Monday 16 June. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection.

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

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Bonhams to a local store.

Vehicles

With the unique nature of each and every vehicle in this sale, uplift and subsequent storage will be by individual arrangement with Polygon Transport. Their full contact details are on this page. It is recommended potential purchasers make contact with Polygon before bidding.

Transport and Shipping

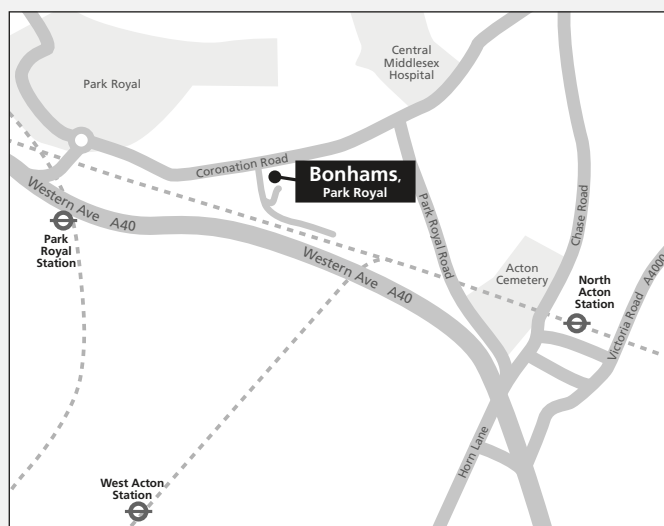
A representative of Polygon Transport, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Transporter

Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Vehicle Insurance

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk



Auction and Viewing Timetables

Thursday 12 June

Viewing opens

09:00 to 17:30

Friday 13 June

Viewing opens

09:00

Automobilia Section I

12 midday

Saturday 14 June

Viewing opens

09:00

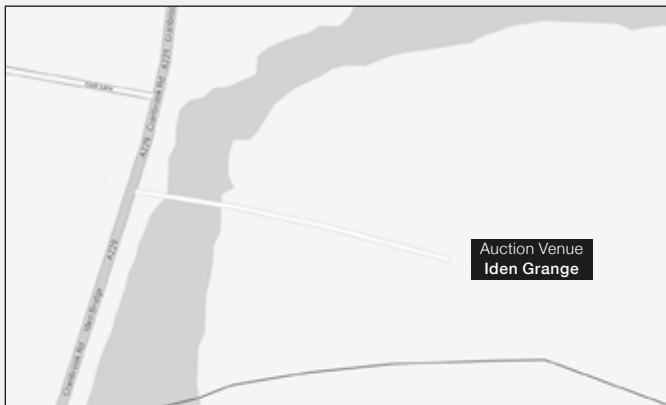
Automobilia Section II

10:30

Motor Cars and

Historic Commercial Vehicles

15:00 (approx)



Address

Iden Grange
Cranbrook Road
Staplehurst
Kent
TN12 0ET

Parking

Parking will be available onsite, please follow the directions of the parking attendants.

Please be advised that this is an on location sale, all parking is at the the owners risk.

Onsite Catering

Onsite catering will be available on all sale and view days.

Further advice to clients

Please note stout footwear is recommended due to the uneven terrain around Iden Grange.



MICHAEL BANFIELD

In 1959 Michael Banfield bought his first classic car, a 1927 Bentley, which sparked a lifelong interest in classic, veteran, and commercial vehicles.

He was a founder member of the Historic Commercial Vehicle Society, becoming Chairman in 1965 and remaining as such until 1993 when the Society became a charity. He then stayed on as CEO until his retirement in 2011.

Joining the Veteran Car Club (VCC) in 1960, he remained a full and active member until the end of his life.

From 1976 to 1998 Michael served in various positions with FIVA (Fédération Internationale des Véhicules Anciens) - on the General Committee, as Chairman of the Historic Commercial Vehicle Committee, and as Chairman of the European Affairs/Parliamentary Committee.

A committee member of the FBHVC (Federation of British Historic Vehicle Clubs) for 12 years, he became a founder member of the IHVO (International Historic Vehicle Organization), serving from 1998 to 2005.

Through the decades he slowly added further vehicles to his collection, both classic and commercial, all of which he refurbished and rebuilt himself.

For more than 50 years Michael dedicated himself to the preservation, promotion, and use of historic road transport as part of our national heritage. Most of this work was undertaken on a voluntary basis as a true enthusiast.

For all his efforts he was made an Honorary Life President of the VCC and was given a Lifetime achievement award by the Transport Trust in 2007. Furthermore he was made a Freeman of the City of London in 1998 and became a Liveryman of the Worshipful Company of Carmen in 2001.

AUTOMOBILIA

Part I, Lots 1 - 848 at 12:00

Friday 13 June

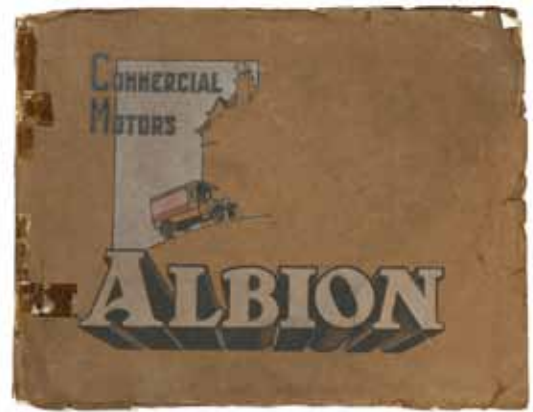
Images of all automobilia lots are available at
bonhams.com/automobilia

Not all imperfections are stated. All lots sold as viewed



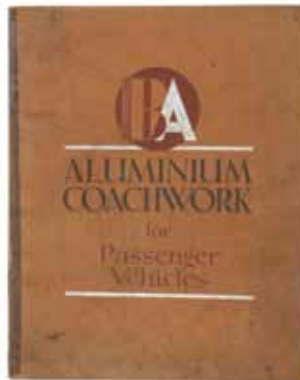
JOSEPH  **LUCAS LTD**
GREAT KING ST BIRMINGHAM
KING OF THE ROAD
MOTORALITIES AND CYCLEALITIES.





4

1 (part)



10 (part)

FRIDAY 13 JUNE - 12 MIDDAY AUTOMOBILIA PART I

1• TWO AEC SALES BROCHURES, comprising Regal single deck bus 1931 and Regent bus chassis 1931, each 4to with onion skin covers, old tape marks to spines, together with an AEC Y type spare parts list in a Daimler instruction book cover, and a Taylor Engines booklet listing AEC Y type chassis spare parts.

(4)
£150 - 200
€180 - 250

2• AN AEC ILLUSTRATED SPARE PARTS LIST, for types YB, YC, YD, together with instruction handbook AEC 'Model 5' 3, 4 and 5 ton chassis and AEC 3, 4 and 5 ton chassis, together with photocopies of the same.

(4)
£40 - 60
€50 - 70

3• AN AEC MAJESTIC SALES BROCHURE, 4to, printed colour covers, together with an AEC 130 Hp 6CYL high speed oil engine brochure 1931, together with a service and instruction book for AEC Southall (4to) front cover cut and a miniature AEC instruction handbook for 45Hp model 506, 507, 508 and 509.

(4)
£60 - 100
€70 - 120

4• AN ALBION COMMERCIAL MOTORS SALES CATALOGUE, MARCH 1917, brown card covers repaired, depicting the entire Albion range including municipal vehicles, vans, lorries, public service vehicles, char-a-bancs, fleet vehicles, special designed for over-seas types and an Albion motor roller, 4to.

£100 - 150
€120 - 180

5• FOUR ALBION HANDBOOKS, comprising 20Hp 30Cwt Type, a 20Hp 26Cwt Type and 32Hp (x2).

(4)
£70 - 90
€90 - 110

6• THREE ALBION INSTRUCTION BOOKS, for model CX19, AZ 5 & FT 3 and CX. Blue hardback covers with cloth spines

(3)
£60 - 90
€70 - 110

7• THREE ALBION HANDBOOKS, comprising model WD.CX6, AM 463 and B.Y.1 (6 wheeler), together with Albion instruction book for the entire CX range.

(4)
£60 - 90
€70 - 110

8• FOUR AUSTIN INSTRUCTION BOOKS, comprising Ten saloons & vans, Seven, A40 and 1-Ton & 1 ½ Ton vans, each 8vo, covers worn.

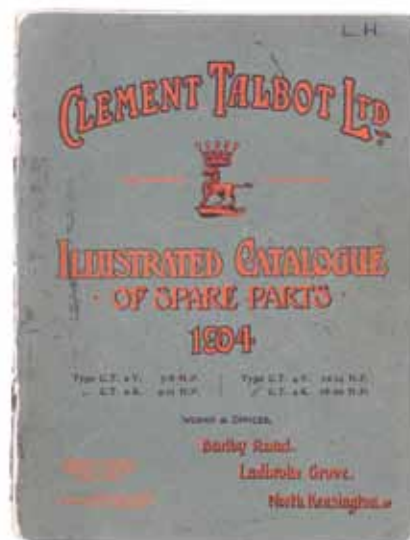
(4)
£50 - 70
€60 - 90

9• ASSORTED BEDFORD INSTRUCTION BOOKS, for 30-40Cwt models & 2-3 Ton models, lacking back cover, 3 ton & coach models, incomplete, 10/12Cwt 4 cylinder model, taped spine, CA models, CF series, 10-12 & 15-17Cwt issued by Vauxhall 1965, a service Guide listing dealers, and handbooks for model MW November 1943, OW models for Civilian and Service use 1942 and Bedford HA Series, and four training manuals.

(14)
£70 - 100
€90 - 120



12 (part)



14

10• TWO COACHWORK AND FITTINGS SALES CATALOGUES,
for commercial vehicles, comprising buses and trams by British Aluminium Co 'Aluminium Coachwork for Passenger Vehicles', 1934, tape to spine, and Passenger & Commercial vehicle fittings by Beclawat, together with two blank postcards stamped Empire's Best Coaches one with hand-written reply.
(4)
£70 - 90
€90 - 110

11• A BERNA MOTORS LIMITED 1907 OLYMPIA EXHIBITION OF COMMERCIAL VEHICLES CATALOGUE,
abridged list, together with a Berna sales catalogue, circa 1912, covers the range of 35, 25, 18 and 12Hp Lorries and Berna Cabs, Vans and Buses, lacking covers, old taped repairs.
(2)
£100 - 140
€120 - 170

12• A BELSIZE CARS SALES CATALOGUE, 1914,
for the complete range, some wear to covers, pages stained to top, together with a British Red Cross Motor Ambulance booklet, a Three Litre Bentley sales brochure 1972 reprint, a Bentley 4 1/4 Litre Handbook, condensed edition, and four Jowett Bradford Instruction books.
(8)
£100 - 140
€120 - 170

13• 'THE BLUE BOOK- MOTOR CAR LIGHTING' BY CLAUDE A VANDERVELL, 1912,
together with a 1902 Casswell Ltd Cycle Trade Catalogue, and two Autovac booklets.
(4)
£80 - 120
€100 - 150

14• A CLEMENT-TALBOT LTD ILLUSTRATED CATALOGUE OF SPARE PARTS, 1904,
green card covers detached with some page loose, for type CT 2-v 7-8Hp, CT 2-k 9-11Hp, CT 4-v 12-14Hp and CT 4-k 16-20Hp, small 4to.
£60 - 100
€70 - 120

15• TWO COMMER PUBLICATIONS,
comprising Commer Cars complete range circa 1912, Commer Superpoise spare parts list for 1 1/2, 2 & 3 ton vehicles, other assorted ephemera including Charles Burrell & Sons Traction Engines catalogue re-print, Bristol the first 50 years and BSA model M20 Drivers handbook.
(Qty)
£50 - 70
€60 - 90

16• TWO CROSSLEY CARS PRINTED BOOKLETS,
comprising War Office price list of spare parts 1921 with photocopy and list of spare parts for 38/110Hp Omnibus chassis type 1 series 1.
(3)
£70 - 90
€90 - 110

17• FIVE DAIMLER PUBLICATIONS,
comprising type 423, 424 spare parts catalogue, types C.J 22 and C.K 22 instruction book and component list. Type C.C component list lacking cover, type B component list lacking cover and type Y component list photocopy, together with a Daimler Bus service manual 1954 and two service manuals for passenger chassis.
(8)
£100 - 140
€120 - 170



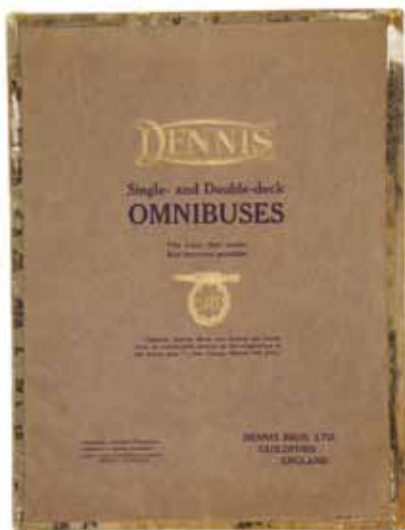
18



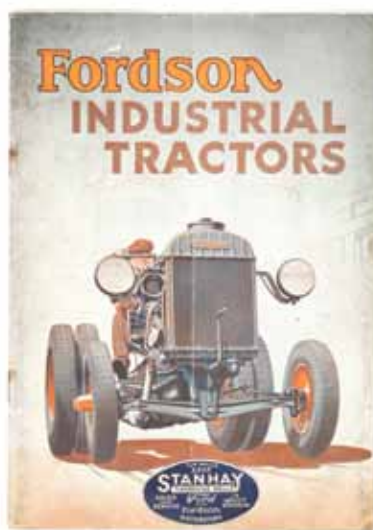
19

18• A DE DIETRICH & CO CARS SALES CATALOGUE, 1904,
green embossed card covers, French text, depicting the entire catalogue range chassis L, chassis K, omnibus, lorries and Dietrich 1 motorboat.
£80 - 120
€100 - 150

19• A DENNIS BROS LTD MOTOR VEHICLES SALES CATALOGUE, 1906,
depicting the entire Dennis range, fully illustrated majority with prices, edges of covers taped 4to.
£80 - 120
€100 - 150



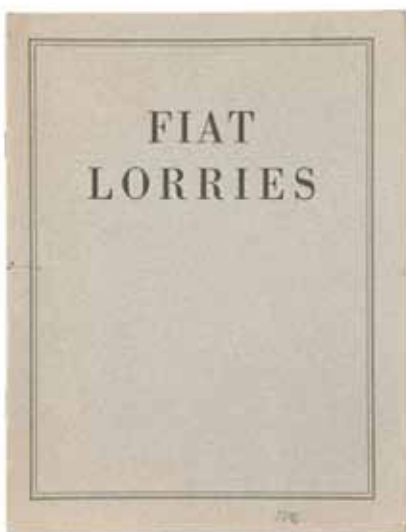
20



28 (part)



31



25

20•

A DENNIS SINGLE AND DOUBLE-DECK OMNIBUS SALES CATALOGUE CIRCA, 1925,

16 printed pages including three full-colour illustrations of the complete Dennis Omnibus range, with reference to the Dennis Worm-driven Omnibus, covers with taped edges.

£50 - 70
€60 - 90

21•

FOUR DENNIS FIRE ENGINE INSTRUCTION BOOKS,

comprising the ACE and Light – 4 Fire engines, the F8 Fire engine, the 400/500 gallon F.1 fire engine and the 800/1,000 gallon F2 engine, together with two instruction books for the Dennis 350/500 Gallon Trailer pump.

(6)
£80 - 120
€100 - 150

22•

TWO DENNIS PRICE LISTS OF SPARE PARTS,

for 30Cwt Model 1930 and Dennis "A" Type Subsidy chassis, together with a Dennis "A" Type Subsidy catalogue (French text) and two Dennis instruction books for Pax and Max Chassis.

(5)
£70 - 90
€90 - 110

23•

THREE DE DION BOUTON PUBLICATIONS,

comprising parts list, with details of parts for 1899-1906 vehicles, with red cover tape to spine, and two Instruction books for the 25Hp 3½ Ton & 35Hp 5 Ton lorry chassis (modes FR and FS) 1 lacking cover and outer pages.

(3)
£60 - 90
€70 - 110

24•

A 1906 EAST LONDON RUBBER COMPANY CATALOGUE,

featuring Kerry Cars and Motor Bicycles, well illustrated, tape to spine, together with a Desmo catalogue, Post-war, and assorted photocopies of Ducellier Lamps 1909-1910, and Ducellier Dynamo 1911-1912, a Harvey-Frost Vulcanising catalogue, two 1912 Geo Grou & Sons lamp catalogues (some pages cut) and two Dunlop catalogues.

(Qty)
£60 - 90
€70 - 110

25•

A FIAT LORRIES SALES CATALOGUE,

circa 1920, English text, grey covers, pages loose, 4to.

£60 - 80
€70 - 100

26•

TWO FIAT PUBLICATIONS,

comprising 1914 full range catalogue, grey covers and Fiat 'Album Parti de Ricambo' for 503 chassis, Italian text, some wear, together with an A. Ferraris catalogue of parts for Fiat 30Cwt Model 15.

(3)
£50 - 70
€60 - 90

27•

A FODEN GOODS VEHICLES SPARE PARTS AND MAINTENANCE MANUAL,

for 4, 6 and 8 wheel FG models, (third edition), October 1950, grey covers, 121 numbered pages, some wear, 4to.

£50 - 70
€60 - 90

28•

FORD AND FORDSON PUBLICATIONS, including Fordson Industrial Tractor catalogue 1938, an illustrated spare parts list for 22, 24 and 30Hp models 1936-50, a 1926 Ford Manual, a Special pattern Vehicles instruction book and other Ford manuals.

(Qty)
£60 - 80
€70 - 100

29•

THREE FALK, STADELMANN & CO LTD (FSK) CATALOGUES,

comprising number 508 'Light & Heat with Gas', September 1923, number 555 'Oil lamps and Stoves', August 1925, and number 584 'Small brass gas fittings', August 1927.

(3)
£40 - 60
€50 - 70

30•

THREE GARDNER PUBLICATIONS,

comprising catalogue number 527-1 High Speed Oil Engines LW Type and two General Directions booklets for LW engines numbers 42 and 42.2, covers worn.

(3)
£60 - 80
€70 - 100

31•

TWO GILFORD PUBLICATIONS,

comprising fold-out sales leaflet depicting Model D lorry with details of model C, D and F chassis, together with a 1930 Instruction Book.

(2)
£60 - 80
€70 - 100

32•

FOUR GUY MOTORS LIMITED PUBLICATIONS,

comprising 1961 'The company and its vehicles', and service manuals for Arab passenger chassis, book number GM2, Arab 5 & 6 cylinder passenger chassis, and 1958 Diesel Otter Mk III commercial and passenger chassis.

(4)

£60 - 80

€70 - 100

33•

FOUR GUY MOTORS LIMITED PUBLICATIONS,

comprising service manuals for Vixen 4 ton chassis, hardback and Vixen diesel-engined chassis, paperback, service manual for Warrior Mk I and 1959 spare parts catalogue for Warrior Mk II.

(4)

£60 - 80

€70 - 100

34•

FOUR GUY MOTORS LIMITED PUBLICATIONS,

for Otter chassis vehicles, comprising book number GM1 service manual, hardback, two spare parts catalogues for Mk III commercial chassis with 5.1 litre engine and one spare parts catalogue for Mk III commercial and passenger chassis with 6 cylinder engine.

(4)

£60 - 80

€70 - 100

35•

THREE GUY MOTORS LIMITED PUBLICATIONS,

comprising Forty Years of Achievement, 1954, tape to spine, spare parts catalogue for Warrior Diesel Light 6 and Light 8, and spare parts catalogue for six speed 'ZF' gearbox constant mesh/synchromesh unit.

(3)

£40 - 60

€50 - 70

36•

A GARFORD 1 TON COMMERCIAL CHASSIS SALES LEAFLET,

for 1916, together with photocopy of a Garford Motor Trucks instruction book, and a 1927 Essex Super Six sales booklet, a Dodge Brothers (Britain) Limited 1936 first edition instruction book for R series vehicles, a GM coach model PD-4104 booklet, a Four Wheel Drive Auto Company parts list for 3 ton trucks and an Esso salesman's reference book.

(Qty)

£40 - 60

€50 - 70



36 (part)

37•

ASSORTED MOTORING PUBLICATIONS,

comprising Halley driving hints for models A B and G, Halford Chassis handbook with wrap around cover, Halford commercial and passenger vehicles sales catalogue 1914, covers missing, Hercules parts list for six cylinder JX series, Horstman Cars Ltd care and maintenance booklet, Humber sales brochure 1926, International Motor Trucks instruction manual 1941 for K-6 to KR11 models, The JAP book, back cover missing, Jaguar 3½ litre Mk VII type M operating and maintenance handbook, Jaguar instruction book for 1946-48 2½ and 3½ litre models, 1917-18 Kelly Trucks models K-40 and K-45 3½ and 4 ton models parts list, folded, worn and a photocopied Karrier BR110 spare parts list.

(Qty)

£80 - 100

€100 - 120

38•

A RARE LEYLAND WAR EFFORT PUBLICATION,

'And then - Tanks - and still more Tanks', 1945, blue card covers, 4to, some tape marks.

£40 - 50

€50 - 60

39•

A LEYLAND FIRE-FIGHTING PRODUCTS CATALOGUE,

1932, marbled red card covers, 24 pages, fully illustrated, 4to.

£50 - 70

€60 - 90

40•

'SOME LEYLAND PRODUCTIONS' SALES CATALOGUE,

explaining the names Titan, Lion, Tiger, Beaver, Badger, Bison, Buffalo, Bull, Terrier, Hippo, Rhino and Cub in relating to their range of vehicles, blue card covers, 24 pages, 4to.

£50 - 70

€60 - 90



38

41•

ASSORTED LEYLAND PUBLICATIONS,

comprising spare parts list for War Office Subsidy model, class A, list 52 July 1916, service manual for Leyland Oil engines, 4 and 6 cylinder, revised edition October 1934, parts list for Tiger passenger vehicles, Jan 1930, service manual for Tiger and Titan and a service manual for Tiger Cub 1955.

(5)

£60 - 80

€70 - 100

42•

ASSORTED LEYLAND PUBLICATIONS,

comprising spare parts list for War Office Subsidy model, class A, type 5000 list 55 (5th edition) January 1918, a sales booklet 'What Leyland Stands For', Leyland sectional parts list for Lorries, 1935, spare parts list for Leopard L1 1959, and a provisional copy of the Leopard service manual 1960.

(5)

£60 - 80

€70 - 100

43•

ASSORTED LEYLAND PUBLICATIONS,

comprising Beaver service manual issued to chassis number TSC 11/6767, Leyland oil engine service manual, reprinted October 1934, Tiger & Titan service manual, 1931, Tiger (TS.M) service manual, Tiger parts list 1928 and Tiger PS1 & 1/1 service manual 1958.

(6)

£70 - 90

€90 - 110

44•

ASSORTED LEYLAND PUBLICATIONS,

comprising Lion service manual, dated 1929, worn, a similar manual in better condition, service manual for Lion & Lioness, blue covers worn and torn and a Tiger Cub service manual, 1955, together with a British Leyland Reliance repair and operation manual, 1970s.

(5)

£50 - 70

€60 - 90



39



46 (part)



51 (part)



52



45 (part)

**45•
A 'MOTOR COACH WORK BY LUCAS LONDON', SALES CATALOGUE, CIRCA 1908,**

grey card covers with ten illustrations of coachwork types, 8vo, together with an H.W. Lucas horse-drawn carriage sales catalogue, Victorian, lacking cover, 8vo.

(2)

**£60 - 80
€70 - 100**

**46•
THREE LUCAS SALES CATALOGUES,**
comprising 1911 Motoralities, 1913 Cycle and Motor lamps and photocopied 1910 Motoralities, 8vo.

(3)

**£70 - 100
€90 - 120**

**47•
FOUR LUCAS SALES CATALOGUES,**
comprising 1914 Motoralities (cover torn and part missing), 1928 Lamps spare parts pamphlet, 1923 Motor Lamps & Motoralities catalogue with letter and 1931 Motor Lamps & Motoralities catalogue, covers worn, pages loose.

(5)

**£70 - 100
€90 - 120**

**48•
ASSORTED LUCAS PUBLICATIONS,**
comprising 1956 'Electricalities' catalogue, 1955 Electric Horns instruction booklet, two Lucas Running Instructions booklets for lighting and starting systems, 14 wiring diagrams from 1953-54, two Lucas equipment catalogues of spare parts and a Lucas Equipment folder containing Rover, Vauxhall-Bedford, Triumph, Rootes Group and BMC cars spare parts lists 1960s.

(Qty)

**£40 - 60
€50 - 70**

**49•
ASSORTED MEADOWS PUBLICATIONS,**
including post-War full range catalogue in cream coloured folder, spare parts lists for 250.C5 1962 and 6.DC.630 engine, a file of technical adjustment drawings and specifications, and two user handbook & service manuals for 4 cylinder diesel engine type 4D 330 and seven assorted sales leaflets.

(Qty)

**£40 - 60
€50 - 70**

**50•
ASSORTED MOTORING PUBLICATIONS AND EPHEMERA,**

including Marble Arch Motor Supplies catalogue, 1930s, Macintosh Solid Tyres catalogue 1914 (abridged list S3), Maxwell trucks catalogue, tape to spine, lacking cover, a photocopied Maxwell trucks catalogue, two Loco & Riker Lorries spare parts catalogues, a Lockheed brakes booklet, a file of 1933 Light and Heavy Vehicle arrangements, a 1974 Michelin technical data catalogue, 1932 Lucas-Rotax-CAV battery service list, other catalogues and photocopies.

(Qty)

**£50 - 70
€60 - 90**

**51•
MERRYWEATHER'S CATALOGUES,**
a red cloth covered hard backed folder containing many original Merryweather catalogues bound in as a reference Volume, including Fire Suds, the Hatfield pump, Fire Pumps and Appliances, Valiant Steam Pump, Greenwich Gen fixed steam fire pump, Mephisto clothing, Sea Salvage, Vacuum Apparatus, Light Portable Apparatus, Spraying and Irrigation Apparatus, Wheel Barrel Pump and others, together with Victorian catalogue circa 1870 of Brewery & Distillery Plant and Fire engines and equipment, and a Fire Engine price list circa 1870.

(Qty)

**£200 - 300
€250 - 370**

**52•
THE YEAR'S AUTOMOBILE SPORT 1905,**
published by Michelin Tyre Co, depicting successes using Michelin Tyres including Gordon Bennett race, Circuit des Ardennes, Brescia Meeting, Coupe des Pyrenees, Mont Ventoux, Salon Meeting and other events, cream light card covers, cord bound, 39 numbered pages, 4to.

**£100 - 150
€120 - 180**



53

53•

A 1907 MINERVA CARS CATALOGUE,
decorated cream card covers, cord bound,
15 numbered pages, with single sheet notice
about Cave Quick-Change Detachable Rim
loose inserted by back cover, 8vo.

£60 - 80

€70 - 100

54•

**MORRIS FIRE ENGINES SALES
CATALOGUE, 1931,**

red card covers, 15 numbered pages, with
some full colour illustrations including central
pages with prices, 4to.

£50 - 70

€60 - 90

55•

MORRIS-COMMERCIAL PUBLICATIONS,

including One Ton Chassis spare parts list,
August 1926, covers detached, a similar list
lacking covers and front pages, T and T2
chassis spare parts list, 1931 with four related
price lists in rear pocket, handbook for 30Cwt
supertruck March 1929, R-type instruction
book 1930, 1 Ton & 15Cwt instruction book
1937, 12Cwt light one-ton & heavy duty one-
ton manual 1928, 25 & 30Cwt truck manual
1926, front cover worn and torn, lacking back
cover and a Morris Marina driver's handbook
1976.

(Qty)

£50 - 80

€60 - 100

56•

**PEERLESS MOTOR TRUCKS SALES
CATALOGUE, 1912,**

blue card covers, cord bound, detached, 63
numbered pages, 4to, together with other
Peerless publications including 1928 parts
list for Motor Lorries, undated 4-5 Ton Lorry
parts list, lacking covers, Illustrated parts list
issued by W.J. Barkus of Reading with 1926
amendments sheet, and 1930 letter from
Peerless and a photocopied No 2 instruction
book.

(7)

£70 - 90

€90 - 110



54



56 (part)

57•

A MORS SALES CATALOGUE 1908,

card cover with applied colour title plate, 33
printed pages, 4to.

£50 - 70

€60 - 90

58•

**A NAPIER INSTRUCTION BOOK, CIRCA
1914,**

blue covers, 83 numbered pages relating to
the 3½ ton Napier Business Vehicle type B74,
spine worn, covers loose, 8vo.

£50 - 70

€60 - 90

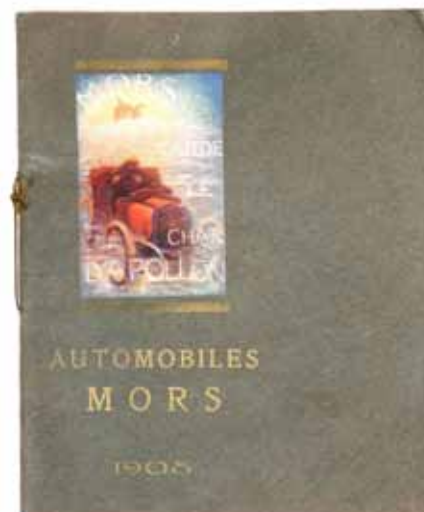
59•

**A PANHARD ET LEVASSOR
INSTRUCTION AND MAINTENANCE
BOOKLET, 1911,**

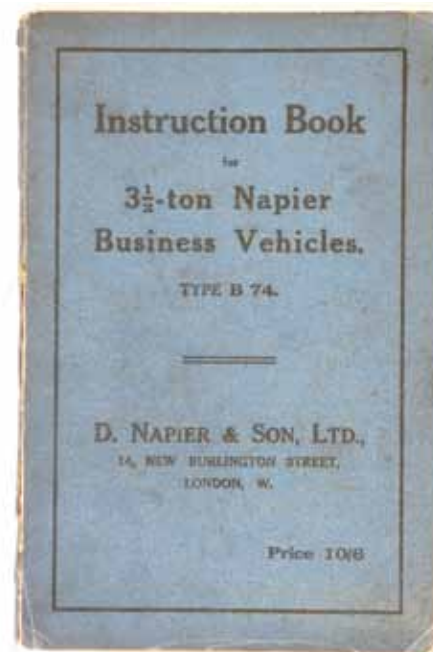
French text, green card covers, 85 printed
pages, tape to spine, 8vo.

£60 - 80

€70 - 100



57



58

60•

PERKINS DIESEL PUBLICATIONS,

comprising L4 Tractor and Industrial Engines
spare part list 1953, L4 workshop manual
& instruction book reissued 1955, a file of
service bulletins, S6 spare parts list, 1954,
Four 99 engines spare parts list with engine
alteration notification sheet 1958, two R6
Mk II spare parts list for 1956 and 1957, R6
exhauster type engine spare parts list 1953,
part number alteration list and 'Service Tools'
list.

(Qty)

£50 - 70

€60 - 90

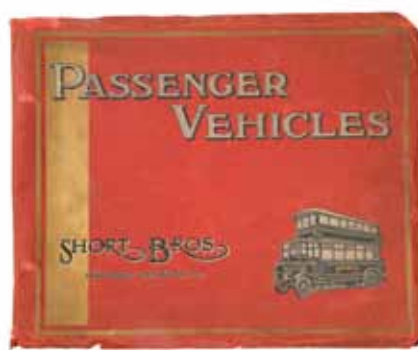


64 (part)

61• PERKINS DIESEL PUBLICATIONS,
for P series engines, comprising spare parts lists for P4 Mk 3N October 1956, P series Mk 3N undated some pages loose, P3 tractor and vehicle engines, 1953, P series Mk 2a & Mk 3 undated, P6 series Mk 3N 1951, P3 144 engines, 1957, workshop manual for P3 144 series, 1958 and other assorted loose Perkins publication is a Service Bulletins binder.
(Qty)
£50 - 70
€60 - 90

62• AN REO SPEED WAGONS MODEL G INSTRUCTION BOOK, MARCH 1929,
together with NEE Co Service Instructions for REO Motor Vehicles 1926, Reliant Instruction book for 8 and 12Cwt 4 cylinder models, believed 1941, 'The Raleigh Handbook', 1925, Rolls-Royce Silver Dawn sales brochure reprinted RROC 1976, Rolls-Royce service manual 1970 to suit Silver Wraith, Silver Dawn, Phantom IV, Bentley Mk VI and Bentley R Type and a 12Hp Rover instruction book reprint with hardback covers.
(Qty)
£50 - 70
€60 - 90

63• SENTINEL PUBLICATIONS,
comprising spare parts list for 4 cylinder 7/8 ton commercial vehicle, maintenance and instructions (section 2) for type 6D, 1953, maintenance and instructions for 6SRH2, cover detached, general care and maintenance for Diesel Commercial vehicles, covers missing, maintenance and instructions for 4SRH2 Mk X, and two folders containing other Sentinel ephemera.
(Qty)
£50 - 70
€60 - 90



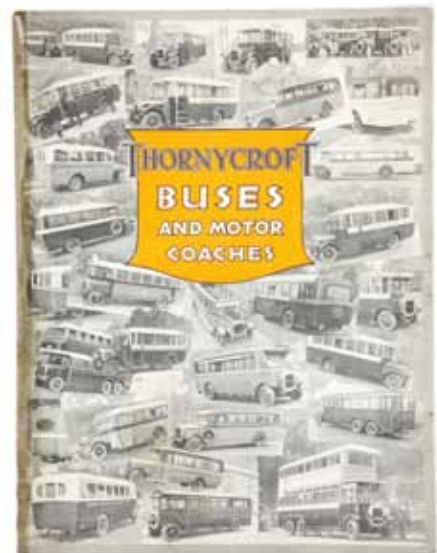
65

64• ASSORTED SALES AND TECHNICAL PUBLICATIONS,
comprising Saurer sales booklet, circa 1927, Shand Mason & Co Fire Brigade handbook 'Steam Fire Engines', Straker Squire catalogue of Component Parts A type commercial chassis 1922, 10Hp Singer Cars spare parts list, 1920, folded, covers worn and detached, Simms Magnetos & Accessories sales book, 1931, hardback covers and a file of Simms supplementary service Instructions.
(Qty)
£50 - 70
€60 - 90

65• A SHORT BROS PASSENGER VEHICLE CATALOGUE, CIRCA 1929,
embossed red card covers, 80 numbered pages depicting the many styles of bodywork produced by Shorts for Omnibuses, Char-A-Bancs, Safety Coaches and Trolley Buses, 4to.
£80 - 120
€100 - 150

66• THORNYCROFT PUBLICATIONS,
comprising Buses and Motor Coaches sales booklet, tape to spine, a 6 cylinder high speed coaches and omnibuses sales fold out booklet, taped repairs, a pictorial review of the activities of Thornycroft, circa 1930, pages detached, four instruction books for type "J" commercial vehicles, 2 instruction books for type "A.I" and two photocopies for type "Q" and type "X", various conditions, some with pages loose and covers dirty and detached.
(Qty)
£100 - 150
€120 - 180

67• FIVE TILLING-STEVENS PUBLICATIONS,
comprising a general driving and running instructions for petrol-electric vehicles, driving instructions for petrol-electric lorry, reprinted March 1939, search light generating set handbook for Type PG12/2 September 1940, spare parts list for Type TS19/8, 1938, and a December 1953 edition workshop manual for Tilling-Stevens and Vulcan Motors LTD Mark 2 chassis.
(5)
£50 - 80
€60 - 100



66 (part)

68• ASSORTED MOTORING PUBLICATIONS,
including Taylor Engines catalogue 1915-16, Thomas Tingley commercial vehicle fitting catalogue 270, with 1970 price list, Trojan Service manual, 1928, a Triumph Sports car instructions for fitting Smiths heater, Vauxhall shop manual for models H & I 1948, three other Vauxhall booklets, Vulcan 30Cwt bodywork designs sales catalogue, Vulcan instruction book for 4 and 5 ton chassis (4VN, 4VF and 5VF), other booklets for VW, Wolseley, Zenith carburettors and other printed material.
(Qty)
£60 - 90
€70 - 110

69• ASSORTED LAMP AND VEHICLE LIGHTING SALES CATALOGUES,
including Simms, Sherwoods Ltd, Zeiss 1930 with pricelist, Tyers ECL, 1927, Scintilla, Raydyot 1956-57, John Phillips Ltd 'Light of London' 1937-38, together with A W Sanderson & Co 'Lamps and Lanterns' and James Stevens & Son Victoria Glass Works catalogue circa 1900.
(Qty)
£100 - 150
€120 - 180

70• SIX MOTORING BOOKS,
comprising Badminton library motors, First edition; Badminton library Cycling, 1889; G.C.Sherrian: The Montagu Motor Book; The Hon John Scott Montagu M.P.: Cars and how to drive them 1905, Volumes one and two; and A.B.Philson-Young: The Complete Motorist, Second Edition, October 1904.
(6)
£100 - 200
€120 - 250

71•

NINE MOTORING BOOKS,

comprising Paul N. Hasluck: The Automobile, new and enlarged edition, 1903; together with three volume edition of the same publication; The Modern motor engineer, published by Caxton, in four volumes, with booklet of electrical diagrams.

(9)

£100 - 150

€120 - 180

72•

W. EDEN HOOPER: THE MOTORCAR - A SOUVENIR; 1908,

from a deluxe limited edition of 650 copies, green leather covers with gilt tooling, large 4to.

£150 - 250

€180 - 310

73•

ASSORTED BOOKS,

comprising Auriga: The Book of The Thornycroft, 1923; a similar volume with worn spine and cover; The Marine Engine-Oil Handbook, Fourth Edition; Rankin Kennedy: The Book of The Motorcar, in four volumes; H.T. Rutter: Modern Motors, Volume 2 and Volume 4; A. Rawlinson, The Defence of London 1915-1918; and other publications including Motor Spirits Their Properties & Characteristics, A Manual For "Shell" Salesmen.

(Qty)

£80 - 120

€100 - 150

74•

H. THORNTON RUTTER: MOTORS OF TO-DAY, FIVE VOLUME SET;

together with H. Scott Hall: Commercial Motors, in three volumes; and a six volumes set of Automobile Engineering, published by The American Technical Society of Chicago, 1921.

(Qty)

£100 - 150

€120 - 180

75•

THIRTEEN MOTORING BOOKS,

comprising Motor repair and overhauling in four volumes published by Newnes; Nickols & Karslake: Motoring Entente, first edition, 1956; The Automobile Engineer Reference Book, published by Iliffe & Sons Ltd; Modern Electrical Engineering volume four, edited by Magnus Mclean; James Patterson The History and Development of Road Transport, 1927; and The Motor Manual 23rd, 24th, 27th and 28th (x2) editions.

(Qty)

£30 - 50

€40 - 60

76•

ASSORTED MOTORING BOOKS,

including Charles Jarrott: Ten Years of Motors and Motor Racing, third edition, 1928; R.J Mecredy: The Encyclopaedia of Motoring; Assorted London Guide books; Four Floyd Clymer: American Scrapbooks.

(20)

£60 - 100

€70 - 120

77• ♦♦

THE AUTOCAR; VOLUME II 1897 TO VOLUME CXXVII NOVEMBER 1967,

bound as 150 Volumes with some bound with indices other indices bound separately, incomplete run (Volume 17,18, 31, 38-41, Volume 123 July to December 1965 missing), this collection made up from several different sources, some in publisher's bindings and others bound by the previous owners, as single Volumes to Volume 96 December 1951, 1952 bound as three Volumes then bound as two Volumes per Autocar Volume from 1953, together with assorted loose issues, some of later publication, various dates.

(Qty)

£2,500 - 3,500

€3,100 - 4,300

78• ♦♦

MOTOR TRACTION (LATER MOTOR TRANSPORT); VOLUME IV JANUARY 1907 TO VOLUME LXXXIX JUNE 1955,

bound as 82 Volumes, (Volume XII missing) to Volume 54 in A4 format (missing Volumes LV to LVII), changed to folio format from January 1934 Volume LVIII (Volume LXI, LXXII, LXXVIII missing) Volumes LXXVI, LXXVII, LXXXIV, LXXXVI and LXXXIX bound as two Volumes, together with a 1955 Golden Jubilee Motor Transport Supplement, together with some later loose issues.

(Qty)

£5,000 - 7,000

€6,100 - 8,600

The Motor Traction periodical was first published by Iliffe & Sons in 1905 in direct competition with the rival Temple Press publication The Commercial Motor, and gave a detailed coverage of lorry and bus technological developments. The magazine changed name to Motor Transport in 1921.

79•

COOPER'S VEHICLE JOURNAL, 1912-1914,

Volumes XXXIII-XXXV, bound a three Volumes in publisher's bindings with covers and advertisements.

(3)

£200 - 300

€250 - 370



97, 72

80•

COMMERCIAL VEHICLE REFERENCE BOOKS,

including G.N. Georgano & G. Marshall Naul, Complete Encyclopaedia of Commercial Vehicles; Peter Henshaw: Illustrated Directory of Tractors; A.T Condie: Great Tractor Builders Ferguson and other publications.

(22)

£60 - 80

€70 - 100

81•

COMMERCIAL VEHICLE REFERENCE BOOKS,

including Pat Kennett: World Trucks numbers 1 to 10; R.H. Clark: Steam Engine Builders of Norfolk; Meyrick Jones: Commercial Motor Road Transport and other publications.

(40)

£60 - 80

€70 - 100

82•

ASSORTED COMMERCIAL VEHICLE PUBLICATIONS,

including Motor Body Work for Commercial Cars, published by the Coopers Vehicle Journal, 1916; 100 Charles Fountaine De Ghelin & Nick Baldwin: 100 Ans de Transports de Biere (French text); G.F.A. Gilbert: Traction Engine Design & Construction, 1900-1930 with illustrated supplement, and other titles.

(37)

£50 - 80

€60 - 100

83•

ASSORTED COMMERCIAL VEHICLE REFERENCE BOOKS,

including Harry Edwards: Morris-Commercial Vehicles; Les Geary: Commercial Vehicles in Great Britain; Christer Olsson: Volvo 60 Years of Truck Making and other titles.

(35)

£60 - 80

€70 - 100

84•
ASSORTED BUS, OMNIBUS AND TRAM REFERENCE BOOKS,
 including H.C. Moore: Omnibuses and Cabs, 1902; The Rebirth of the Motor Omnibus, Published by London Transport, circa 1922; J.W. Houghton: Omnibus Lighting and Starting, 1929; 25 books published by Ian Allan and other titles.
 (42)
£50 - 80
€60 - 100

85•
ASSORTED LONDON TRANSPORT RELATED REFERENCE WORKS,
 including Cooper & Gent: Around London by Tram; Gavin Martin: London Buses 1929-1939; a boxed Wheels of London Book and ephemera; nine books by John Hambley and other titles.
 (38)
£40 - 60
€50 - 70

86•
ASSORTED BUS AND OMNIBUS REFERENCE WORKS,
 including Barker & Robins: A History of London Transport, two Volume set duplicated (One set Complete with dust jackets, other set includes paper back Volume 2); Blacker Lunn & Westgate: London's Buses, two Volume set (Duplicate of Volume one) and other publications.
 (18)
£40 - 60
€50 - 70

87•
ASSORTED LONDON TRANSPORT REFERENCE BOOKS, BOOKLETS AND BUS GUIDES,
 including Kevin Glazier: London Bus File in six Volumes; C.H. Curtis: Buses of London; G. Wilson: London United Tramways; a boxed Wheels of London book and ephemera and other titles.
 (Qty)
£60 - 80
€70 - 100

88•
ASSORTED REGIONAL BRITISH BUS REFERENCE BOOKS,
 for areas including Aldershot, Bournemouth, Brighton, Cheltenham, Doncaster, Kent, Hull and Lincolnshire.
 (Qty)
£50 - 80
€60 - 100

89•
ASSORTED REGIONAL BRITISH BUS REFERENCE BOOKS,
 for areas including Liverpool, Maidstone & District, Manchester, Midlands, Newcastle, Scotland, Sheffield and Somerset.
 (Qty)
£30 - 50
€40 - 60

90•
ASSORTED REGIONAL BRITISH BUS REFERENCE BOOKS,
 for areas including South-East, South Down, Tilling, Trent, Wolverhampton and Yorkshire, together with reference books relating to Railways Road vehicles and A. Vaughan: Great Western Architecture.
 (Qty)
£40 - 60
€50 - 70

91•
ASSORTED REGIONAL BRITISH BUS REFERENCE BOOKS AND OTHER EPHEMERA,
 including Daimler 1966 sales catalogue, Coachwork reference books include Duple, Plaxtons A.E.C, Bedford, Bristol, Daimler, Leyland and other titles.
 (Qty)
£40 - 60
€50 - 70

92•
ASSORTED BUS REFERENCE BOOKS,
 including Jenkinson: Preserved Buses; Stewart Brown: Luxury Travel; Buses & Trams, edited by Charles Klapper, and other titles.
 (Qty)
£40 - 60
€50 - 70

93•
AN ASSORTMENT OF BUS REFERENCE BOOKS,
 including John Hibbs: The History of British Bus Services; L.A.G Strong: The Rolling Road; Keith Turns: The Independent Bus and other titles.
 (Qty)
£40 - 60
€50 - 70

94•
COMMERCIAL MOTOR SHOW CATALOGUES,
 for 1948, 1950, 1952, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974 and 1976, together with Commercial Vehicle Users Journal show number October 1948 and volume III of Roads and Road Construction 1925.
 (Qty)
£30 - 50
€40 - 60

95•
W. WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS;
 in two Volumes, comprising Volume 1 dated 1900 and Volume 2 dated 1906.
 (2)
£250 - 350
€310 - 430

96•
H.O. DUNCAN: THE WORLD ON WHEELS;
 single Volume with dust jacket.
£60 - 100
€70 - 120

97•
H.O. DUNCAN: THE WORLD ON WHEELS;
 two Volume set with dust jackets and library slip case.
£100 - 150
€120 - 180

98•
A SMALL SELECTION OF FIRE FIGHTING REFERENCE BOOKS,
 includes Ingram & Bishop: Fire Engines in Colour; A National Fire Brigade Association text book, titled Fire Prevention, Protection and Extinction; P. Olyslager: Fire-Fighting Vehicles 1840-1950 and other titles.
 (Qty)
£20 - 30
€30 - 40

99•
MOTOR ACES BOOK CLUB,
 a full set of 16 Motorsport books with dust jackets.
 (16)
£90 - 120
€110 - 150

100•
ASSORTED MOTORING BOOKS,
 including Count Lurani: Nuvolari; Stirling Moss: A Turn at the Wheel; Hans Tanner: The Ferrari and other titles.
 (Qty)
£100 - 150
€120 - 180

101•
ASSORTED MOTORING BOOKS,
 majority driver's biographies including Karl Kling: Pursuit of Victory; Gregor Grant: World Championship; A.T.G Gardner: Magic M.P.H and other titles together with Newspaper cuttings relating to the death Mike Hawthorn and assorted petrol ration coupons.
 (Qty)
£80 - 120
€100 - 150

102•
ASSORTED AUTOMOBILIA AND MOTOR MUSEUM BOOKS AND GUIDES,
 including, Worthington-Williams: Automobilia; T.R. Nicholson: The World's Motor Museums; Baglee & Morley: The Art of Street Jewellery; George. A. Oliver: Early Motor Cars (Large format); Buergle & Simsa: Oldtimers, and other titles, together with various programmes and tour guides to motor museums and collections world wide.
 (Qty)
£80 - 120
€100 - 150

103•

ASSORTED ROLLS-ROYCE AND BENTLEY BOOKS AND EPHEMERA, including Fasal & Goodman: The Edwardian Rolls-Royce, two Volume set in Library slip case; Bird & Hallows: The Rolls-Royce Motor car; R.R.E.C publications including 50 years of the Rolls-Royce Enthusiasts Club; Johnnie Green: Bentley Fifty Years of the Marque and other publications.

(Qty)

£100 - 150

€120 - 180

104•

ASSORTED MOTORING BOOKS, including Jenkinson & Verstappen: The Schlumph Obsession; Roediger & Herrmann: Veterans of the Road; The Fiat publication 'Immagini dall'Archivio Fiat 1900-1940' and other publications.

(Qty)

£60 - 80

€70 - 100

105•

ASSORTED MOTOR CAR REFERENCE BOOKS AND ENCYCLOPAEDIAS, including G.N. Georgano: Motor Cars 1885 to the present; G.N. Georgano: Encyclopaedia of Motor Sport; L.T.C. Rolt: Horseless Carriage and other titles.

(Qty)

£50 - 80

€60 - 100

106•

SEVEN MOTOR RACING BOOKS, comprising L.J. Setright: The Grand Prix Car 1954/1966, Laurence Pomeroy: The Grand Prix Car Volume II; William Court: Power and Glory; 2 Volumes covering the History of Grand Prix motor racing 1906-1951 and 1952-1973 and Paul Sheldon: A Record of Grand Prix Voiturette Racing, Volumes I, V and VI.

(7)

£200 - 300

€250 - 370

107•

ASSORTED MOTORSPORT BOOKS, including Jackie Stewart: Winning is Not Enough; Louis. T. Stanley: Grand Prix; Chris Nixon: Mon Ami Mate; Menard & Vassal: Ayrton Senna Above and Beyond, and other titles.

(Qty)

£100 - 150

€120 - 180

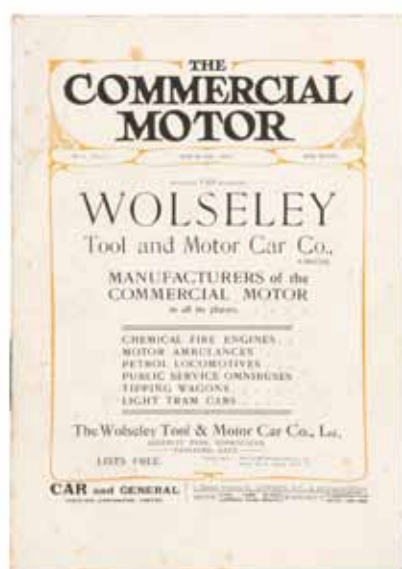
108•

ASSORTED CATALOGUES AND TRADE DIARIES, including Brown Brothers, Hobday Brothers, Ruggles, Headlands, Edmonds Walker and Co, J.A. Ryley 1950-1960, Stedall, and other catalogues, Automobile & Carriage Builders' Journal Diary 1904; The World's Carriers yearbook and Diary 1931 and other titles, including the 1902 London Directory.

(Qty)

£40 - 60

€50 - 70



111

109•

ASSORTED BOOKS AND MAPS, including Shipping Wonders of the World, in two Volumes edited by Clarence Winchester; D.E.W. Gibb: Lloyd's of London and other titles.

(Qty)

£50 - 80

€60 - 100

110• ♦

MOTOR SPORT; VOLUMES 36 TO 48 (JANUARY 1960 TO DECEMBER 1972), bound as 13 Volumes in publisher's binding, with covers and advertisements, together with assorted loose issues of later publications, some grouped together ready for binding, up to December 2012.

(Qty)

£100 - 150

€120 - 180

111•

A MINIATURE 'THE COMMERCIAL MOTOR' VOLUME I, NO.1, 1905,

dated March 16th, produced as a sample to encourage orders of the full sized publication, with cover and advertisements. 12mo.

£40 - 60

€50 - 70

112• ♦♦

THE COMMERCIAL MOTOR; VOLUMES 1 TO 136 (MARCH 16TH 1905 TO DECEMBER 29TH 1972),

bound as 214 Volumes, in publisher's binders, some bound with covers and advertisements, plus 'The Coming of Age' issue, 16 March 1926 bound separately, some duplicates, bound issued believed a complete run, together with unbound loose issues of later publications 1973-June 2013, believed complete.

(214)

£2,000 - 3,000

€2,500 - 3,700



113

113

A 'PNEU MICHELIN 1904' SUCCESSES POSTER,

includes Gordon-Bennett and Vanderbilt Cup events won, 64 x 49cm, framed and glazed.

£70 - 90

€90 - 110

114

'BLOOD MONEY' AFTER HUBERT BEERTS,

full colour lithograph, trimmed, 40 x 50cm, framed and glazed.

£80 - 120

€100 - 150

115

A LARGE SEPIA-TONE IMAGE OF A 1906 MINERVA TYPE 40K,

39 x 49cm, framed and glazed.

£50 - 70

€60 - 90

116

'THE NEWLY WEDS' AFTER W.A. CLAIRE PRINT DATED 1905,

hand coloured on paper, 29 x 44cm mounted, framed and glazed.

£50 - 70

€60 - 90

117

A GOOD FRAMED DISPLAY OF SHOTGUN SHELLS,

with baize backing, 41 x 41cm, framed and glazed.

£100 - 200

€120 - 250

118

A GOOD FRAMED DISPLAY OF SHOTGUN SHELLS,

with baize backing, 50 x 50cm, framed and glazed.

£100 - 200

€120 - 250



117



121

119

A GOOD FRAMED DISPLAY OF SHOTGUN SHELLS,

with baize backing, 45 x 45cm, framed and glazed.

£100 - 200

€120 - 250

120

'RACING TO THE FIRE' A FULL COLOUR LITHOGRAPH, CIRCA 1890,

on paper 55 x 80cm, framed and glazed, together with 'Brushed up and ready' after Chris Reynolds, 35 x 45cm.

(2)

£100 - 150

€120 - 180

121

'A CHECK', AFTER CECIL ALDIN,

lithograph depicting a humorous motoring scene, published 1903, 51 x 65cm, framed and glazed.

£100 - 150

€120 - 180

122

A 'KARPOL' ADVERTISING PRINT,

in full colour, 38 x 54cm, mounted, framed and glazed.

£50 - 70

€60 - 90



122



125 (part)

123

A PANORAMIC PHOTOGRAPH DEPICTING THE BALTIC UNIT OF THE AMBULANCE COLUMN,

attached to the London District, dated April 1917, 17 x 92cm, mounted, framed and glazed, together with a framed news print illustration of the 1911 Automobile show - Madison Square Garden, New York, 31 x 48cm framed and glazed, and an image of the Henry Austin Clark Jr. car collection, reprinted from The Lamp, 1957, 31 x 48cm, framed and glazed.

£60 - 80

€70 - 100

124

A SET OF FOUR COMMERCIAL VEHICLE PRINTS,

produced by T. Martin Buckley Ltd, in 1969, 21 x 26cm framed and glazed.

(4)

£40 - 60

€50 - 70

125

ASSORTED AUTOMOBILE QUARTERLY PRINTS AFTER PETER HELCK,

one with signed dedication from the artist to 'Steady', various sizes, the largest 34 x 50cm, mounted, framed and glazed.

(Qty)

£70 - 90

€90 - 110

126

ANON, 'AIDE-TOI LE CIEL TAIDERA',

signed illegibly, pen and ink with water colour wash, depicting a young lady repairing her car in a rain storm, 12 x 115cm, mounted, framed and glazed.

£30 - 50

€40 - 60



127 (part)



128 (part)

127

A SET OF FIVE AUTOCAR PRINTS,

depicting artwork by Frederick Gordon Crosby, each 40 x 55cm, framed and glazed.

(5)

£40 - 60

€50 - 70

128

A SET OF THIRTEEN PRINTS, DEPICTING ARTWORK AFTER GEORGE OLIVER,

profiles of vintage and veteran vehicles, 34 x 46cm, framed and glazed.

(13)

£60 - 80

€70 - 100

129 ♦

SIX MODERN REPRODUCTIONS OF CLASSIC CYCLING POSTERS,

each 40 x 25cm, framed and glazed.

(6)

£30 - 50

€40 - 60

130

FIVE BUS AND COACH PHOTOGRAPHS AND PHOTO-PRINTS,

including images of the Gilford display at the Commercial Motor Show, together with a photograph of a London street scene showing a parade of veteran and vintage vehicles, the largest 30 x 40cm all framed and glazed, five mounted, framed and glazed.

(6)

£50 - 70

€60 - 90

131

FOUR PRINTS DEPICTING BUSES AFTER DAVID. J. TRUSSLER,

together with two other prints depicting buses, and a pen and ink sketch of a Green Line coach by T.J. Gates, the larger 33 x 45cm.

(7)

£60 - 80

€70 - 100



132



135

132
A LARGE PHOTOGRAPH DEPICTING A JOSEPH LUCAS LTD DELIVERY VEHICLE,
 monochrome image, showing the vehicle being loaded with lamps and equipment at the Birmingham factory, 40 x 50cm, mounted on card.
£40 - 60
€50 - 70

133
ASSORTED MOTORING PRINTS,
 including Ferodo advertisement, with artwork after Frederick Gordon Crosby, unframed, five small framed prints titled 'The Evolution of the Motor', a large colour print of a 1906 Renault, a steam traction engine print after Gerald Coulson, two prints depicting buses after David. J. Trussler, majority framed, three glazed, the larger 46 x 65cm.
 (Qty)
£50 - 70
€60 - 90

134 ♦
A SUPERB CLEMENT CYCLES ET AUTOMOBILES, ADVERTISING POSTER AFTER MISTI (FERDINAND MIFILEZ 1865-1923),
 full colour lithograph on paper, old folds, 116 x 155cm, framed and glazed.
£1,200 - 1,400
€1,500 - 1,700



134

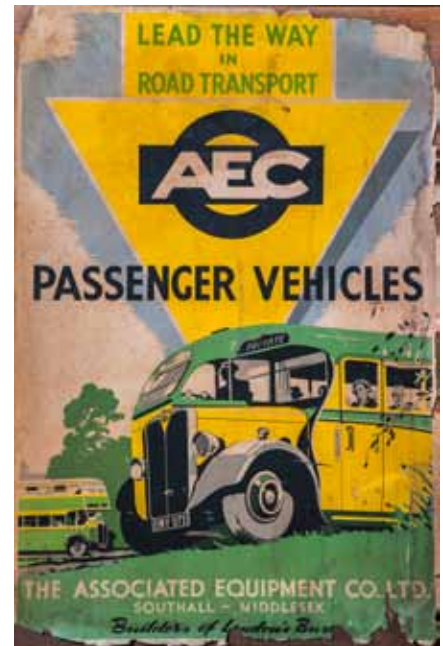
135
A B.R.C. ADVERTISING CARD, FRENCH, CIRCA 1908,
 printed in black, yellow, green and blue, advertising Alpha lamps and Omega dynamos, with French text, folded to centre slight wear and tear, 58 x 67cm.
£100 - 200
€120 - 250

136
AN A.E.C PASSENGER VEHICLES ADVERTISING POSTER,
 pasted to board, some loss to margins, 76 x 51cm.
£60 - 80
€70 - 100

137♦ ♦
AUTOSPORT; A LARGE COLLECTION OF LOOSE ISSUES, 1958 TO PRESENT,
 a near complete run from Volume 17, number 12 onwards, some bundled as found, ready for binding.
 (Qty)
£40 - 60
€50 - 70

138♦ ♦
ROLLS-ROYCE ENTHUSIASTS CLUB BULLETIN AND ADVERTISER;
 assorted loose issues.
 (Qty)
£40 - 60
€50 - 70

139♦ ♦
BENTLEY DRIVERS CLUB REVIEW AND ADVERTISER;
 includes four bound Volumes 1961-1972 and other loose issues.
 (Qty)
£40 - 60
€50 - 70



136

140♦ ♦
A LARGE COLLECTION OF AUCTION HOUSE CATALOGUES,
 including Brooks, Bonhams & Brooks, Bonhams and some other companies, together with some auction house year books, includes Sword collection catalogue one, 1962 and catalogue two, 1965.
 (Qty)
£80 - 120
€100 - 150



157

141• ♦

THE VETERAN CAR CLUB GAZETTE; ASSORTED LOOSE ISSUES,

together with two bound Volumes, 1-12 and 13-21, together with VCC publications, The Veteran Car handbook and Veteran Car Annual, some duplicates.

(Qty)

£40 - 60

€50 - 70

142•

A GOOD COLLECTION OF RALLY AND COMMEMORATIVE RUN PROGRAMMES,

including London to Brighton run, VCC post-war events and other rallies including 29th September 1945, the first post war rally.

(Qty)

£40 - 60

€50 - 70

143•

VINTAGE SPORTS CAR CLUB BULLETIN AND NEWSLETTERS,

assorted loose issues.

(Qty)

£40 - 60

€50 - 70

144

A COLLECTION OF ASSORTED MOTORCAR RELATED POSTERS,

includes photographic prints, advertising, auctions, museums, 1974 plans for a proposed Museum at Brooklands, a large Formula Ford Formula One poster, majority rolled, three mounted on board, a good decorative collection.

(Qty)

£80 - 120

€100 - 150

145

A LARGE COLLECTION OF COMMERCIAL VEHICLE PRINTS AND POSTERS,

including prints after David Weston, rallies, runs, commercial London to Brighton events and other images, including commercial vehicle calendars.

(Qty)

£80 - 120

€100 - 150

146• ♦

A LARGE COLLECTION OF ASSORTED MOTORING MAGAZINE PROGRAMMES AND CLUB PERIODICALS,

includes Horseless Carriage Gazette, Vintage, Penny wise Motoring, Practical Motorist, BARC Gazette and the Motor.

(Qty)

£40 - 60

€50 - 70

147•

VETERAN AND VINTAGE MAGAZINE, VOLUMES 1-16,

August 1956 to August 1972, bound, together with later loose issues and Calendars.

(Qty)

£100 - 150

€120 - 180

148•

JAGUAR DRIVER, FROM NUMBER, 3 JANUARY 1960,

assorted loose issues, including later A4 format.

(Qty)

£40 - 60

€50 - 70

149• ♦

THE AUTOMOBILE, VARIOUS ISSUES FROM 1981,

16 bound Volumes, later loose issues, near complete run, together with assorted loose issues of 'La Manovella'.

(Qty)

£80 - 120

€100 - 150

150•

A LARGE QUANTITY OF ASSORTED PUBLICATIONS RELATING TO COMMERCIAL VEHICLES,

including, Wheels of Time, Leyland Torque, The Albion Club, Classic and Vintage Commercials Magazine, Heritage Commercials Magazine, Old Glory, Classic Van and Vintage Roadscene.

(Qty)

£50 - 80

€60 - 100

151• ♦

ASSORTED BUS AND COACH PERIODICALS,

including, Buses Illustrated, 1959 to 1967, bound as 9 Volumes, with some loose issues; Bus and Coach Preservation; London Bus magazine; Bus Fayre volume one and two bound; Fairstage volume I and II bound; Bus and Coaches Volume III bound and other loose issues.

(Qty)

£80 - 120

€100 - 150

152•

OLD MOTOR AND VINTAGE COMMERCIAL VOLUME I SEPTEMBER 1962 TO VOLUME V SEPTEMBER 1968,

bound, and later loose issues.

(Qty)

£60 - 80

€70 - 100

153• ♦

A LARGE QUANTITY OF COMMERCIAL RALLY PROGRAMMES,

includes a complete run of London to Brighton Run programmes, from 1962 to 2011 with duplicates and similar items of ephemera.

(Qty)

£80 - 120

€100 - 150

154

SIX SETS OF IMAGES DEPICTING GORDON-BENNETT ENTRIES,

for Britain, Germany, France, Italy, Austria and America, includes Clifford Earp Napier, C.S. Rolls - Wolseley and Bianchi - Wolseley for Britain, each printed on card, fragile some loss, cracking and taped repairs, together with The Car illustrated May 28 1902 Volume 1 Number 1, covers detached, complete with insert print depicting King Edward VII as a motorist.

(8)

£100 - 150

€120 - 180



158 - 166
171 - 177

155

ASSORTED JAGUAR SIGNS AND PRINTS, including six modern enamel signs, a Jaguar Parking pressed tin sign, a Jaguar Service wall thermometer, a Power & Glory print and others, together with a painting by Andy Danks, 'D-Types 1-2-3 Rheims 1956', 29 x 39cm, framed.

(Qty)
£50 - 80
€60 - 100

156

A COLLECTION OF JAGUAR RACING PHOTOGRAPHS AND PHOTO-PRINTS, each framed and glazed, some mounted, the largest 39 x 50cm.

(18)
£100 - 200
€120 - 250

157 ♦♦

A WAYNE MODEL 1880 CLOCK FACED PETROL PUMP,

serial number P312, restored in yellow and white, with maker's plaque, patents plaque, black dial with white hands, 'Not for Resale' white glass globe, complete with hose and nozzle, 208cm high overall.

£400 - 500
€490 - 610

158 ♦

A NATIONAL BENZOLE GLASS PETROL PUMP GLOBE,

small pill shape, lettering faded, 30cm high.
£150 - 250
€180 - 310

159 ♦

A TOTAL GLASS PETROL PUMP GLOBE, angular design, lettered in red and blue, 35cm high.

£150 - 250
€180 - 310



167, 168, 169

160 ♦

A RARE THEO MULTIPLE PUMP GLASS GLOBE,

large pill shape, lettered in red and black, faded, 40cm high.

£300 - 400
€370 - 490

161 ♦

A REGENT 'NOT FOR RESALE' GLASS PETROL PUMP GLOBE,

finned square shape, decorated in red and blue, 40cm high, chip to neck with some loss.

£200 - 300
€250 - 370

162 ♦

A NATIONAL BENZOLE MIXTURE GLASS PETROL PUMP GLOBE,

finned square shape, lettered in yellow and black, 36cm high.

£200 - 300
€250 - 370

163 ♦

A SUPER FINA GLASS PETROL PUMP GLOBE,

shield shaped, lettered in red and blue, 46cm high.

£200 - 300
€250 - 370

164 ♦

A RARE KENT GLASS PETROL PUMP GLOBE,

lettered in black with green Invicta horse logo, 38cm high.

£200 - 300
€250 - 370

165 ♦

A RARE CLEVELAND GUARANTEED GLASS PETROL PUMP GLOBE,

with raised lettering painted black with red corner decoration, 34cm high.

£300 - 400
€370 - 490

166 ♦

A 'MOTOR OILS' GLASS PETROL PUMP GLOBE,

1920s, lettered in red, some loss to neck, with taped support to base, 39cm high.

£200 - 300
€250 - 370

167 ♦

A RICO GLASS PETROL PUMP GLOBE,

lettered in red and blue, 39cm high.

£150 - 250
€180 - 310



178, 179, 180

168 ♦

A CW GLASS PETROL PUMP GLOBE,
large pill shape, lettered in black on yellow,
39cm high.
£150 - 250
€180 - 310

169 ♦

**A REDLINE COMMERCIAL GLASS
PETROL PUMP GLOBE,**
large pill size, re-painted in red and black,
39cm high.
£200 - 300
€250 - 370

170 ♦

**A CLEVELAND PREMIUM GLASS
PETROL PUMP GLOBE,**
winged shape, lettered in red and blue, some
loss to one corner approximately 10cm
across, 42cm high overall.
£50 - 80
€60 - 100

171 ♦

A JET 97 GLASS PETROL PUMP GLOBE,
large pill shape, decorated with image of delta
winged jet aircraft in green, 39cm high.
£150 - 250
€180 - 310

172 ♦

**A BP COMMERCIAL GLASS PETROL
PUMP GLOBE,**
large pill shape, re-painted black, 39cm high.
£100 - 150
€120 - 180

173 ♦

**A TT REGENT GLASS PETROL PUMP
GLOBE,**
square finned shape, lettered in red and blue,
40cm high.
£200 - 300
€250 - 370

The strapline for TT Regent was "The Petrol
that Packs a Punch".

174 ♦

A BP GLASS PETROL PUMP GLOBE,
shield shape, lettered in green, yellow and
black, 46cm high.
£200 - 300
€250 - 370

175 ♦

**A NATIONAL BENZOLE MIXTURE GLASS
PETROL PUMP GLOBE,**
diamond shape, lettered in black and yellow,
48cm high.
£200 - 300
€250 - 370

176 ♦

**AN ESSO HIGH TEST GUARANTEED
GLASS PETROL PUMP GLOBE,**
large pill shape, lettered in red and blue,
47cm high.
£200 - 300
€250 - 370

177 ♦

A POWER DIESEL GLASS PUMP GLOBE,
diamond shape, lettered in red and green,
47cm high.
£200 - 300
€250 - 370

178 ♦

**A REGENT BENZOLE MIXTURE GLASS
PETROL PUMP GLOBE,**
square finned shape, lettered in red and blue,
41cm high.
£200 - 300
€250 - 370

179 ♦

A ROP GLASS PETROL PUMP GLOBE,
large pill shape, lettered in black, 40cm high.
£150 - 250
€180 - 310

180 ♦

A GULF GLASS PETROL PUMP GLOBE,
large pill shape, lettered in blue and orange,
39cm cm high.
£150 - 250
€180 - 310

181 ♦

**A CLEVELAND SUPER DISCOL GLASS
PETROL PUMP GLOBE,**
'Super Alcohol Blend', winged shape, lettered
in red and blue, 42cm high.
£250 - 350
€310 - 430

182 ♦

**A SEALED SHELL MEX GLASS PETROL
PUMP GLOBE,**
large pill shape, re-painted lettered in black
and red, 39cm high.
£150 - 250
€180 - 310

183 ♦

**A REGENT SUPREME GLASS PETROL
PUMP GLOBE,**
curved shape, lettered in red, blue and black,
35cm high.
£150 - 200
€180 - 250

184 ♦

**A RARE AND EARLY 'PETROL' GLASS
PUMP GLOBE, 1920S,**
flattened pill shape, lettered in maroon to
impressed design, 31cm high.
£200 - 300
€250 - 370

185

**A 'NOT FOR RESALE' GLASS PETROL
PUMP GLOBE,**
diamond shape, lettered in light blue, 52cm
high.
£200 - 300
€250 - 370

186 ♦

**A FINA DIESEL GLASS PETROL PUMP
GLOBE,**
shield shape, lettered in red, blue and orange,
47cm high.
£200 - 300
€250 - 370

187 ♦

**A NATIONAL SUPER GLASS PETROL
PUMP GLOBE,**
diamond shape, lettered in red, 48cm high.
£150 - 250
€180 - 310

188 ♦

**A NATIONAL ECONOMY GLASS PETROL
PUMP GLOBE,**
diamond shape, lettered in maroon, 48cm
high.
£150 - 250
€180 - 310

189 ♦

**A BP REGULAR GLASS PETROL PUMP
GLOBE,**
rounded square shape, lettered in green and
yellow, 45cm high.
£150 - 250
€180 - 310

190 ♦

**A SHELLMEX GLASS PETROL PUMP
GLOBE,**
shell shape, lettered in red, 43cm high.
£150 - 200
€180 - 250



The Kent Barn, showing lots 198 - 222 in situ with the AA and RAC sign collection. Lot 1105 in the foreground.

191 ♦

A SHELL GLASS PETROL PUMP GLOBE,
shell shape, lettered in red, 43cm high.
£150 - 250
€180 - 310

192 ♦

A SHELL ECONOMY GLASS PETROL PUMP GLOBE,
shell shape, lettered in red, 43cm high.
£150 - 250
€180 - 310

193

FOUR METAL WALL MOUNTS FOR PETROL PUMP GLOBES,
each with hollow bracket to carry wire for illumination, 39 x 29cm.
(4)
£40 - 60
€50 - 70

194 ♦

A MOBIL GLASS PETROL PUMP GLOBE,
short rectangular shape, lettered in red and blue, 29cm high.
£100 - 150
€120 - 180

195 ♦

AN ESSO PLUS PETROL PUMP GLOBE, PLASTIC,
oval shape, lettered in red and blue, 37cm high.
£50 - 70
€60 - 90

196 ♦

A SHELL DIESEL GLASS PETROL PUMP GLOBE,
shell shape, lettered in red and black, 43 cm high.
£150 - 250
€180 - 310

197 ♦

AN ESSO POPULAR PETROL PUMP GLOBE, PLASTIC,
oval shape, lettered in red and blue, 37cm high.
£50 - 70
€60 - 90

198 ♦

A SHELL GLASS PETROL PUMP GLOBE, 1920S,
large pill shape, lettered in black with early Shell logo, 39cm high, damage to one side with loss.
£50 - 80
€60 - 100

199 ♦

A RARE MEX 'THE COMMERCIAL GRADE OF SHELL' GLASS PETROL PUMP GLOBE,
large pill shape, lettered in red and black, 39cm high.
£250 - 350
€310 - 430



199

200 ♦

A NATIONAL BENZOLE MIXTURE GLASS PETROL PUMP GLOBE,
large spherical shape, decorated with 3 logos in yellow and black, 43cm high.
£300 - 400
€370 - 490



201

201 ♦
A SHELL GLASS PETROL PUMP GLOBE,
'FAT' SHELL SHAPE,
 lettered in black, 55cm high.
£300 - 400
€370 - 490

202 ♦
A SUPER SHELL BLUE GLASS PETROL
PUMP GLOBE,
 shell shape, lettered in red and blue, 43cm
 high.
£250 - 350
€310 - 430

203 ♦
A CLEVELAND GUARANTEED GLASS
PETROL PUMP GLOBE,
 winged shape, lettered in red and blue, 40cm
 high.
£220 - 300
€270 - 370

204 ♦
A TRIDENT GLASS PETROL PUMP
GLOBE,
 curved square shape, lettered in black and
 blue, 39cm high.
£100 - 200
€120 - 250

205 ♦
A NATIONAL SUPER MIXTURE GLASS
PETROL PUMP GLOBE,
 diamond shape, damaged with loss to one
 corner, lettered in black, red and yellow, 46cm
 high.
£50 - 80
€60 - 100

206 ♦
A POWER GLASS PETROL PUMP
GLOBE,
 diamond shape, lettered in green with applied
 'Regular' sticker, 48cm high.
£150 - 250
€180 - 310

207 ♦
A BP GLASS PETROL PUMP GLOBE,
 squared shape, repainted, lettered in black
 with red squares, 48cm high.
£120 - 180
€150 - 220

208 ♦
A NATIONAL BENZOLE MIXTURE GLASS
PETROL PUMP GLOBE,
 three sided shape, lettered in black and
 yellow, 38cm high.
£200 - 300
€250 - 370

209 ♦
A SHELL GLASS PETROL PUMP GLOBE,
'FAT' SHELL SHAPE,
 lettered in red with black collar, 55cm high.
£300 - 400
€370 - 490

210 ♦
A 'NOT FOR RESALE' GLASS PETROL
PUMP GLOBE,
 large pill shape, lettered in black, 38cm high.
£120 - 180
€150 - 220

211 ♦
A BP PLUS GLASS PETROL PUMP
GLOBE,
 large spherical shape, some re-painting
 lettered in red and blue, 43cm high.
£300 - 400
€370 - 490

212 ♦
A SEALED SHELL PUMP GLASS PETROL
GLOBE,
 large spherical shape, re-painted lettered in
 black, 43cm high.
£300 - 400
€370 - 490

213 ♦
A SHELL MEX GLASS PETROL PUMP
GLOBE,
 square shape, lettered in black with red
 squares, 43cm high.
£250 - 350
€310 - 430

214 ♦
A NATIONAL GLASS PETROL PUMP
GLOBE,
 diamond shape, lettered in blue applied with
 'Benzole' sticker, 49cm high.
£150 - 250
€180 - 310

215 ♦
A NATIONAL DERV GLASS PUMP
GLOBE,
 diamond shape, lettered in black, 48cm high.
£150 - 250
€180 - 310

216 ♦
A DOMINION GLASS PETROL PUMP
GLOBE,
 three sided shape, lettered in blue and black,
 damage with loss to one tri-corner, 43cm
 high.
£50 - 80
€60 - 100

217 ♦
A SPIRIT 1'9 GLASS PETROL PUMP
GLOBE,
 cube shape, lettered in black, 40cm high.
£300 - 400
€370 - 490

218 ♦
AN ESSOLENE GLASS PETROL PUMP
GLOBE,
 tapered squared shape, lettered in red and
 blue, 45cm high.
£300 - 400
€370 - 490



209



217



218



225 (part)

219 ◇

AN ESSO MIXTURE GLASS PETROL PUMP GLOBE,

oval shape, lettered in red and blue, 38cm high.

£150 - 200

€180 - 250

220 ◇

A REGENT SUPER GLASS PETROL PUMP GLOBE,

curved square shape, lettered in red, blue and black, 34cm high.

£120 - 180

€150 - 220

221 ◇

AN ESSO GOLDEN GLASS PETROL PUMP GLOBE,

oval shape, lettered in red, blue and yellow, 38cm high.

£150 - 250

€180 - 310

222 ◇

A REGENT GLASS PETROL PUMP GLOBE,

finned square shape, lettered in red and blue, 36cm high.

£200 - 300

€250 - 370

223 ◇

A 'SHELL OIL' GLASS PUMP GLOBE,

small circular shape, painted lettering in black, 20cm high.

£100 - 150

€120 - 180

224

TWO REFLECTIVE ROAD SIGNS,

comprising 'No Through Road' and 'Slow Major Road Ahead' together with a circular 5mph sign, the largest 67cm high.

(3)

£60 - 80

€70 - 100



Part of the Banfield Collection of road signs.

225

A GOOD ENAMEL REFLECTIVE, 'HALT AT MAJOR ROAD AHEAD' ROAD SIGN,

the 'HALT' letters inset with cats-eye reflectors, 65 x 61cm, together with a cast 'Low Gear for ¼ Mile' sign, and a circular 5mph sign.

(3)

£60 - 80

€70 - 100

226 ◇

ASSORTED ROAD SIGNS,

re-painted comprising four cast metal signs including 'Halt At Major Road Ahead' by Gowshall Ltd, a rare 'Tram Pinch' sign by Brookside, a scarce 'Tractors Turning' and a torch 'School' sign, together with a pressed metal red warning triangle with reflectors.

(5)

£80 - 120

€100 - 150

227 ◇

ASSORTED ROAD SIGNS,

three cast metal re-painted comprising, 'Children' by Brookside, 'Gated Road' by Ham Baker and 'Crossing No Gates' by Branco, together with two warning triangles and a 5mph sign.

(6)

£80 - 120

€100 - 150

228 ◇

ASSORTED ROAD SIGNS,

three cast metal re-painted comprising 'School' depicting children, 'Hill 1 in 10', and 'Crossroads' by Branco, together with two warning triangles, inset with reflectors, and a 5mph sign.

(6)

£80 - 120

€100 - 150

229 ◇

ASSORTED ROAD SIGNS,

comprising three cast metal signs, one reflective for 'Crossroads' by Gowshall, one re-painted 'S-bend' by Gowshall and 'Level Crossing' depicting a gate, together with an enamel reflective 'S-bend' sign over-painted in white and black, a cast red warning triangle with large red reflectors (one missing), a no entry sign and a 5mph sign.

(7)

£80 - 120

€100 - 150



233

230 ◇

FOUR CAST METAL ROAD SIGNS,

repainted for 'Crossing No Gates', 'Round-About', 'Cattle' and 'Hump Bridge', the largest 58cm high.

(4)

£50 - 80

€60 - 100

231 ◇

FOUR RE-PAINTED CAST METAL ROAD SIGNS,

comprising, 'Road Narrows', 'Singles Ahead', 'Low Bridge' and 'Steep Hill'.

(4)

£50 - 80

€60 - 100

232 ◇

FOUR CAST METAL ROAD SIGNS,

re-painted, comprising 'Sheep', 'Hospital' (with raised shield), 'Slow Major Road Ahead' and 'Crossroads', (last two lacking reflective features), the larger 67cm high.

(4)

£50 - 80

€60 - 100

233 ◇

A SUPERB PHOENIX ASSURANCE CAST BRASS AND ENAMEL DOUBLE SIDED HANGING SIGN,

with ornate scrolling decoration, blue enamel shield overlaid with finely detailed phoenix, rising from the flames above date panel '1782', above the scrolled motto 'Protection', 93 x 76cm, with two mounting hooks to upper edge, 105cm high overall.

£250 - 300

€310 - 370



234

234 ♦

A ROYAL INSURANCE GROUP ENAMEL SIGN,

double sided with brass shield that has raised lettering, surmounted with finely detail crown finial, 83 x 53cm with cast mounting rings to either side.

£180 - 240

€220 - 290

235

FOUR SMALL SIGNS,

comprising enamel AA and MU '£2 Reward', some re-painting, a GB RAC sign, a pressed metal '20' sign and a metal sign with red 'T' reflector.

(4)

£40 - 60

€50 - 70

236

TWO RAILWAY SIGNS,

comprising a cast Southern Railway trespass sign, 62cm wide, painted in green and white, and a wooden destination board from Ashford (Kent) station, 120cm wide.

(2)

£50 - 80

€60 - 100

237

TWO CAST IRON RAILWAY SIGNS,

comprising Southern Railway trespass warning sign and a crossing warning sign, both painted red and white, the largest 82cm wide.

(2)

£100 - 150

€120 - 180

238 ♦

THREE AA ILLUMINATED SIGNS,

comprising flat wall mounted single sided two spanner sign, side wall mounted tow truck and single spanner, double sided signs, approx 68cm high.

(3)

£100 - 150

€120 - 180



239 (part)

239 ♦

THREE AA ILLUMINATED SIGNS,

comprising hanging double sided single star, side wall mounted crossed cutlery and two star double sided signs, (part missing to one panel of two star sign), approximately 68cm high.

(3)

£100 - 150

€120 - 180

240

AN AA MOTOR CYCLE SPECIALIST

ENAMEL SIGN BY FRANCO SIGNS,

single sided, in black and yellow, some discolouration to top left corner, 84cm high.

£150 - 250

€180 - 310

241

AN AA GARAGE ENAMEL HANGING

SIGN BY B.B. KENT,

double sided in shield shaped frame, enamelled in black on yellow, 95cm high overall.

£300 - 400

€370 - 490

242

AA HOTEL ENAMEL HANGING SIGN BY FRANCO,

double sided in shield shaped frame, enamelled in black on yellow, 95cm high overall.

£250 - 350

€310 - 430

243

AN AA ENAMEL HANGING SIGN BY FRANCO,

black and yellow disc, with hanging bracket, some repair, 48cm in diameter.

£100 - 150

€120 - 180

244

AN AA HOTEL CUT-OUT DOUBLE SIDED HANGING SIGN BY F. FRANCIS & SONS, black and yellow, 63cm high, with hanging bracket.

£150 - 200

€180 - 250

245

AN 'AA' CAST-IRON REFLECTIVE POLE HEAD MARKER,

patented 1927, by Franco Signs, in the form of the AA winged emblem, painted white on yellow, with clear glass bead reflectors, 24cm high.

£100 - 150

€120 - 180

246

FIVE ENAMEL AA SIGNS,

comprising Motor Park direction sign, Breakdown Service triangle, early AA (Pre-1911) Brentwood mileage sign, a later mileage sign for West Ilsley and a diversion direction sign 'Bowood', the largest 76cm diameter.

(5)

£100 - 200

€120 - 250

247

TWO AA WARNING TRIANGLE ENAMEL SIGNS,

comprising AA & MU pre-1915 Cross Roads and AA Safety First 'Hospital', each 55cm high.

(2)

£100 - 200

€120 - 250

248

FIVE AA ENAMEL SIGNS,

comprising two mileage signs for Lyng and Shipmeadow, a large School Dangerous Corner circular sign, and two directional signs for Brands Hatch and Minchinhampton and Amberley, the largest 76cm diameter.

(5)

£100 - 200

€120 - 250

249

THREE AA & MU WARNING TRIANGLE ENAMEL SIGNS, 1911-1914,

comprising Safety First Dangerous Corner, School and Level Crossing, the larger 60cm high.

(3)

£150 - 250

€180 - 310

250

FOUR AA ENAMEL SIGNS,

comprising small Breakdown shield, Telephone 2 Miles direction sign, a blank sign for AA and Royal Scottish Automobile Club and an AA & MU mileage sign for Moorbattle, the largest 91cm diameter.

(4)

£100 - 200

€120 - 250

251

THREE AA ENAMEL SIGNS,

comprising Snetterton direction sign, AA & MU cut-out mileage sign for Lambourn, and a mileage sign for Wherwell, together with an embossed tin AA Road Blocked sign, the larger 88cm diameter.

(4)

£100 - 200

€120 - 250

252

FOUR AA ENAMEL SIGNS,

two mileage signs for Wherwell, a Norwich by Pass direction sign and an Angmering on Sea direction sign, the larger 76cm diameter.

(4)

£100 - 200

€120 - 250

253 ♦

AN AA HOTEL ILLUMINATED HANGING SIGN,

tapered frame with 'peaked roof', fitted with three decorated lenses, 80cm high.

£300 - 400

€370 - 490

254 ♦

AN AA GARAGE ILLUMINATED HANGING SIGN,

dome topped frame, fitted with three decorated lenses, 60cm high.

£350 - 450

€430 - 550

255 ♦

AN RAC 'GET-YOU-HOME SERVICE' ILLUMINATED HANGING SIGN,

blue painted diamond shape metal frame, fitted with two decorated lenses, one damaged, with two mounting hooks, 75cm high overall.

£200 - 300

€250 - 370

256

FOUR RAC SIGNS,

three enamel including blue and white diamond, phonebox ¾M, Get-you-home service and cast RAC lettering, the largest 58cm wide.

(4)

£80 - 120

€100 - 150

257

FOUR RAC DIAMOND SHAPED ENAMEL SIGNS,

comprising three early types with grey striped background (one with corners cut), and one post 1952 blue diamond sign. Largest 72cm wide.

£200 - 300

€250 - 370

258

AN EXTREMELY EARLY RAC 'BADGE' ENAMEL SIGN,

64 x 51 cm, together with an RAC Inn and RAC Repairer enamel signs.

(3)

£350 - 450

€430 - 550

259

AN RAC REPAIRER ENAMEL HANGING SIGN,

double sided, blue and white diamond, fitted with lower tab, 62cm high, complete with metal mounting bracket.

£100 - 150

€120 - 180

260

AN RAC REGISTERED INSTRUCTOR ENAMEL HANGING SIGN,

double sided, blue and white diamond, fitted with lower tab, 67cm high, complete with metal mounting bracket.

£100 - 150

€120 - 180

261 ♦

AN 'RAC THREE STAR HOTEL' WALL-MOUNTED ILLUMINATED SIGN BY BURNHAM SIGNS.

metal frame, with three sided plastic insert, 65cm high.

£80 - 120

€100 - 150

262 ♦

A COPPER LANTERN SHADE FOR A STREET LIGHT,

copper lid and finial with ribbed glass panels and four bracket stand and pole mount base, 125cm high overall.

£100 - 150

€120 - 180

263 ♦♦

A PAIR OF EXTERIOR LAMP SHADES,

tapered metal frames, with peaked roof finial, four patterned glass lenses above wrought iron post head fitting, each 95cm high overall, would suit outdoor garden light.

(2)

£200 - 300

€250 - 370

264 ♦

A SHELL GARAGE ILLUMINATED HANGING SIGN,

replica, black metal frame with two decorated glazed panels, wired for illumination, 45cm high.

£80 - 120

€100 - 150

265 ♦

A NATIONAL BENZOLE PUMP ILLUMINATED HANGING SIGN,

replica, black metal frame with two decorated glazed panels, wired for illumination, 54cm high.

£80 - 120

€100 - 150



266

266

A SHELL 'BE UP TO DATE SHELLUBRICATE' PRINTED TIN SIGN,

after a 1929 design by R.T. Cooper, depicting a correct table of grades for cars, motorcycles and aero engines, 73 x 50cm, framed.

£150 - 250

€180 - 310

267

A PICKFORDS ENAMEL SIGN,

double sided hanging type, 41 x 41cm, complete with bracket.

£60 - 80

€70 - 100

268

TWO CLEVELAND ENAMEL SIGNS,

comprising black and white 'No1 £1000 Guaranteed Quality' 76 x 121cm, and a Cleveland 'totem-shape' sign in four colours, 76cm wide.

(2)

£100 - 200

€120 - 250

269

A FIRESTONE TYRES MAP OF ENGLAND AND WALES ENAMEL SIGN,

122 x 72cm.

£200 - 300

€250 - 370

270

A PRATTS 'FILL HERE FROM THE GOLDEN PUMP' ENAMEL SIGN, 1925,

in three colours, 91 x 122cm.

£80 - 120

€100 - 150

271 ♦

A LARGE PRATT'S ENAMEL SIGN,

in yellow, black and red, 122 x 184cm.

£100 - 150

€120 - 180



276



282

**272
A SHELL 'SHORTENS EVERY ROAD'
ENAMEL SIGN,**

in three colours, 45 x 134cm.

£40 - 60

€50 - 70

**273
A 'RIDE A B.S.A BICYCLE' ENAMEL SIGN,**

in seven colours, some re-painting, 71 x 110cm.

£100 - 150

€120 - 180

**274
A GARGOYLE 'MOBILOIL' ENAMEL SIGN,**

in red and black on white, 76 x 113cm, together with a small Mobiloil enamel sign 61cm wide.

(2)

£100 - 150

€120 - 180

**275 ♦
A LARGE PETROLEUM LAMP OIL CO.
LTD ENAMEL SIGN,**

in blue and white, in two parts, 280cm wide overall.

£100 - 150

€120 - 180

**276
A HERCULES CYCLES ENAMEL SIGN,**

in four colours, 61 x 46cm.

£100 - 150

€120 - 180

**277
TWO TYRE COMPANY ENAMEL SIGNS,
for 'Goodyear' and 'John Bull', together with a
paper 'Dunlop' grip footprint sign, the largest
108cm high.**

(3)

£80 - 120

€100 - 150

**278
A POWER PETROL ENAMEL SIGN,
in four colours with raised edge, 76 x 106cm.**

£100 - 150

€120 - 180

**279
A TROJAN ENAMEL SIGN,
in three colours, advertising the solid tyred
utility car made by Leyland Motors, 55 x
75cm.**

£200 - 300

€250 - 370

**280
A 'GET PRATT'S HERE' ENAMEL SIGN,
1923,**

in three colours, 76 x 106cm,

£80 - 120

€100 - 150

**281 ♦♦
TWO LARGE SHELL ENAMEL SIGNS,
both weathered, the largest 124 x 184cm.**

(2)

£150 - 250

€180 - 310

**282
A PRATT'S PERFECTION MOTOR SPIRIT
ENAMEL SIGN,**

double sided, wall mounted, in three colours,
48 x 53cm.

£150 - 250

€180 - 310

**283
A PRATT'S ENAMEL SIGN, 1922,
in blue on yellow, 45 x 53cm, (wall mounted
type, lacking flange).**

£80 - 120

€100 - 150

**284
A PRATT'S PERFECTION SPIRIT ENAMEL
SIGN,**

in three colours, faded, 45 x 134cm.

£40 - 50

€50 - 60

**285
AN ROP MOTOR SPIRIT ENAMEL SIGN,
in three colours, 91 x 152cm.**

£200 - 300

€250 - 370

**286
A PRATT'S ENAMEL SIGN,
in three colours, cut into two sections, 128cm
wide, together with a printed tin Regent
Remoulding Service sign.**

(2)

£80 - 120

€100 - 150

**287
A CLEVELAND DISCOL 'BRITISH
ALCOHOL' ENAMEL SIGN,
in three colours, (part sign lacking right edge),
60 x 128cm.**

£50 - 70

€60 - 90

**288 ♦
A DOMINION MOTOR SPIRIT ENAMEL
SIGN,**

in three colours, 76 x 182cm.

£180 - 240

€220 - 290

**289
A PRATT'S ENAMEL SIGN,
in blue on yellow, double sided, wall mounted
type.**

£150 - 200

€180 - 250

**290
A CLEVELAND ENAMEL SIGN,
in black and white, 54 x 122cm.**

£80 - 120

€100 - 150

**291 ♦
THREE OIL COMPANY SIGNS,
comprising 'ESSO' enamel, over-painted,
large 'Shell' enamel covered in cement and a
printed tin Castrol oil drum sign rusted, barely
legible, all with damage, various sizes.**

(3)

£40 - 50

€50 - 60

**292 ♦
A 'GET PRATT'S HERE' ENAMEL SIGN,
1923,**

in three colours, 76 x 184cm.

£150 - 200

€180 - 250

**293
A PRATT'S MOTOR SPIRIT ENAMEL
SIGN,**

in three colours, double sided, wall mounted
type, 46 x 50cm.

£120 - 180

€150 - 220

**294 ♦
A PALMER TYRES ENAMEL
ADVERTISING SIGN,
in three colours, 102 x 152cm.**

£60 - 80

€70 - 100

295

TWO RAC ENAMEL SIGNS,

blue and white diamond-shaped, one large double sided 55 x 55cm, the other small 'Get You Home Service'.

(2)

£80 - 120

€100 - 150

296

A WAKEFIELD CASTROL MOTOR OIL ENAMEL SIGN,

in four colours, 50 x 72cm.

£80 - 120

€100 - 150

297

AN EARLY WAKEFIELD CASTROL MOTOR OIL ENAMEL SIGN,

in green, black and white, 50 x 72cm.

£150 - 220

€180 - 270

298

A MOBILOIL ENAMEL SIGN,

in three colours, 49 x 45cm.

£50 - 70

€60 - 90

299

A SUN INSURANCE OFFICE ENAMEL SIGN,

in three colours, 76 x 58cm.

£60 - 80

€70 - 100

300 ♦

A LARGE SHELL MOTOR SPIRIT MOTOR OILS ENAMEL SIGN,

in three colours, 122 x 182cm.

£100 - 150

€120 - 180

301

A VACUUM MOBILOILS ENAMEL SIGN,

in three colours, 61 x 132cm, together with an embossed tin Vehicle Testing Station sign, 63 x 61cm.

(2)

£100 - 150

€120 - 180

302

A MICHELIN SHIELD SHAPED SIGN,

printed tin, 76cm high.

£40 - 60

€50 - 70

303

A SHELL GARAGE ENAMEL SIGN,

in four colours, for the Norris & Wiltshire Garage, 74 x 118cm.

£100 - 150

€120 - 180

304

A KELVIN PRODUCTS ENAMEL SIGN,

in four colours, for accumulators and batteries, 74 x 51cm.

£100 - 150

€120 - 180



297



301



309

305

A RALEIGH ENAMEL SIGN,

in three colours, depicting a bicycle, 41 x 61cm.

£40 - 60

€50 - 70

306

A ROYAL DAYLIGHT OIL ENAMEL SIGN, 1932,

double sided, wall mounted type, with straightened flange, one side over-painted, 40 x 55cm.

£50 - 70

€60 - 90

307 ♦

AN 'ON TOP IN ALL ROAD TESTS' ENAMEL SIGN,

in black and white, 45 x 151cm.

£200 - 300

€250 - 370

308 ♦

A CASTROL LUBREQUIPMENT SERVICE ENAMEL SIGN,

in four colours, off set angular shape, 190cm wide.

£200 - 300

€250 - 370

309 ♦♦

A LARGE THREE-PART RALEIGH ENAMEL ADVERTISING SIGN,

in black, green and white, the first part a rectangular script with Welsh text, 60 x 214cm, the second part a cut out depiction of a gentleman riding a Raleigh bicycle, 127cm high, the third part a small '24 Miles' milestone marker to Llandilo.

(3)

£300 - 400

€370 - 490

310 ♦

A DUNLOP FORT ENAMEL SIGN,

in three colours, 46 x 137cm.

£80 - 120

€100 - 150

311

A CENTAUR CYCLES ENAMEL SIGN,

shaped sign, in two colours, 76 x 36cm.

£180 - 240

€220 - 290

312

A B.P ROYAL STANDARD LAMP OIL ENAMEL SIGN,

in two colours, right edge trimmed, 30 x 39cm.

£30 - 50

€40 - 60



314



322

313 ♦

A LARGE PRATT'S ENAMEL SIGN,
in three colours, right edge bent, 122 x
184cm.

£60 - 80
€70 - 100

314 ♦

A RARE G. MASTERS & CO. REMOVALS
ENAMEL ADVERTISING SIGN,
pictorial, in three colours, 170 x 106cm.

£400 - 600
€490 - 740

315

A PRINTED TIN LUCAS BATTERIES SIGN,
in red and yellow on black, embossed
lettering, 48 x 68cm.

£40 - 60
€50 - 70

316

A ROYAL DAYLIGHT OIL ENAMEL SIGN,
double sided, wall mounted, 46 x 56cm.

£80 - 120
€100 - 150

317

A PRINTED TIN 'SHELLUBRICATION
SERVICE' SIGN,
octagonal, 87 x 87cm.

£60 - 90
€70 - 110

318

A NEW HUDSON CYCLES ENAMEL SIGN,
in three colours, lower right corner cut away,
60 x 90cm.

£70 - 100
€90 - 120

319

A GOODYEAR TYRES ENAMEL SIGN,
in three colours, diamond shaped, 76 x
147cm.

£80 - 120
€100 - 150

320

A PRINTED TIN AGRICASTROL SIGN,
in three colours, circular, 45cm diameter.

£30 - 50
€40 - 60

321 ♦

A DUNLOP TYRE STOCK ENAMEL SIGN,
with Union Flag decoration, for A. Bolland and
Co. of Stratford-upon-Avon, 121 x 183cm.

£200 - 300
€250 - 370

322

A NATIONAL BENZOLE MIXTURE
'NATIONAL PUMP' ENAMEL SIGN,
shaped sign, in three colours, 72cm high.

£180 - 240
€220 - 290

323

AN 'ALL CARS STOP HERE', SHAPED
ENAMEL SIGN,

lettered in red and black on white, 67cm wide.

£100 - 150
€120 - 180

324 ♦

A B.P. FILLING STATION ENAMEL SIGN,
in blue and white, 91 x 122cm.

£100 - 150
€120 - 180

325 ♦

AN ROP MOTOR SPIRIT ENAMEL SIGN,
in three colours, 91 x 121cm.

£100 - 150
€120 - 180

326

A 'GUARANTEED SHELL FROM THE
PUMP' ENAMEL SIGN,

double sided, wall mounted, 38 x 52cm.

£80 - 120
€100 - 150

327

A JAMES CYCLE COMPANY LTD ENAMEL SIGN,

shield shaped, in three colours, 61cm high.

£80 - 120

€100 - 150

328

A PRINTED TIN MORRIS-COMMERCIAL SERVICE AND SALES,

in four colours, some over-painting, 107cm wide.

£100 - 150

€120 - 180

329 ♦

A RALEIGH ENAMEL ADVERTISING SIGN,

in black on yellow, lettered 'Ride a Raleigh - The All-Steel Bicycle', 91 x 122cm.

£150 - 200

€180 - 250

330

TWO ROAD SIGNS,

comprising reflective 'Slow Major Road Ahead' and non-reflective 'Crossroads', the larger 70cm high.

(2)

£30 - 50

€40 - 60

331

A DUCKHAMS Q20-50 ENAMEL ADVERTISING THERMOMETER,

in three colours, 91 x 33cm, with intact glass tube and plastic cover.

£60 - 80

€70 - 100

332

A PRATT'S ETHYL PETROL ENAMEL SIGN,

in three colours, 91 x 91cm.

£60 - 80

€70 - 100

333

A 'SHELL CARS FOR HIRE' ENAMEL SIGN,

in three colours, double sided, wall mounted, 38 x 61cm.

£150 - 200

€180 - 250

334

TWO SMALL SIGNS,

comprising a Maidstone & District Bus Stop printed tin sign, 49cm high, and a cast metal Essex County Council vehicle parking warning sign 'Penalty £1', 40cm wide.

(2)

£30 - 40

€40 - 50

335 ♦

A DUNLOP MOTOR TYRES ENAMEL SIGN,

in black on yellow, 91 x 121cm.

£80 - 120

€100 - 150

336 ♦

A SHELL ENAMEL SIGN,

in three colours, 91 x 184cm.

£100 - 150

€120 - 180

337 ♦

A MOBILGAS ENAMEL SIGN,

American, depicting a red enamel Pegasus on black and white background, 92 x 137cm, with rounded corners.

£150 - 200

€180 - 250

338

A POWER PETROL ENAMEL SIGN,

in green and black on white, 76 x 106cm.

£100 - 150

€120 - 180

339

A LONDON GENERAL 'BUSES STOP HERE' ENAMEL SIGN,

in three colours, 60cm high.

£70 - 100

€90 - 120

340

A THAMES VALLEY 'BUSES STOP BY REQUEST' ENAMEL SIGN,

in black and white, double sided, with folded edges, 38 x 41cm.

£60 - 80

€70 - 100

341

AN EASTERN COUNTIES OMNIBUS COMPANY LTD 'EXPRESS PARCELS SERVICE' ENAMEL SIGN,

in red and white, 43cm wide.

£60 - 80

€70 - 100

342

A SHELL 'MOTOR SPIRIT MOTOR OILS' ENAMEL SIGN,

in three colours, double sided, wall mounted, 38 x 61cm.

£150 - 200

€180 - 250

343

A B.P MOTOR SPIRIT ENAMEL SIGN,

double sided, wall mounted type, lacking flange, in three colours, 61cm wide.

£80 - 120

€100 - 150

344

A DOMINION ENAMEL SIGN,

in four colours, depicting a petrol globe, circular, 68cm diameter.

£200 - 300

€250 - 370

345

AN ESSOLUBE ENAMEL SIGN,

double sided, pictorial circular sign, 66cm diameter.

£80 - 120

€100 - 150



329



339

346

AN INDIA TYRES ENAMEL SIGN,

in four colours, 61cm wide.

£40 - 60

€50 - 70

347

A KLG 'TOO GOOD TO MISS' ADVERTISING CLOCK,

decorative glass panel, with Smiths 'seetric' movement, 36cm high, together with a KLG enamel sign, 63cm high.

(2)

£60 - 80

€70 - 100

348

AN OLDHAM BATTERIES 'I TOLD 'EM' PRINTED TIN SIGN,

in four colours, 45cm wide.

£30 - 40

€40 - 50



349



359

**349
A BRIGSOLENE MOTOR OILS ENAMEL SIGN,**

in blue and yellow, double sided, wall mounted, circular sign with flange, 46cm diameter.

**£150 - 200
€180 - 250**

**350
A MORRIS RETAIL DEALER ENAMEL SIGN,**

in three colours, circular, 72cm diameter, together with a matching 'Sales and Service' curved sign.

(2)
**£200 - 300
€250 - 370**

**351
A DRYDEX/EXIDE PRINTED TIN ADVERTISING SIGN,**

one side green, black and white for torch and radio batteries, the other red, black and white for radio batteries, cast wall bracket, 43cm wide.

**£30 - 40
€40 - 50**

**352
A GUARANTEED SHELL OIL ENAMEL SIGN, 1925,**

in four colours, originally fitted to an oil cabinet, 63cm wide.

**£90 - 120
€110 - 150**

**353
A B.P. MOTOR SPIRIT ENAMEL SIGN,**
featuring the Union Flag, in red, white and blue, 80 x 118cm, some over painting.
**£100 - 150
€120 - 180**

**354
TWO SMALL SIGNS,**
comprising a printed tin Erica-Fahrrader sign, 42cm wide, and a wall mounted double sided Tea Rose American Lamp Oil enamel sign, 33cm wide.
(2)
**£80 - 120
€100 - 150**

**355
A 'SHELL MOTOR SPIRIT MOTOR OIL' ENAMEL SIGN,**
in three colours, double sided, wall mounted, 38 x 61cm.
**£150 - 200
€180 - 250**

**356
TWO PRINTED TIN SIGNS,**
comprising Champion Spark Plugs and Raleigh bicycles, both double sided wall mounted types, the larger 46cm wide.
(2)
**£30 - 40
€40 - 50**

**357
TWO PRINTED TIN SIGNS,**
comprising Exide Batteries, 62cm wide and Redex Conversion, 64cm high.
(2)
**£30 - 50
€40 - 60**

**358
A PRICE'S MOTOR OIL ENAMEL SIGN,**
in three colours, 53 x 63cm.
**£100 - 140
€120 - 170**

**359
A CLEVELAND PETROLS ENAMEL SIGN,**
in three colours, double sided, 67cm wide.
**£100 - 140
€120 - 170**

**360
A CHAMPION SPARK PLUG SERVICE ENAMEL SIGN,**
in three colours, 58cm wide, together with a modern Ford Mechanic enamel sign.
(2)
**£50 - 70
€60 - 90**

**361
A BLUE STAR PETROL ENAMEL SIGN,**
in three colours, 76cm high, some over-painting.
**£120 - 180
€150 - 220**

**362
A 'UNION AND REDLINE MOTOR SPIRIT' ENAMEL SIGN,**
in four colours, old restoration, 40cm wide.
**£50 - 70
€60 - 90**

**363
A SOUTHDOWN MOTOR SERVICE LTD PARCEL AGENT ENAMEL SIGN,**
in two colours, 40cm wide.
**£20 - 40
€30 - 50**

**364
A C.M.U.A ENAMEL SIGN,**
in four colours, titled 'Official Caterer', circular, 45cm diameter.
**£100 - 140
€120 - 170**

**365
A KENTISH MERCURY NEWSPAPER ADVERTISING SIGN,**
in black and yellow, double sided wall mounted, 46cm wide.
**£50 - 80
€60 - 100**

**366
A RARE BALLONETTES/GWK GEARS PRINTED TIN SIGN,**
circular, with different design to each side, 45cm.
**£60 - 80
€70 - 100**

**367
AN ELEY KYNOCH CARTRIDGES ENAMEL SIGN,**
double-sided, wall mounted, 47cm wide.
**£40 - 60
€50 - 70**

**368
A 'NO PARKING POLICE NOTICE' ENAMEL SIGN,**
in white on blue, 76cm high.
**£50 - 70
€60 - 90**

**369
A PRATTS MOTOR OIL ENAMEL SIGN,**
circular, in three colours, double-sided, 66cm diameter.
**£120 - 160
€150 - 200**

**370
A REDEX TUNE UP ENAMEL SIGN,**
in three colours, 85cm high.
**£60 - 80
€70 - 100**

371
A FINE PHILLIPS BICYCLE PICTORIAL ENAMEL SIGN,
 featuring image of a Lion and 'The True Temper Steel Bicycle', 72cm high.
£250 - 350
€310 - 430

372
TWO BLUE AND WHITE ENAMEL SIGNS,
 comprising Motor Car Accumulators and Season Tickets, the larger 38cm wide.
 (2)
£30 - 50
€40 - 60

373
A BP MOTOR SPIRIT ENAMEL SIGN, 1925,
 with Union Jack design, double-sided, wall mounted with bent flange, 61 cm wide.
£100 - 150
€120 - 180

374
A DUNLOP TYRES TWO-PART ENAMEL SIGN,
 each in black, red and yellow, one 76cm, the other 74cm wide.
 (2)
£60 - 80
€70 - 100

375
A SHELL ENAMEL SIGN,
 in three colours, top left corner cut, 61cm wide.
£60 - 80
€70 - 100

376
AN AUTO CYCLE UNION HOTEL ENAMEL SIGN,
 in green on white, 51 x 51cm.
£70 - 100
€90 - 120

377
AN EXPRESS COACH SERVICES PRINTED TIN SIGN,
 76cm high.
£30 - 50
€40 - 60

378
A HUMBER CYCLES ENAMEL SIGN,
 shield shaped, 61cm wide.
£140 - 200
€170 - 250

379
A 'STOP & FILL UP HERE WITH SHELL' ENAMEL SIGN,
 double-sided, wall mounted, 61cm wide.
£100 - 150
€120 - 180

380
AN 'N.C.P.T.D. TRAMS STOP HERE' ENAMEL SIGN,
 of Nottingham, in black and yellow, 40cm high.
£50 - 70
€60 - 90

381
AN 'OMNIBUSES STOP BY REQUEST' ENAMEL SIGN,
 in black and white, 27cm high.
£40 - 60
€50 - 70

382
AN EAST KENT COACHES WOODEN SIGN,
 depicting the Daily Express Service Coach, 33cm high.
£50 - 70
€60 - 90

383
A RARE STERNOL MOTOR OILS & GREASES ENAMEL PENNANT SIGN,
 double-sided, wall mounted, 30cm high.
£60 - 80
€70 - 100

384
AN INDIA TYRES ENAMEL SIGN,
 in three colours, 165cm wide.
£60 - 80
€70 - 100

385
A LARGE BP MOTOR SPIRIT 'UNION JACK' ENAMEL SIGN, 1925,
 in three colours, 140cm wide.
£100 - 200
€120 - 250

386
A BLACK & WHITE BOOKING OFFICE ENAMEL SIGN,
 shaped sign, 54cm high, in ornate mounting bracket.
£150 - 250
€180 - 310

387
A REDEX 'TUNES UP MOTORS' ENAMEL SIGN,
 in three colours, 84cm high
£60 - 80
€70 - 100

388
TWO PRINTED TIN ADVERTISING SIGNS FOR CASTROL AND DAGENITE,
 the larger 56cm wide.
 (2)
£50 - 80
€60 - 100

389
TWO ENAMEL PETROL STATION WARNING SIGNS,
 each in red on white, the larger 54cm wide.
 (2)
£40 - 70
€50 - 90



371



386

390
TWO SMALL ENAMEL CIRCULAR BUS STOP SIGNS,
 both London Transport, each 33cm diameter.
 (2)
£20 - 30
€30 - 40

391
TWO EAST KENT COACHES ENAMEL SIGNS,
 multi-coloured, the larger 91 x 60cm.
 (2)
£80 - 120
€100 - 150

392 ♦♦
A SLOW MAJOR ROAD AHEAD REFLECTIVE ROAD SIGN,
 cast metal, mounted on a pole with a red warning triangle and a 5mph disc sign, 225cm high overall.
£30 - 50
€40 - 60



417

393 ♦♦

A SCOTTISH AUTOMOBILE CLUB SIGN POST AND ENAMEL 'NOTICE',

cast metal post topper, white painted metal pole, the sign "Motor cars & char-a-bancs are requested not to stop on this bridge", 255cm high overall.

£100 - 150

€120 - 180

394 ♦♦

A REFLECTIVE ROAD JUNCTION ROAD SIGN,

cast metal, mounted on a pole with a reflective red warning triangle, 293cm high overall.

£30 - 50

€40 - 60

395

A MEX MOTOR SPIRIT ENAMEL SIGN,

in brown and white, double sided, wall mounted, 46cm wide.

£70 - 90

€90 - 110

396

A CLEVELAND DISCOL 'ALCOHOL FOR ENGINE POWER' ENAMEL SIGN,

in six colours, 122cm wide.

£150 - 250

€180 - 310

397

A 'CAUTION BUSES TURNING' ENAMEL SIGN IN A CAST ALLOY FRAME,

bent frame and sign, approx 100cm wide, ironically believed to have been damaged by a turning bus!

£50 - 70

€60 - 90

398

A CLEVELAND DISCOL ENAMEL SIGN,

double sided, in three colours, 76cm wide.

£150 - 250

€180 - 310

399

TWO DUNLOP SIGNS,

comprising an enamel Motor Tyre Stock double sided wall mounted sign, in black on yellow, 62cm wide, and a printed tin tyre pressure chart, 90cm high.

(2)

£80 - 120

€100 - 150

400

THREE ENAMEL BUS SIGNS,

comprising two different 'Dial-A-Bus' signs and a London Sightseeing Tour sign, the largest 41cm wide.

(3)

£30 - 50

€40 - 60

401

THREE ENAMEL BUS AND COACH SIGNS,

comprising a double sided 'Bus & Coach Request/Compulsory' sign, a 'London Transport Biggin Hill' sign in green and black on white, and a 'London Transport Bus Stop' sign, the largest 46cm high.

(3)

£40 - 60

€50 - 70

402 ♦

A LARGE PRATT'S ENAMEL SIGN,

in three colours, 183cm wide.

£100 - 150

€120 - 180

403

TWO TRANSPORT SIGNS,

comprising a 'Caution Buses Turning' enamel sign, 75cm wide and a London Transport enamel notice relating to a Private Footpath.

(2)

£50 - 80

€60 - 100

404

AN EARLY METROPOLITAN ELECTRIC TRAMWAYS ENAMEL MAP SIGN FOR NORTH WEST LONDON,

faded, 73 x 73cm.

£200 - 300

€250 - 370

405 ♦

A LARGE AVON STOCK TYRES ENAMEL SIGN,

in yellow on blue, 214cm wide.

£100 - 200

€120 - 250

406

A WAKEFIELD PATENT CASTROL MOTOR OIL ENAMEL SIGN,

in four colours, double sided, wall mounted, 51cm wide.

£70 - 100

€90 - 120

407

A LARGE BP MOTOR SPIRIT ENAMEL ARROW SIGN BY KOEKELBERG, 1927,

in four colours with French text, 133cm wide.

£200 - 300

€250 - 370

408 ♦

AN 'ASK FOR DOMINION GUARANTEED' ENAMEL SIGN,

in three colours with price of 1'4, 121cm wide.

£150 - 200

€180 - 250

409 ♦

AN 'ASK FOR DOMINION GUARANTEED' ENAMEL SIGN,

in three colours with price of 1'3, 121cm wide.

£150 - 200

€180 - 250

410

A CLEVELAND DISCOL ENAMEL SIGN,

in six colours, double sided, 76cm wide.

£100 - 150

€120 - 180

411

A REDLINE MOTOR SPIRIT ENAMEL SIGN,

in three colours, 91cm wide.

£100 - 150

€120 - 180

412 ♦

A REDLINE MOTOR SPIRIT ENAMEL SIGN,

in three colours, 136cm wide.

£100 - 150

€120 - 180

413

A SHELL MEX ENAMEL SIGN,

in four colours, priced at 1'3, 91cm wide, together with a Shell enamel warning sign in red and white, and a pressed metal Vehicle Testing Station sign.

(3)

£100 - 150

€120 - 180

414

A LARGE PRATTS HIGH TEST AND PRATTS MOTOR OIL ENAMEL SIGN,

two trade mark circles on a yellow background, 182cm wide, cut to lower right corner.

£200 - 300

€250 - 370

415

AN EARLY 'CASTROL' WAKEFIELD MOTOR OIL ENAMEL SIGN,

in three colours, double sided, wall mounted, 46cm wide.

£80 - 120

€100 - 150

416

AN EARLY 'VACUUM MOTOR CAR OILS' ENAMEL SIGN,

in red, black and white, double sided, wall mounted, 51cm wide.

£120 - 160

€150 - 200

417

A RARE PRATT'S MOTOR SPIRIT ENAMEL SIGN,

pennant shaped, by the Imperial Enamel Company of Birmingham, depicting a pioneer motorcar, in three colours on light blue, double sided and wall mounted, 54cm wide.

£250 - 350

€310 - 430

418

A JOHN BULL TYRES ENAMEL SIGN,
in three colours, diamond shaped, 54 x 54cm.

£40 - 60

€50 - 70

419

A STURMEY-ARCHER '3 SPEED GEAR' ENAMEL SIGN,

in four colours, 61 x 90cm.

£140 - 180

€170 - 220

420

THREE SMALL ENAMEL SIGNS,
comprising a 'Shell Motor Lubricants' oil can (painted over), a small 'Michelin' shield, in four colours and a 'Testefas Lamp Oil' sign in blue and white, the largest 48cm high.

(3)

£120 - 200

€150 - 250

421

A 'CLEVELAND DISCOL' PRINTED TIN SIGN,

in three colours, depicting the winged globe for the British alcohol blend, double sided, 46 x 76cm.

£80 - 120

€100 - 150

422 ♦

A LARGE ESSO ENAMEL SIGN,
in three colours, for the Staplehurst depot, 122 x 122cm.

£150 - 250

€180 - 310

423

A SHELL AVIATION SPIRIT ENAMEL SIGN,

double sided and wall mounted, in four colours. 38 x 61cm.

£150 - 250

€180 - 310

424 ♦

A 'C.A.V RADIO BATTERIES' ILLUMINATED HANGING SIGN,

circular, red and green on mirrored decorative lenses, two hanging hooks, 46cm diameter.

£200 - 300

€250 - 370

425

A WILLYS OVERLAND MOTOR CARS ENAMEL SIGN,

double sided, hanging type, in five colours, shaped oval, 61cm wide.

£200 - 300

€250 - 370

426

A 'MOTOR BUSES STOP HERE' ENAMEL SIGN,

in red and white, double sided, 25 x 40cm, together with two 'No Waiting' signs.

(3)

£50 - 70

€60 - 90

427

TWO ENAMEL ADVERTISING SIGNS,
each single-sided, one for 'Player's Navy Cut Tobacco and Cigarettes' with good central pictorial image, and 'Owbridge's Lung Tonic', the larger 76cm high.

(2)

£100 - 150

€120 - 180

428 ♦

A LARGE SHELL 'FILL UP HERE SPIRIT & OILS' ENAMEL SIGN,

in three colours, single-sided, 122 x 122cm.

£200 - 300

€250 - 370

429

A MOBILOILS ENAMEL SIGN FOR THE VACUUM OIL COMPANY,

double sided, in three colours, wall mounted, 41cm high.

£120 - 160

€150 - 200

430

A 'SHELL MOTOR SPIRIT SOLD HERE' ENAMEL SIGN,

double sided, in three colours, wall mounted, 33cm high.

£120 - 160

€150 - 200

431

A DIAMOND OIL HUILE AUTOS ENAMEL SIGN,

Belgian, double sided in four colours, wall mounted, 35cm high.

£150 - 200

€180 - 250

432 ♦

A LARGE BP MOTOR SPIRIT UNION JACK ENAMEL SIGN,

in three colours, 183cm wide, together with a modern circular enamel BP sign.

(2)

£120 - 160

€150 - 200

433

A WHITE ROSE OIL ENAMEL SIGN,

dated 2-28, double-sided, in three colours, wall mounted, 40cm high.

£100 - 150

€120 - 180

434

A MOBILOIL ENAMEL SIGN FOR THE VACUUM OIL COMPANY,

double sided, in three colours, wall mounted, 41cm high.

£120 - 160

€150 - 200

435 ♦

A LARGE SHELL SPIRIT OILS GARAGE ENAMEL SIGN,

single sided, in six colours, 122 x 122cm.

£200 - 300

€250 - 370



423



431



436

436

A RARE 'STOP HERE FOR CARBURINE MOTOR SPIRIT' ENAMEL SIGN,

double-sided, in three colours, wall mounted, 46cm high.

£150 - 200

€180 - 250

437

A 'BP' LAMP OILS ENAMEL SIGN FOR WHITE MAY & ROYAL STANDARD BRANDS,

double-sided, in three colours, 30cm high.

£90 - 120

€110 - 150

438

AN EARLY 'BAA ACID ACCUMULATORS CHARGED HERE' ENAMEL SIGN,

double-sided, in three colours, 30cm high.

£70 - 100

€90 - 120

439

A CELLULOID SIGN,

advertising WellWorthy piston rings.

£20 - 30

€30 - 40



453

440

A DUCKHAMS ADCOIDS ENAMEL ADVERTISING THERMOMETER,

in multiple colours, lacking glass tube, 115cm high.

£60 - 90

€70 - 110

441

A REDLINE MOTOR SPIRIT ENAMEL SIGN,

in three colours, 46cm high.

£70 - 100

€90 - 120

442

A MEX MOTOR SPIRIT ENAMEL SIGN,
double-sided, in two colours, wall mounted,
31cm high.

£100 - 150

€120 - 180

443 ♦

A SHELL ENAMEL SIGN,

in three colours, 140cm wide.

£60 - 80

€70 - 100

444

THREE SIGNS,

comprising an embossed metal 'No Vehicle to pass this point without permission', a printed hardboard RAC Veteran Car Run directional sign and a corrugated plastic RAC 'veteran car' directional sign, the larger 61cm high.

(3)

£50 - 70

€60 - 90

445

A FIRESTONE TYRES ENAMEL SIGN,
double-sided in three colours, cut-out oval
wall mounted, 52cm wide.

£60 - 80

€70 - 100

446

A DUNLOP STOCK COMMERCIAL VEHICLE TYRE SERVICE ENAMEL SIGN,

in four colours, 46cm high, together with Dunlop Stock printed tin sign.

(2)

£80 - 120

€100 - 150

447

AN EARLY CHALLENGE MOTOR OIL PRINTED TIN SIGN,

depicting an oil can, with embossed 'frame' effect, surface rusting, 61cm cm high.

£50 - 70

€60 - 90

448

A 'GLOBE EXPRESS GOODS & PARCELS' ENAMEL SIGN,

double-sided, in two colours, wall mounted,
31cm high.

£50 - 70

€60 - 90

449

A CASTROL WAKEFIELD MOTOR OIL ENAMEL SIGN,

double-sided in four colours, wall mounted flange worn with some loss, 34 cm high.

£80 - 120

€100 - 150

450

A ROYAL DAYLIGHT AMERICAN LAMP OIL ENAMEL SIGN,

for the Anglo American Oil Co Ltd, double-sided, in three colours, wall mounted, 37cm high.

£80 - 120

€100 - 150

451 ♦

A FIRESTONE TYRES ENAMEL SIGN,

in three colours, 62 x 182cm.

£80 - 120

€100 - 150

452

A RALEIGH 'ALL-STEEL BICYCLE' REFLECTIVE SIGN BY ACME SHOWCARD CO LTD,

depicting a happy Raleigh owner, glazed panels in shaped metal wall mounted frame, one side broken, 52cm.

£90 - 120

€110 - 150

453 ♦

A RARE 'NORTH BRITISH RAPSON AGENT' ENAMEL SIGN,

depicting a kilted Scotsman, standing on a stack of 'The Worlds Longest Mileage Tyres', 184 x 76cm.

£700 - 900

€860 - 1,100

454 ♦

A PRATT'S PERFECTION SPIRIT ENAMEL SIGN,

in three colours, 46 x 132cm.

£70 - 90

€90 - 110

455

A 'THE PEOPLE' ENAMEL SIGN,

advertising the popular Sunday newspaper, in four colours, 61 x 91cm.

£80 - 120

€100 - 150

456 ♦

A 'CALL FOR REDLINE' ENAMEL SIGN,

in three colours, with price of '1'4', 91 x 122cm.

£150 - 200

€180 - 250

457

A RARE B.P. MOTOR SPIRIT PENNANT-SHAPED ENAMEL SIGN,

double sided, in three colours, proclaiming 'It's Best, It's British, It's Here', 76cm wide.

£300 - 400

€370 - 490

458

A B.P. MOTOR SPIRIT ENAMEL SIGN,

in three colours, double sided and wall mounted, 61cm wide.

£100 - 200

€120 - 250

459

A PRICE'S MOTOR OILS ENAMEL SIGN,

in three colours, double sided, and wall mounted, 61cm wide.

£80 - 120

€100 - 150

460

A SHELL ENAMEL SIGN,

in three colours, double sided and wall mounted, 61cm wide.

£80 - 120

€100 - 150

461

FOUR ADVERTISING SIGNS,

three enamel, comprising, 'Parkingtons Portable Buildings', 'Scott's Patent Charcoal Biscuits', 'Doddington's For all Makes of Cycles', and one printed tin sign for 'Holt's', the largest 56cm wide.

(4)

£80 - 120

€100 - 150

462

A PRATT'S ENAMEL SIGN,

double sided, in three colours, wall mounted, 61cm wide, some loss to metal.

£60 - 80

€70 - 100

463

A DUNLOP CYCLE TYRES STOCKIST'S ENAMEL SIGN,

double sided, in two colours (faded), 69cm wide.

£40 - 60

€50 - 70

464

A CHAMPION SPARKING PLUGS ENAMEL SIGN,

dated 1912, in three colours, some loss to metal, 32 x 53cm together with an A.C. spark plugs enamel sign, 76cm wide.

(2)

£50 - 60

€60 - 70

465

A 'TELEPHONE' ENAMEL SIGN,

double sided hanging type, in blue and white, 23 x 56cm.

£30 - 40

€40 - 50

466

AN 'AA GARAGE' SIGN BY B.B. KENT,

single sided, shield shape, in black and yellow, 79 x 55cm.

£200 - 300

€250 - 370



457



458



460



468

467

A FLUXITE 'MAKES SOLDERING SIMPLE' ENAMEL SIGN,

double-sided, in three colours, wall mounting flange bent straight, 25cm high.

£30 - 40

€40 - 50

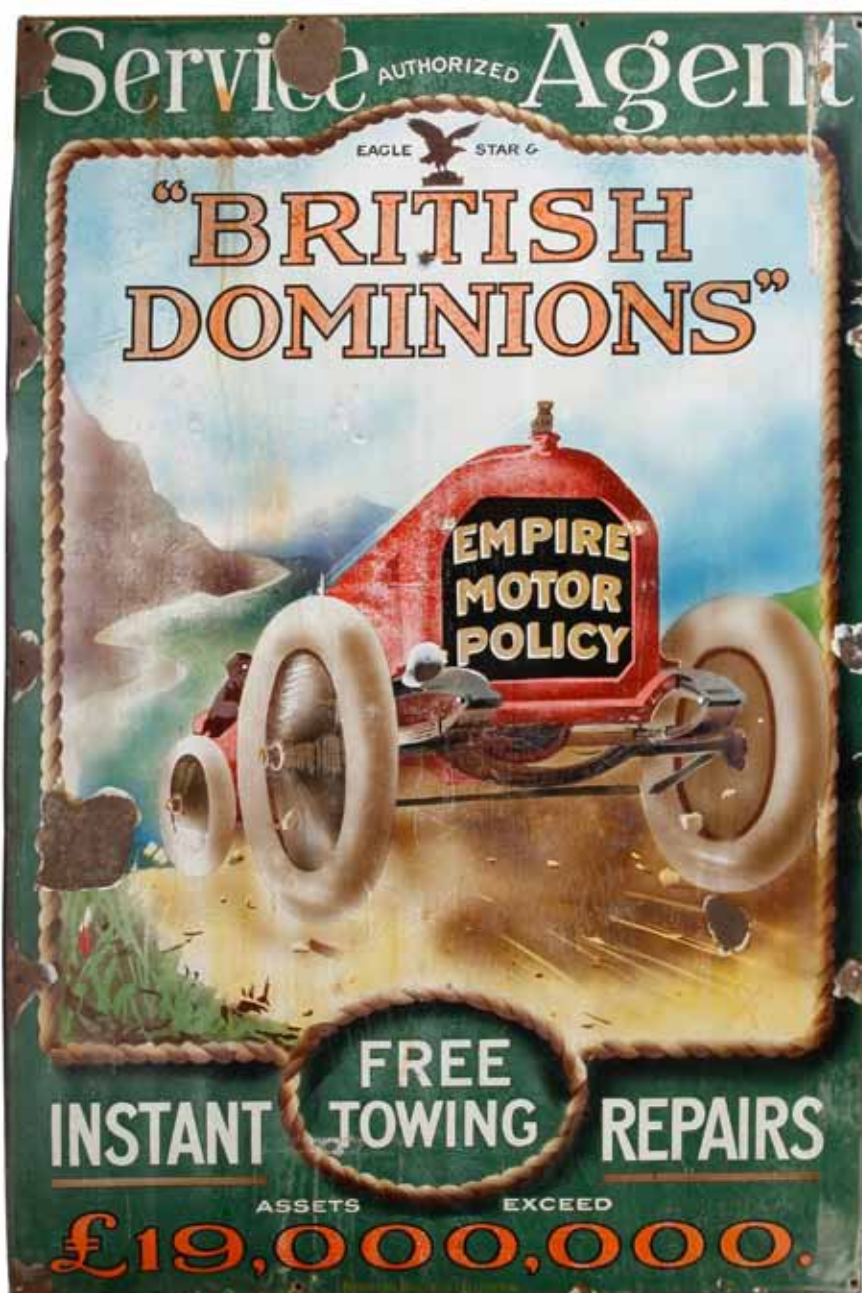
468

A WAKEFIELD CASTROL MOTOR OIL ENAMEL SIGN,

in three colours, 76cm wide.

£100 - 200

€120 - 250



469

469
A BRITISH DOMINIONS 'AUTHORISED SERVICE AGENT' ENAMEL SIGN,
 depicting a car cresting a rise advertising the 'Empire Motor Policy', with assets of £19,000,000, some wear, fading and loss, 154 x 102cm.
£500 - 700
€610 - 860

470
A CASTROL MOTOR OIL ENAMEL SIGN,
 in three colours, dome shaped, 37cm high.
£40 - 60
€50 - 70

471
A DAGENITE ACCUMULATORS ENAMEL SIGN,
 in three colours, 38 x 51cm.
£50 - 70
€60 - 90

472
A CASTROL MOTOR OIL 'FROM 'R' BULK' ENAMEL SIGN,
 in three colours, 76cm wide.
£100 - 200
€120 - 250

473

A CAV 'WORLD'S BEST BATTERY' ENAMEL SIGN,
 pictorial depicting two batteries, with lettering in red and black on cream background, 76cm wide.
£100 - 150
€120 - 180

474

A ROYAL AUTOMOBILE CLUB DE BELGIQUE ENAMEL SIGN,
 depicting the club badge, in three colours, 51cm high.
£70 - 100
€90 - 120

475

A 'TAKE NO RISKS....TAKE DOMINION' ENAMEL SIGN,
 with raised border, in four colours, 76cm wide.
£100 - 150
€120 - 180

476

A DAGENITE ACCUMULATORS ENAMEL SIGN,
 in three colours, 51cm wide.
£40 - 60
€50 - 70

477

A PRICE'S MOTOR OILS 'MOTORINE' ENAMEL SIGN,
 in three colours, 63cm wide.
£60 - 90
€70 - 110

478

A 'JOHN BULL TYRES & ACCESSORIES' ENAMEL SIGN,
 diamond shaped, in three colours, 54cm high.
£40 - 60
€50 - 70

479

A TEXACO MOTOR OIL ENAMEL SIGN,
 circular, in four colours, 65cm diameter.
£100 - 150
€120 - 180

480

AN AVON TYRES ENAMEL SIGN,
 shaped sign, in four colours, 61 x 61cm.
£70 - 90
€90 - 110

481

A CENTAUR CYCLES ENAMEL SIGN,
 shield-shaped, in white on green, 61cm wide.
£70 - 90
€90 - 110

482

A ROSS PETROL ENAMEL SIGN,
 double-sided, in blue on white, wall mounted, 76cm wide.
£80 - 120
€100 - 150



482

**483
A FLEET BICYCLES DEPOT ENAMEL SIGN,**

in white on blue, 51cm wide.

£60 - 90

€70 - 110

**484
A NATIONAL BENZOLE MIXTURE ENAMEL SIGN,**

double-sided circular type in three colours, 61cm diameter.

£100 - 200

€120 - 250

**485
A 'SPECIAL TRAFFIC NOTICE' ENAMEL SIGN,**

London Transport type, single-sided, in red on white, 63cm wide.

£20 - 30

€30 - 40

**486
A NORMA PRINTED TIN ADVERTISING SIGN, EUROPEAN,**

depicting an electric bulb, 39cm high.

£30 - 40

€40 - 50

**487
A BOWSER PUMP FILTERED PETROL SERVICE ENAMEL SIGN,**

double-sided (once wall mounted), in three colours, oval shaped, 55cm wide.

£100 - 150

€120 - 180

**488
A ROYAL DAYLIGHT LAMP OIL ENAMEL SIGN,**

pictorial sign depicting a horse-drawn vehicle, in four colours, 54cm wide.

£70 - 100

€90 - 120

**489 ♦♦
A BP MOTOR SPIRIT 'CARS FOR HIRE' ENAMEL SIGN,**

double-sided in three colours, wall mounted, 56cm high.

£200 - 300

€250 - 370



484

**490
A 'SHELL FROM THE PUMP GUARANTEED' ENAMEL SIGN,**

double-sided hanging type, in four colours, 38cm high.

£100 - 140

€120 - 170

**491
A BP MOTOR SPIRIT GARAGE ENAMEL SIGN FOR THE PRIMROSE MOTOR CO., ABERYSTWYTH,**

double-sided hanging type, circular, in three colours, 60cm diameter.

£200 - 300

€250 - 370

**492
AN EMPIRE LAMP OIL ENAMEL SIGN,**

double-sided, in three colours, wall mounted, 38cm high.

£80 - 120

€100 - 150

**493
A PRATTS MOTOR OIL ENAMEL SIGN, BY BRUTON OF PALMERS GREEN, DATED 12-29,**

circular, double-sided, in three colours, 54cm diameter.

£180 - 240

€220 - 290

**494
AN EXIDE BATTERIES PRINTED TIN SIGN,**

double-sided wall mounted type, 34cm high, faded with light surface rusting.

£20 - 40

€30 - 50

**495
A MOBIL OIL & GREASE ENAMEL SIGN FOR THE VACUUM OIL COMPANY,**

double sided, in three colours, wall mounted, 41cm high.

£120 - 160

€150 - 200



489



496

**496
A SHELL MOTOR OIL 'OIL CAN' ENAMEL SIGN,**

double sided, hanging shaped sign in four colours, 51cm high.

£200 - 300

€250 - 370

**497
FOUR ENAMELLED LETTERS,**

each in red on white, 23 x 15cms, comprising 1 x 'S', 1 x 'O' and 2 x 'W' (or 'M').

£20 - 40

€30 - 50

**498
A UNION MOTOR SPIRIT ENAMEL SIGN FOR THE ATLANTIC UNION OIL CO.,**

double sided, in three colours, wall mounted, 30cm high.

£80 - 120

€100 - 150



501



507

499

FIVE ADVERTISING SIGNS,
comprising a 'Wm Youngers' card advertising board depicting a char-a-banc, printed tin signs for Lodge Plugs, Redex and Dunlop and a modern enamel sign for Yellow Cab 5 cent cigars.

(5)
£60 - 80
€70 - 100

500

A MOBILOIL 'D' ENAMEL SIGN,
depicting a motorcyclist, rectangular sign in three colours, 23 x 28cm.

£80 - 120
€100 - 150

501

A SHELL MOTOR OIL ENAMEL SIGN, 1932,
triangular, in three colours, 63cm high.

£200 - 300
€250 - 370

502

A 'GUARANTEED DOUBLE SHELL OIL' ENAMEL SIGN, CIRCA 1925,
in four colours, originally fitted to an oil cabinet, 63cm wide.

£90 - 120
€110 - 150

503

TWO MOBILOIL ENAMEL SIGNS,
for Arctic and AF brands, each single-sided in three colours and 29cm wide.

(2)
£60 - 80
€70 - 100

504

TWO EARLY PRINTED TIN SHIELD-SHAPED SIGNS,
for Royal Daylight Oil and White Rose Oil, each depicting a can, 29cm high.

(2)
£50 - 70
€60 - 90

505

A DUNLOP STOCK ENAMEL SIGN,
circular, in four colours, 61cm diameter.

£50 - 80
€60 - 100

506

A MOBILOIL ENAMEL SIGN, AMERICAN,
shield-shaped, in three colours depicting Pegasus, 30cm high.

£40 - 60
€50 - 70

507

A RARE 'CARLESS PETROL SOLD HERE' PENNANT SHAPED ENAMEL SIGN,
double-sided, in three colours, wall mounted, 30cm high.

£200 - 300
€250 - 370

508

A CASTROL WAKEFIELD MOTOR OIL ENAMEL SIGN,
double-sided, in four colours, wall mounted, 40cm high.

£100 - 150
€120 - 180

509

AN ESSO ROYAL DAYLIGHT PARAFFIN PRINTED TIN SIGN,
double-sided, in four colours, wall mounted, 46cm high.

£40 - 60
€50 - 70

510

A PRATTS PARAFFIN ROYAL DAYLIGHT OIL ENAMEL SIGN,
double-sided in three colours, wall mounted, 46cm high.

£50 - 80
€60 - 100

511

ASSORTED CYCLING SIGNS AND ADVERTISING,
including two tinplate Michelin signs, printed card signs for Dunlop, Raleigh, Hercules and a Michelin Open/Closed sign, two Reynolds Chain signs in celluloid and tinplate and other advertising items.

(Qty)
£50 - 70
€60 - 90

512

TWO LARGE HANGING BANNERS,
printed plastic for BP and HCVC 'Start', a smaller HCVC Run banner, a Veteran and Vintage Drive into Europe run number '73', together with four other motoring signs and five modern reproduction enamel signs.

(Qty)
£40 - 60
€50 - 70

513

TEN HISTORIC COMMERCIAL VEHICLE PRINTS,

profile illustrations, after David Trussler, together with eight black and white illustrations of historic commercial vehicles, each framed and glazed.

(Qty)
£40 - 60
€50 - 70

514 ◊

ASSORTED PRINTS, PICTURES AND EPHEMERA,

including a 'London General Omnibus Co' map of London; a lithograph depicting a horse drawn fire engine; framed magazine articles relating to buses; a Geographia map of England and Wales, framed and glazed; together with a framed picture of a Banfield coach.

(9)
£40 - 60
€50 - 70

515 ◊

FIVE FRAMED AND GLAZED DISPLAYS OF BUSES,

coaches and passenger transport vehicles, the largest frame is 100x100cm.

(5)
£100 - 150
€120 - 180

516 ◊

ASSORTED HISTORICAL VEHICLE DISPLAY ITEMS,

comprising four photographs, two sets of British carriage profiles, framed and glazed with some damp damage, together with three display boards of rally plates.

(Qty)
£30 - 40
€40 - 50

517 ◊

FOUR DISPLAY BOARDS OF VEHICLE RALLY PLATES, CHASSIS PLATES, CLUB AND MARQUE BADGES,

including early small Stenson Cooke 'A.A' 20707, R.A.C associate, Talbot-Darracq, Dennis Bros. Ltd, Maxwell motor company and others.

(4)
£100 - 200
€120 - 250



520

**518 ♦
THREE DISPLAY BOARDS OF VEHICLE
RALLY PLATES, CHASSIS PLATES, CLUB
AND MARQUE BADGES,**

including Rolls-Royce chassis plates, motor company dashboard plates and others.

(3)

£100 - 200

€120 - 250

**519 ♦
ONE DISPLAY BOARD OF VEHICLE
RALLY PLATES, CHASSIS PLATES AND
CLUB BADGES,**

including Brighton and Hove Motor Club, six 'A.A.' variants including three commercial vehicle types, Maidstone & Mid-Kent Motor Club, Margate & District Car Club and others, the board is 100 x 117cm, together with two display boards of rally pennants, rosettes, plaques and assorted loose rally plates and plaques.

(Qty)

£100 - 200

€120 - 250

**520 ♦
A DISPLAY BOARD, MOUNTED WITH A
COLLECTION OF ASSORTED MARQUE,
CLUB AND REGIONAL TOURIST CAR
BADGES,**

including RAC and AA variants, Alvis, Jaguar, Mercedes-Benz, Bentley and other owners clubs, BARC, London Motor Club, BMCA 15 year clean licence, and others, 100 x 127cm.

£300 - 400

€370 - 490

**521
ASSORTED BADGES, PLAQUES AND
MOTORING SCRIPTS, ENAMEL BADGES**

including Bentley Drivers Club, ADAC, St Christopher, ACS, King's Own Scottish Borderers and others including AA and RAC types, plaques including a rare tin sign by the AA & MU warning about throwing coins to children, 1911-1914, Peerless Lorries and Pierce Arrow, scripts including Maxwell, Pierce Arrow, Austin (replica) and others.

(Qty)

£150 - 250

€180 - 310

**522
AN AA STENSON COOKE SECRETARY
BADGE, NUMBER 22472,**

together with a later AA badge number 78326B.

(2)

£80 - 120

€100 - 150

**523
AN RAC FULL MEMBER'S BADGE,
NUMBERED B437,**

hollow cast brass wheel, early type with double winged Mercury, made by Elkington Ltd.

£400 - 500

€490 - 610

**524
AN RAC ASSOCIATE MEMBER'S BADGE,
with Irish Automobile Club enamel centre,**

nickelled, number B280, 12cm high.

£250 - 350

€310 - 430



522



523

**525
AN RAC ASSOCIATE MEMBER'S BADGE
WITH HULL & DISTRICT AUTOMOBILE
CLUB ENAMEL CENTRE,**

polished brass, number N133, with member's disc for 1928 to rear, 12cm high.

£100 - 150

€120 - 180

**526
AN RAC ASSOCIATE MEMBER'S BADGE
WITH EARLY JUNIOR CAR CLUB
ENAMEL CENTRE,**

polished brass, number J526, 12cm high.

£100 - 150

€120 - 180



524 - 528



535



536

527
AN RAC ASSOCIATE MEMBER'S BADGE WITH WESTERN INDIA AUTOMOBILE ASSOCIATION ENAMEL CENTRE,
brass, number N661, 12cm high.
£100 - 150
€120 - 180

528
AN RAC ASSOCIATE MEMBER'S BADGE WITH THE LANCASHIRE AUTOMOBILE CLUB ENAMEL CENTRE,
brass, number N363, discoloured, with worn member's disc for 1926 to rear, 12cm high.
£80 - 120
€100 - 150

529
AN RAC MEMBER'S BADGE BY ELKINGTON,
polished brass, number D9881, 14cm high.
£100 - 150
€120 - 180

530
THREE RAC BADGES,
comprising a large brass Associate badge with enamel Union Jack centre, number X2937, a small die-cast associate with blue diamond centre, number E 189168 and a flat backed member's badge number MCE09669.
(3)
£50 - 80
€60 - 100

531
THREE RAC ASSOCIATE MEMBERS BADGES,
comprising large brass badge with enamel Union Jack centre, number N185 by Elkington, a small die-cast Associate type with Union Jack centre, and a small Associate type with blue diamond centre.
(3)
£50 - 80
€60 - 100

532
TWO SMALL LIGHT CAR/MOTORCYCLE SIZE RAC ASSOCIATE MEMBER'S BADGES BY COLLINS OF LONDON,
one with JCC enamel centre, front of base cut, the other numbered NJ9042 with Union Jack centre (varnished), and a larger RAC associate disc shaped badge with blue diamond enamel centre.
(3)
£100 - 150
€120 - 180

533
FOUR RAC BADGES,
comprising small Member's badge and three associate badges, one lacking enamel centre.
(4)
£50 - 70
€60 - 90

534
THREE COMMERCIAL MOTOR USER ASSOCIATION RAC ASSOCIATE BADGES,
different types comprising flat mounted type with three fixing points, numbered 3206 to rear, flat mounted type with flat mounting bracket numbered 19596, and a radiator mounted type (lacking enamel) numbered 12713.
(3)
£100 - 150
€120 - 180

535
A GUILD OF MASTER MOTORISTS ENAMEL MEMBERS BADGE BY THE BIRMINGHAM MEDAL CO,
with membership from 1896 to 1938, 13cm high.
£100 - 200
€120 - 250

536
A GUILD OF MASTER MOTORISTS ENAMEL MEMBERS BADGE BY THE BIRMINGHAM MEDAL CO,
with membership from 1913 to 1937, 13cm high.
£100 - 200
€120 - 250

537

**A SET OF TOYE KENNING & SPENCER
REPLICA BROOKLANDS BADGES,**

comprising BARC member, committee member, 120 and 130mph types, Flying Club, Aero Club and Brooklands School of Flying Ltd, the largest 12cm high.

(7)

£100 - 200

€120 - 250

538

ASSORTED MOTORING BADGES,

including VCC, TCF, FFAE, Jersey Channel Islands Aero Club, RREC, CMUA, HCVC and a Toye Kenning & Spencer replica Brooklands Flying Club badge.

(Qty)

£100 - 200

€120 - 250

539

THREE MOTOR-SPORT CLUB BADGES,

comprising BARC Brooklands member's badge, a British Racing & Sports Car Club badge by Collett badges, numbered 7910 and a Junior Car Club badge numbered J2523, mounted on a display base.

(3)

£250 - 350

€310 - 430

540

**A GOOD BADGE BAR MOUNTED WITH
FIVE ENAMEL BADGES,**

comprising Brooklands Aero-Club by Spencer of London, number 188, a BARC Brooklands member's badge by Spencer of London number 964, a National Motorists Association badge by Collins, and RAC Associate member's badge with blue diamond enamel centre and a Junior Car Club members badge by Elkington & Co, number J2526, the badge bar is 69cm long overall.

£1,200 - 1,400

€1,500 - 1,700

541

ASSORTED LAPEL BADGES AND PINS,

including RAC British GP with date bars, HCVCs, Historic Commercial Vehicle Club, Lucas, Bentley Drivers Club, T.T 1960, R.R.E.C and others, including some key fobs.

(Qty)

£60 - 80

€70 - 100

542

**ASSORTED COACH PLATES, BADGES,
TAX DISC HOLDER, KEY FOBS, PLAQUES
AND DASHBOARD PLATES,**

including Dennis patent turbine engine, Coventry Climax engines, Morris-Commercial Cars Ltd, Morris Light Van, Mercedes Benz and other items.

(Qty)

£80 - 100

€100 - 120



540



545



547

543

**ASSORTED STICKERS, PATCHES,
BADGES, FLAGS, PENNANTS, PASSES
AND OTHER COLLECTABLES.**

(Qty)

£30 - 40

€40 - 50

544

**A LEYLAND 'BY APPOINTMENT'
ENAMEL BADGE,**

embossed, finely detailed, loss of enamel to base plaque, 14cm high.

£80 - 120

€100 - 150

545

**A LEYLAND 'BY APPOINTMENT'
ENAMEL BADGE,**

embossed, finely detailed, 14cm high.

£120 - 150

€150 - 180

546

**A LEYLAND ATLANTEAN ENAMEL
BADGE,**

lettering and background painted black, 38cm wide, mounted on a shaped backboard, together with a Leyland Metal Framed Body coachbuilder's plaque mounted on a board.

(2)

£100 - 150

€120 - 180

547

**A LEYLAND ATLANTEAN ENAMEL
BADGE,**

lettering and background painted light-blue, 38cm wide, mounted on a backboard, together with a Leyland cast alloy panel with raised lettering mounted on a board.

(2)

£100 - 150

€120 - 180



548



549



550



554 (part)



559



548
A LEYLAND LEOPARD ENAMEL BADGE,
with blue painted lettering and background,
38cm wide, mounted on a shaped wooden
backboard.
£100 - 150
€120 - 180

549
A LEYLAND ROYAL TIGER ENAMEL
BADGE,
with dark blue painted lettering and
background, 38cm wide, mounted on a
shaped wooden backboard.
£100 - 150
€120 - 180

550
A LEYLAND TIGER CUB ENAMEL
BADGE,
with blue painted lettering and background,
38cm wide, mounted on a shaped wooden
backboard.
£100 - 150
€120 - 180

551
THREE COMMERCIAL VEHICLE
BADGES,
comprising Dennis, Albion and AEC, together
with a prancing horse in cast alloy, two
hackney carriage plates, two cast alloy
numbered plates '2284', a painted numbered
plate '2635' and a Kaiser-Frazer Owners Club
plaque.
(10)
£60 - 80
€70 - 100

552
FIVE SMALL SIGNS,
comprising a cast Shell, and enamel
Precautions Against Fire sign, an enamel
Nickel-Ferrous battery warning sign, a petrol
pump sight glass sign and a Tecalemit arrow.
(5)
£40 - 60
€50 - 70

553
ASSORTED TINS AND CANS,
including Royal Daylight cone topped can,
Prices Motor Lubricants, Castrol Gear Oil,
Shell Motor Oil, Mobiloil, a can of Royal
Snowdrift oil with under-bonnet mounting
bracket and others together with a trade card
displaying Collett electrical connectors.
(Qty)
£60 - 100
€70 - 120

554
ASSORTED TINS AND CANS,
including a conical Mobiloil Arctic can,
Mobiloil TT, Castrol F Gear Oil, Luvax, Filtrate,
Renzoyle and others.
(Qty)
£40 - 60
€50 - 70

555
ASSORTED SMALL TINS AND CANS,
including Carbide of Calcium, Dunlop tyre
pressure gauge, Romac puncture repair tins
and others including biscuit tins depicting or
made in the shape of buses.
(Qty)
£30 - 50
€40 - 60

556
ASSORTED OIL CANS, POURERS AND A
COPPER FUNNEL,
the oilers including Braimes and Kayes types.
(Qty)
£30 - 40
€40 - 50

557
SIX OIL POURING JUGS,
for Shell (three sizes), Prices (two sizes) and
Castrol.
(6)
£60 - 100
€70 - 120

558
A WAKEFIELD CASTROLLO 3 GALLON
CAN,
for the upper cylinder lubricant.
£20 - 30
€30 - 40

559 ♦
TWO OIL BOTTLE RACKS,
comprising Castrol and Essolube, together
with ten assorted oil bottles.
(Qty)
£60 - 80
€70 - 100

560 ♦

ASSORTED OIL CANS AND FUEL CANS,

including 5 gallon Castrol; Golden Film Oil and others; together with two forecourt dispensers, three funnels and two fuel cans. (Qty)

£50 - 60

€60 - 70

561

ASSORTED OIL JUGS AND POURERS,

including Castrol, Esso, Royal Snowdrift, Mobiloil and Shell X-100 others for Shell and B.P anti-freeze, together with Redline petrol filter/ funnel and two other small funnels. (Qty)

£50 - 80

€60 - 100

562 ♦

A SHELL 50 GALLON OIL DRUM CABINET,

patented 1897, half lid opens to bronze pump and perforated inner lid, complete with wooden dip stick.

£40 - 60

€50 - 70

563 ♦

AN ESSOLUBE MOTOR OIL HAND-CRANKED FORECOURT PUMP,

base metal reservoir, base metal pump by Gilbert & Barker, with skeleton pump to top and dip stick for 39 gallons, 123cm high overall.

£40 - 60

€50 - 70

564 ♦♦

AN ANGLO AMERICAN OIL CABINET, DOUBLE OIL PUMP CABINET FOR PRATT'S MOTOR OIL,

weathered, with roll-over lid opening to twin pumps with glass delivery reservoirs, each with Essolube HD-20 tag, one dipstick cap missing, 143cm high when closed.

£50 - 80

€60 - 100

565 ♦♦

TWO GEAR OIL CABINETS,

weathered one finished green for BP oil, the other red for Shell x-100, both with dipsticks, each 149cm high.

(2)

£20 - 30

€30 - 40

566 ♦♦

AN ANGLO AMERICAN OIL CABINET FOR ESSOLUBE MOTOR OILS,

metal framework with roll-over lid opening to two hand-cranked oil pumps, one pump tagged SAE-30 the other SAE 50, one dipstick missing, with price list to inside of lid, 143cm high when closed.

£40 - 60

€50 - 70



572

567 ♦

A GILBERT & BARKER TYPE 281 SKELETON PETROL PUMP,

over painted black, 201cm high, complete with hose and nozzle, together with a fuel drum type hand-cranked pump, rusted.

(2)

£60 - 80

€70 - 100

568 ♦

A GILBERT & BARKER TYPE 281 SKELETON PETROL PUMP,

over painted red, complete with hose and nozzle, 201cm high.

£60 - 80

€70 - 100

569 ♦

A WAYNE SKELETON PETROL PUMP,

over painted green and red, complete with hose and nozzle, 204cm high overall.

£60 - 80

€70 - 100

570 ♦

AN AVERY-HARDOLL LTD HAND-CRANKED PETROL PUMP MODEL FP,

painted yellow and black, complete with hose and nozzle, 194cm high overall.

£60 - 80

€70 - 100

571 ♦

A BOWSER HAND-CRANKED SKELETON PETROL PUMP,

over painted blue, complete with hose and nozzle, 212cm high overall.

£60 - 80

€70 - 100

572

A ROYAL FLYING CORPS CAR MASCOT,

cast brass, with wing-span 17cm, mounted on a black display base.

£140 - 200

€170 - 250



573

573

A WAR DEPARTMENT 'SUBSIDISED' CAR MASCOT,

brass wheel with royal crest to centre, originally a badge, now mounted as a mascot on a radiator cap, 15cm high overall.

£120 - 180

€150 - 220

574

A BRONZE ARMORIAL GRIFFIN,

the winged beast holding a shield, mounted on a radiator cap, 16.5cm high overall.

£60 - 80

€70 - 100

575

SIX CAR MASCOTS,

comprising forward sloping Bentley winged 'B'; a leaping Jaguar; a Policeman's helmet; a winged diving girl; an 'Indians' head and a replica 'Tommy' mascot.

(6)

£100 - 150

€120 - 180

576

SIX CAR MASCOTS,

comprising Rover Viking's head; Peugeot Lion; 'Biliken' figure; alloy Guy Motors Indian; a leaping Jaguar and a 'Tommy' lacking Eagle and rifle butt.

£100 - 150

€120 - 180

577

A UNEEK TWO-TONE BICYCLE BELL,

together with five other bicycle bells including an early lever operated two-tone bell with rotating strikers; three other double-tone bells and a Lucas single-tone bell.

(6)

£80 - 120

€100 - 150



584, 583

582

ASSORTED CYCLE LAMPS,

including five acetylene headlamps, comprising Lucas Calcia King number 318 plus box and two others by Lucas, one each by Miller and Powell & Hamner, together with a Lucas oil illuminated headlamp with a later pattern Silver King box, a Powell and Hamner Citadel, oil illuminated tail lamp, and a similar Lucas tail lamp, two acetylene tail lamps, one by Miller, the other Camelinax, a Lucas number 329 Signa reflector and two hand-held torches.

(Qty)

£100 - 200

€120 - 250

583

A CAST IRON CYCLE STAND 'THE OCYPUS',

with central hinge and two sets of wheels, circa 1908, 62cm long.

£100 - 150

€120 - 180



586

584 ♦

A CHILD'S VELOCIPEDE,

metal framed with sprung saddle bar, split trailing fork with foot rest, split fork to front hub, adjustable cranks with bowl pedals, straight handle bars turned grips, front driving wheel wooden and metal rimmed with opposed radial spokes, 62cm diameter, trailing wheel of similar design, 48cm diameter, and simple pan saddle.

£500 - 700

€610 - 860

585 ♦

A GILLOTT LIGHTWEIGHT TOURING BICYCLE 23 INCH FRAME, NUMBER 554145,

with decorative lugs, makers badge to headstock, Brooks model B17 champion narrow leather saddle, Gb Coureur calliper brakes to front and rear, Le Simplex gear to derailleur type gear changer, 10 speed bicycle, cranks with rat trap pedals.

£60 - 80

€70 - 100

586 ♦

A 54 INCH 'PREMIER' TYPE DHF ORDINARY BICYCLE,

back bone, handle bar and front forks restored, black with coach lining, round tapered back bone, the front wheel crescent rim, opposed radial spokes to hub fitted with nicked ordinary lamp, adjustable cranks with white rubber pedal box, trailing rear wheel 17in diameter, sprung saddle frame with restored leather saddle on old pan, wooden block and post restored, drop handle bars with turned wooden grips, simple lever brake to right hand.

£1,000 - 1,500

€1,200 - 1,800

578

TWO SETS OF BICYCLE HANDLE BARS,

mounted with assorted bicycle bells, including Lucas and Shamrock type bells.

(Qty)

£80 - 120

€100 - 150

579

A RARE POWELL & HAMNER EMBOSSED TIN SIGN,

advertising P&H Cycle & Motor Lamps, 19x28cm.

£50 - 80

€60 - 100

580

NINE SHELF EDGE ADVERTISING STRIPS EACH PRINTED TIN,

comprising seven for Dunlop; one Powell and Hamner lamp and one Lucas king of the road, the largest 48cm wide.

(9)

£70 - 100

€90 - 120

581

EIGHT SHELF EDGE ADVERTISING STRIPS EACH PRINTED TIN,

comprising six for Dunlop and two for Lucas products, each 46cm wide.

£60 - 90

€70 - 110

587

ASSORTED BULB HORNS,

including Desmo and Lucas types.

(9)

£90 - 120

€110 - 150

588

A BOA CONSTRICTOR HORN,

large elbow trumpet, with fly mesh and bulb, 194cm long overall.

£350 - 450

€430 - 550

589

A PAIR OF LUCAS SELF-GENERATING ACETYLENE LAMPS,

model 584, polished brass body, stirrup mounted with 5.5 inch diameter lenses.

(2)

£400 - 500

€490 - 610

590

A PAIR OF POWELL & HAMNER SELF-GENERATING ACETYLENE HEADLAMPS,

polished brass body, with internal generator, stirrup mounted with 6 inch diameter lenses, one back panel replaced and one lens replaced.

(2)

£350 - 450

€430 - 550

591

AN EMPTY RUNNING BOARD MOUNTED TOOL-BOX,

29 x 44 x 22cm, offered for sale with two keys.

£100 - 150

€120 - 180

592

A DUNLOP JUNIOR FOOT PUMP,

with original pine packing crate.

(2)

£50 - 70

€60 - 90

593

A DUNLOP NUMBER ONE DOUBLE ACTING HAND PUMP,

polished brass body with mahogany handle, in original cardboard box.

(2)

£50 - 70

€60 - 90

594

A MICHELIN PORTABLE COMPRESSOR,

with seated figure of 'Bibendum' in cast alloy, 26 inches high overall.

£200 - 300

€250 - 370

595

A JELLY-MOULD LIGHT SWITCH,

polished brass with black ceramic base, together with another period switch with white ceramic base.

(2)

£60 - 100

€70 - 120



589

596

A JOSEPH LUCAS HAND PUMP,

with polished brass body, cast footrests with gauge, the handle replaced.

£40 - 60

€50 - 70

597

A MOTORIST'S DASHBOARD MOUNTED POCKET-WATCH HOLDER,

brass construction, with removable front case fitted with lens, opening to space to house gentleman's pocket watch, currently fitted with Ingersoll pocket-watch, the holder 12cm in diameter.

£50 - 80

€60 - 100

598

AN F. SMITH & SONS DASHBOARD MOUNTED TIME PIECE,

white enamel dial with Arabic numerals, 12 hour, blued steel hands some crazing to the dial, bezel 7cm diameter, in angled dashboard mount.

£60 - 100

€70 - 120

599

ASSORTED MIRRORS INCLUDING,

J & R Oldfield Ltd circular dependence type, Autoscope and Desmo rear-view mirrors, Smith & Sons rectangular mirror and others together with some mirror fitting.

(Qty)

£50 - 60

€60 - 70

600 ♦♦

TWO GLAZED DISPLAY CABINETS,

small counter-top type with prices 1d, 2d, 3d and sliding glass panels, 48cm wide, together with a bow fronted, mirror backed cabinet, 93 x 23cm.

(2)

£50 - 80

€60 - 100

601 ♦

A SLOPE FRONTED SHOP COUNTER DISPLAY CABINET,

for Pascall's Confectionary and Chocolates, double doors to rear, two glass shelves, base panel cracked, 63 x 24 x 46cm.

£100 - 150

€120 - 180



595



606

602 ♦♦

A LARGE GLAZED SHOP COUNTER DISPLAY CABINET,

with sliding doors for access to rear, mounted on modern casters, fitted with adjustable shelves, 230x89x47cm. Requires repair.

£80 - 120

€100 - 150

603 ♦♦

A GLAZED DISPLAY CABINET,

single door for access to rear, two glass shelves, 97 x 51 x 36cm.

£40 - 60

€50 - 70

604 ♦♦

A CADBURY'S CHOCOLATE SHOP COUNTER DISPLAY CABINET,

with etched glass panel to front, one side panel cracked, double sliding doors, fittings to take two shelves, wooden frame, with front rail embossed 'Cadbury's Bourneville', 71 x 80 x 42cm.

£80 - 120

€100 - 150

605

A FLOOR MOUNTED WARNING BELL,

polished brass, 13cm diameter, with homemade 'nail' striker.

£80 - 120

€100 - 150

606

A PAIR OF RARE SHAND MASON & CO FIRE ENGINE LAMPS,

oil illuminated, polished copper squared bodies with brass detailing and makers plaques, circular 4 inch front lens, side flange mounting bracket, 26cm high with leather covered handle to top.

(2)

£800 - 1,200

€980 - 1,500



609



621

607

A SINGLE MFB FIRE ENGINE LAMP,
oil illuminated, polished copper squared body with brass detailing, number 44 to front, left hand lamp, circular 4 inch front lens, side flange mounting bracket, 26cm high.

(2)
£300 - 400
€370 - 490

608

A SINGLE LFB FIRE ENGINE LAMP,
oil illuminated, polished copper squared body with brass detailing, right hand lamp, circular 4 inch front lens, side flanged mounting bracket, 26cm high.

(2)
£300 - 400
€370 - 490

609

A LARGE ACETYLENE GENERATOR BY BESNARD,
running board mounted type, squared brass body, with copper makers plaque marked 'Automobiles Eclairage Portatif', with cylindrical generator, twin taps, handle and locking lever (inoperative) to lid, 27cm high overall.

£100 - 200
€120 - 250



611

610

THREE ELECTRIC HORNS,
comprising polished brass Apollo 32cm long, bent to rear casing, a Robert Bosch model Ulla12 elbow trumpet with copper plated trumpet together with an under bonnet klaxon.

(3)
£60 - 100
€70 - 120

611

A SIRENO COMPANY UNIOR ELECTRIC SIREN,

6 volt brass with maker's plaque, 13cm diameter trumpet with cast metal bracket.

£80 - 120
€100 - 150

612

AN L'AUTOVOX ELECTRIC HORN CIRCA 1908,

12 volt number c3549, 18 inch diameter trumpet with fly mesh, complete with cast 'T' shape mounting bracket.

£500 - 700
€610 - 860

613

A RARE 'ESCARGOT CIRCULAIRE' MODEL 220, TWO-TONE MOTOR HORN,

French, circa 1905, 22cm diameter trumpet, some soldered repairs, twin tubes leading to double bulbs to rear, with block mounting bracket.

£180 - 240
€220 - 290

614

THREE BRASS BULB HORNS,

comprising a Lucas number 38 horn, lacking reed and bulb, a Desmo double twist horn and an unmarked single twist horn.

(3)
£60 - 100
€70 - 120

615

A HOWES & BURLEY UNUSUAL DOUBLE TWIST HORN, BRITISH CIRCA 1908,

tapered coils behind 17cm diameter trumpet, with fly mesh to centre and circular mounting bracket.

£100 - 150
€120 - 180



613

616

THREE BRASS BULB HORNS,

comprising Lucas number 38 double twists (working, requires bulb); a double twist oval trumpet (repaired) unmarked, and a large single twist horn.

(3)
£80 - 120
€100 - 150

617

A LARGE DOUBLE TWIST BULB HORN,

with decorative joints to tubing, 17.5cm diameter trumpet (repaired), with ball volumizer and reed, bulb perished but working.

£50 - 70
€60 - 90

618

THREE DOUBLE TWIST BULB HORNS,

comprising two Lucas number 38 Japanned black, one with bulb and an unmarked polished brass horn.

(3)
£80 - 120
€100 - 150

619 ♦

A SCRIBBANS & CO RICH CAKES SHOP COUNTER DISPLAY CABINET,

glazed ventilated door to rear, etched glass panels to side lid replaced, 70 x 43 x 32cm.

£80 - 120
€100 - 150

620

A PAIR OF SHAND MASON & CO LANTERNS,

Japanned black with polished brass detailing, oil illuminated, with three inch bevelled front lens, shaped side lenses (one cracked, one missing), with wire handle to top, handles to rear with mounting clip.

(2)
£400 - 500
€490 - 610

621

A PAIR OF GEO GROU & SONS OIL ILLUMINATED COMMERCIAL VEHICLE LAMPS,

each Japanned black, with polished brass brightwork, square bodies, 4inch diameter main lens, squares bevelled side lens, side flange mount, with locking nut.

(2)
£500 - 700
€610 - 860

622

A GOOD PAIR OF GEO GROU & SONS OIL ILLUMINATED COMMERCIAL SIDE LAMPS,

model number 303, each marked C.P & Co numbered 25 & 26, Japanned black body, with polished brass brightwork, 5 inch diameter bulls-eye lens, (ones lens ring cracked), bevelled side lens, heavy sprung brackets, 24cm high overall.

(2)

£500 - 700

€610 - 860

623

A GEO GROU & SONS OIL ILLUMINATED 'PATHFINDER' HEADLAMP,

to suit commercial vehicle, Japanned black with polished brass brightwork, 7 inch diameter lens, with semi-circular fuel reservoir, and 1 inch burner patented 1864, stirrup mounted and a simple flat chimney, 30cm high overall.

£400 - 500

€490 - 610

624

A GEO GROU & SONS OIL ILLUMINATED TAIL LIGHT,

Japanned black with rear spade mount, 3 inch diameter ruby lens with twin clear side lenses, fitted with Sherwoods burner, 19cm high overall.

£100 - 150

€120 - 180

625

A GEO GROU & SONS OIL ILLUMINATED TAIL LAMP,

Japanned black with polished brightwork, marked T.M.F & S Ltd, vapourite burner, converted to electricity, 2.5inch diameter ruby lens, clear side lens with spade mount to rear 22 cm high overall.

£100 - 150

€120 - 180

626•

A GEO GROU & SONS COMMERCIAL VEHICLE LAMP SALES CATALOGUE FOR FEBRUARY 1912,

10 numbered pages, illustrated and with prices, 8vo.

£40 - 60

€50 - 70

627

A PAIR OF SCRATCH BUILT MODEL COMMERCIAL VEHICLE LAMPS,

7cm high.

(2)

£40 - 60

€50 - 70

628

ASSORTED GEO GROU & SONS EPHEMERA,

comprising a commercial vehicle lamp sales catalogue for February 1912, 10 numbered pages, illustrated and with prices, 8vo; two pictorial calendars for 1914/15 and a photograph of the Geo Grou Lamp-works in Northampton Street London, framed and glazed (cracked). NB:-The frame is very sharp.

(4)

£80 - 120

€100 - 150

629

ASSORTED AUTOMOBILIA,

including a Trunce 'Anti-bandit Hand grenade' as seen in 'The Motor' 1932 (discharged = Trunce-1 Bandits-0) together with a photocopy of the page in remains of cardboard box; a Goodyear tyres ashtray; Lucas spare blub carrier; Lucas D20 adjustable interior light; Dunlop magnifier; Notek ashtray; a grease gun; a Miller rear lamp and other items.

(Qty)

£40 - 60

€50 - 70

630

A LARGE CAV OVAL TRUMPET ELECTRIC HORN 'KLAXON TYPE',

12 volt, nickel plated bright work, 21cm wide oval trumpet, 29cm long overall.

£70 - 100

€90 - 120

631

A SMALL OLDFIELD DEPENDENCE SIDE LAMP,

square body with 2 ¼ inch Bulls eye, two tiered chimney, threaded side mounting, 19cm high overall.

£50 - 60

€60 - 70

632 ♦♦

A GLAZED SIDEBOARD CABINET,

with inlaid decoration and beading to front panel, glazed doors and side panels with two shelves, back panel repaired, 88 x 77 x 35cm.

£40 - 60

€50 - 70

633 ♦♦

A 'TERRY' OF YORK GLAZED SHOP COUNTER DISPLAY CABINET,

wooden frame with etched side panels, glazed doors to rear, fittings for two shelves (one missing), 77 x 81 x 46cm.

£70 - 100

€90 - 120

634 ♦♦

A LARGE GLAZED SHOP COUNTER DISPLAY CABINET BY DUDLEY & CO LTD,

wooden framed, three glazed rear doors (one lacking glass), mounted on wheels, 239 x 58 x 89cm, with internal fittings for glazed shelf.

£60 - 80

€70 - 100



630

635 ♦♦

A HABERDASHER'S 20 DRAW GLAZED DISPLAY CABINET,

Beech framed with glazed top, front and side panels, graduated draws open to rear, two measures fitted to top of cabinet at rear, mounted on castors, 178 x 97 x 58cm.

£70 - 100

€90 - 120

636

A PAIR OF ELECTRIC HEADLAMPS BY CAV,

brass conical shape, with 7inch bevelled lens, stirrup mounted, with fittings to rear.

(2)

£150 - 200

€180 - 250

637

A PAIR OF CAV BULLS-EYE TORPEDO ELECTRIC SIDELIGHTS,

polished brass with maker's badge, 2½ inch lens.

(2)

£50 - 70

€60 - 90

638

A PAIR OF CAV MODEL G BELL-SHAPED ELECTRIC HEADLAMPS,

polished brass with maker's plaque, stirrup mounted, 8½ inch diameter bevelled lens.

(2)

£300 - 400

€370 - 490

639

A PAIR OF CAV MODEL F BELL-SHAPED ELECTRIC HEADLAMPS,

polished brass with maker's plaque, stirrup mounted, 9 inch diameter bevelled lens.

(2)

£300 - 400

€370 - 490

640

FOUR CAV ELECTRIC LAMPS,

comprising a model B headlamp, a model D headlamp, a GS sidelamp and an FS sidelamp.

(4)

£50 - 70

€60 - 90



642



643

644



649



652



653

641

A PAIR OF CAV MODEL ES ELECTRIC SIDELIGHTS,

polished brass body with side flange mount, 3½ inch lens, with ruby tell-tale to rear.

(2)

£50 - 70

€60 - 90

642

A LARGE ACETYLENE GENERATOR BY BESNARD,

running board mounted type with mounting frame fitted to base, squared brass body, with maker's plaque indistinctly marked 'Automobiles Eclairage Portatif', with cylindrical generator, handle to lid, 27cm high overall.

£100 - 200

€120 - 250

643

AN ACETYLENE GENERATOR,

Portuguese, running board mounted type, with maker's plaque indistinctly marked 'Automovil****Lisboa', with cylindrical generator, handle and tap to top, 24cm high overall.

£80 - 120

€100 - 150

644

A BRC ALPHA LARGE ACETYLENE GENERATOR,

running board mounted type, squared brass body, with maker's plaque, model 2000, with cylindrical generator, double tap and handle to lid, 35cm high overall.

£150 - 250

€180 - 310

645

A LARGE 'GOLDENLYTE' ACETYLENE SEARCHLIGHT BY S. SMITH & SONS,

polished brass body with many cooling perforations, stirrup mounted, replaced flat 8 inch lens (cracked) mirrored back tinted orange with 'gilded' reflector.

£150 - 200

€180 - 250

646

A PAIR OF 'DUCO' TORPEDO ELECTRIC SIDELIGHTS BY BROWN BROTHERS,

brass body with side flange mount, 2½ inch bull-eye lens (one chipped).

£50 - 70

€60 - 90

647

A NEAR PAIR OF NIRONA ACETYLENE SIDELAMPS,

polished brass, 5½ inch diameter lens, stirrup mounted, each with different trade plaque applied to simple flat chimney.

(2)

£200 - 300

€250 - 370

648

A PAIR OF LUCAS MODEL G274 ELECTRIC SIDELAMPS,

polished brass, 5 inch diameter lens, side flange mount, polished reflector, electric connector to rear.

(2)

£90 - 120

€110 - 150

649

AN L.DUBRULLE DASHBOARD MOUNTED OILER, CIRCA 1902,

to suit a six cylinder car, black painted reservoir with coach-lined decoration, maker's plaque to front, three visible drip valves, hand pump to top, mounted in a wooden frame 38 x 35 x 19cm.

£400 - 500

€490 - 610

650

A POWELL & HANMER ACETYLENE GENERATOR,

polished brass cylindrical type, 22cm high.

£60 - 90

€70 - 110

651

A PAIR OF RUSHMORE ELECTRIC SIDELIGHTS,

polished brass bell-shaped, stirrup mounted, 5 inch diameter lens, nickelled reflectors, electrical connector to underside.

(2)

£90 - 120

€110 - 150

652

A WADDINGTON 'TAMPERPROOF' TAXIMETER,

with enamelled 'For Hire' flag, re-painted blue casing, 7 inch dial, on wooden display base, 40cm high overall

£40 - 60

€50 - 70



665

653

AN 'ARON' TAXIMETER, NUMBER 5534, WITH PAINTED FLAG,

cast metal body with glazed window depicting fare and extras, bell to rear, 33cm high and a J & R Oldfield Dependence taxi 'For Hire' oil lamp, 21cm high.

(2)

£60 - 80

€70 - 100

654

A LARGE OIL ILLUMINATED LANTERN,

black painted casing, silver painted interior, brass wick burner marker 'Bulpitt', three glass panels one fitted as a door, top and lid hinge to aid cleaning, with wooden handle to top, 53cm high overall.

£80 - 120

€100 - 150

655

A BEDFORD PATENT MOTOR LAMP BY A. RUSSELL OF WALLSAL,

oil illuminated, polished brass body, stirrup mounted with movable bail handle, 6 inch diameter convex lens, 28cm high overall.

£100 - 150

€120 - 180

656

A LUCAS MODEL 721 'KING OF THE ROAD' OIL ILLUMINATED SIDE LAMP,

Japanned black with nickel plated brightwork, new/old stock, hardly used, with remains of original label, 4 inch diameter lens, side flange mounted.

£100 - 150

€120 - 180

657

A BRC ALPHA MODEL NUMBER 10 SELF GENERATION ACETYLENE LAMP,

marketed by Alfred Dunhill of London, polished brass body, with cross body acetylene generator, stirrup mounted, 6 inch diameter lens with 2½ inch bulls-eye.

£200 - 300

€250 - 370

658

A LUCAS SELF GENERATING ACETYLENE 'KING LIGHT' HEADLAMP MODEL NUMBER N51,

polished brass body with cross body generator, stirrup mounted, 6 ½ diameter concave lens, chimney fitted with copper makers plaques.

£200 - 300

€250 - 370



668

659

A LUCAS 'LANDALITE' SELF GENERATING ACETYLENE HEADLAMP MODEL NUMBER T53,

brass body with traces of nickel plating, cross body generator, stirrup mounted, 6 ½ diameter concave lens (cracked), chimney fitted with copper makers plaque.

£150 - 250

€180 - 310

660

A LUCAS SELF GENERATING ACETYLENE 'AUTOLITE' HEADLAMP MODEL NUMBER 596L,

Nickel plated brass body with internal cylindrical generator, stirrup mounted, 5½ diameter lens (cracked), inset with 2 ½ diameter bulls eye lens, chimney fitted with copper makers plaque.

£200 - 300

€250 - 370

661

A 'PERFECTA NOVA' SELF GENERATING ACETYLENE HEADLAMP,

polished brass body, stirrup mounted, 6½ inch diameter bevelled lens, makers plaque applied to chimney.

£200 - 300

€250 - 370

662

A SELF GENERATING ACETYLENE LAMP BY IMMEROVOEAM, MADE IN HESSE, GERMANY,

polished brass body, stirrup mounted, an internal cylindrical generator, 6 ¼ inch lens, makers make to rear of case.

£180 - 240

€220 - 290

663

A SELF GENERATING ACETYLENE HEAD LAMP, BRITISH,

polished brass body, with hinged lid to internal generating cylinder, with matching shaped chimney, 3 inch diameter bulls-eye behind 6 inch diameter convex lens.

£200 - 300

€250 - 370

664

A BLERIOXO ACETYLENE SEARCHLIGHT DRUM,

shaped brass body, flat simple chimney with maker's plaque, 8 inch diameter strip glass lens, turned wooden handle to rear, mirrored reflector, fitted with cast alloy bracket.

£200 - 300

€250 - 370

665

A PAIR OF LUCAS MODEL C250 COMMERCIAL VEHICLE SIDELIGHTS,

black painted casing, with cast alloy rims with built-in stirrup mounts, 3 inch diameter lens.

(2)

£80 - 120

€100 - 150

666

AN UNUSUAL OIL LANTERN BY C & B GADSDONE OF LONDON,

polished brass body with curved frontage and lens, bell shaped finial, hinged door to rear, 23cm high.

£50 - 80

€60 - 100

667

ASSORTED LAMPS AND LANTERNS,

including Cheutin & Cie oil sidelight, a candle tail lamp, a Lucas model G 266 electric side lamp, a Brolt side light, a brass bodied oil lamp, part painted blue; an interior dashboard light with bracket; hand lanterns and a Scania boxed tea light holder, in the shape of an oil lamp.

£60 - 90

€70 - 110

668

A FOUR TRUMPET LE TESTAPHONE BULB HORN BY CICCIA, FRENCH, CIRCA 1910,

polished brass body, all four trumpets differently sized, side mounting block (rubber bulb perished), 60cm long overall.

£400 - 600

€490 - 740

669



672



674



675



676



669
A SMALL THREE TRUMPET LE TESTAPHONE BULB HORN BY CICCÀ, FRENCH, CIRCA 1910,

brass with some nickel plating, fitted with white rubber bulb (perished), 42cm long overall.

£80 - 120

€100 - 150

670
A LARGE TECALEMIT TYRE PRESSURE GAUGE,

wall mounted, 24cm diameter, together with a portable Lucas pressure gauge company Ltd 'Masta' tyre gauge, 9cm diameter, with hose and valve; a Compton Parkinson Ltd Ammeter patented 1927, with leather case and a Dunlop printed tin tyre stand.

(4)

£40 - 60

€50 - 70

671
THREE DOUBLE TWIST BULB HORNS, comprising Lucas number 38 with bulb, a smaller unnamed horn marked 20/27 and another Lucas type, lacking bulb but fitted with fly mesh.

(3)

£60 - 90

€70 - 110

672
AN EIGHT DAY CAR CLOCK, white enamel dial (cracked and repaired), with black Arabic numerals, subsidiary seconds dial, blued steel hands, 6.5cm bezel, fitted in brass angled dashboard mount, stamped no13 to rear.

£50 - 80

€60 - 100

673
AN EIGHT DAY CAR CLOCK, SWISS MADE, white enamel dial, with black Arabic numerals, subsidiary seconds dial, blued steel hands, 6.5cm diameter bezel, fitted in brass angled dashboard mount, with some traces of nickel plate.

£70 - 100

€90 - 120

674

AN EIGHT DAY CAR CLOCK BY SMITH & SONS LTD,

Swiss made movement, white enamel dial (cracked), with black Roman numerals, blued steel hands, 7cm diameter bezel, fitted in brass dashboard mount.

£70 - 100

€90 - 120

675

A SMALL EIGHT DAY CAR CLOCK, SWISS MADE,

white enamel dial with black Roman numerals and blued steel hands, 5.2cm diameter bezel, fitted in an angled dashboard mount, with original paper fitting instruction, printed in three languages, pasted inside.

£60 - 80

€70 - 100

676

AN OMEGA CAR CLOCK, SWISS MADE, SOLD BY STORY OF BARROW,

white enamel dial with black Arabic numerals and blue steel hands, subsidiary seconds dial at 12 o'clock, 8.2cm diameter bezel, slight chip to lens, fitted to brass dashboard mount with locking back plate.

£200 - 300

€250 - 370

677

TWO CAR CLOCKS,

comprising Smiths model 'H' black dial with white and red numerals, 1 - 24, 7.5cm bezel and a Watford clock by North & Sons Ltd, nickel dial, black Roman numeral, blued steel hands, 8cm diameter bezel, lacking lens.

(2)

£40 - 60

€50 - 70

678

A GENTLEMAN'S POCKET WATCH DASHBOARD MOUNT,

turned brass, with 5.7cm diameter lens, lacking liner, front cover currently fused to back plate, 11.5cm diameter.

£20 - 30

€30 - 40

679

TWO SWITCHES,

comprising an Autocoil, brass on a Bakelite back plate with four position lever and a Vestale electrical switch with three position lever.

(2)

£40 - 60

€50 - 70

680

TWO SMALL GAUGES,

comprising Thornycroft oil pressure gauge, 4cm diameter bezel, and similar size modern air pressure gauge.

(2)

£20 - 30

€30 - 40

681

AN S. SMITH & SONS 30MPH

SPEEDOMETER, PATENTED 1911,

white dial, numbered 0-30, blued steel indicator with brass maximum needle, return button underneath, with mileometer, 10.5cm bezel with bevelled lens and bronze casing.

£80 - 120

€100 - 150

682

AN S. SMITH & SONS 50MPH

SPEEDOMETER,

white dial, numbered 5-50, blued steel indicator, with mileometer, 8cm bezel with bevelled lens, instrument casing nickel plated

£60 - 80

€70 - 100

683

A C. FROSHAM & CO 60MPH

SPEEDOMETER,

nickelled dial with mileometer and trip, numbered 5-60, blued steel indicator, 8.5cm diameter bezel with bevelled lens and extended mounting bracket.

£60 - 80

€70 - 100

684

A JONES 60MPH SPEEDOMETER, AMERICAN, PATENTED 1908,

nickelled dial with 5-60 scale, mileometer and trip, 7.5cm diameter bezel, bevelled glass lens.

£60 - 80

€70 - 100

685

A HUILES RENAULT BRASS OIL CAN, FRENCH,

embossed side panel, with simple handle, plunger action and long spout, 23cm long overall.

£50 - 70

€60 - 90

686

THREE SMALL OIL CANS,

comprising Lucas number 40 oiler, Lucas number 20 oil can and a Braime oil can.

(3)

£50 - 70

€60 - 90

687

ASSORTED AUTOMOBILIA,

comprising a 6 Volt Dekla type 41-L horn with cast alloy trumpet, a Cowey hand klaxon (seized), two divers helmet type rear lights, four Edwardian mirrors including a Reflectall patented 1907, and a J & R Oldfield Dependence type, a dog-bone radiator cap and parts of an internal speaker tube.

(Qty)

£100 - 150

€120 - 180



681 - 684



690

688 ♦♦

A LARGE GLAZED SHOP COUNTER DISPLAY CABINET,

wooden framed, glazed front, side and top panels, metal rack to house internal shelf, lacking doors to rear, wheeled, 184 x 84 x 60cm.

£40 - 60

€50 - 70

689 ♦♦

A HABERDASHER'S GLAZED DISPLAY CABINET,

beech framed with glazed top, front and side panels, glazed doors to rear, metal rack for internal glass shelf, wheeled, brass measure to top rail, 178 x 97 x 58cm.

£60 - 80

€70 - 100

690

A PAIR OF LUCAS 'LORILITE' MODEL NUMBER CM52,

commercial vehicle self generating acetylene headlamps, each brass lamp with cross body generator, mirrored reflector, 7 inch diameter convex lens, stirrup mounted, with maker's plaque to chimney.

(2)

£700 - 900

€860 - 1,100



692

691

A NEAR PAIR OF LUCAS 'DUPLEX' SELF GENERATING ACETYLENE HEAD LAMPS,

comprising one model 796 with mirrored reflector and concave lens, the other model 794 with polished reflector and flat lens, each brass bodied with twin under body generators, stirrup mounted, 7 inch diameter lens, copper maker's plaques to chimney.

(2)

£700 - 900

€860 - 1,100

692

A PAIR OF DUCELLIER OIL ILLUMINATING SIDE LIGHTS, FRENCH, MODEL 1286,

polished brass bodies, side flanged mounted with a two tier chimney and a detachable reservoir, 5¼ inch lens (one cracked and one missing, some wear to cases).

(2)

£220 - 300

€270 - 370

693

A PAIR OF F. P. CARELLO BROTHERS OIL ILLUMINATED SIDE LIGHTS, ITALIAN,

each polished brass bodies with side flange mount, simple chimney and detachable reservoir, 3½ inch diameter convex lens, one replaced with flat lens, 24cm high overall.

(2)

£200 - 300

€250 - 370



700

697

A PHARES A. DENICH SELF GENERATING ACETYLENE HEAD LAMP TYPE 45,

cylindrical internal generator, stirrup mounted, 7 inch diameter lens, polished reflector, copper maker's plate to chimney.

£200 - 300

€250 - 370

698

A LUCAS 'MOTOLITE' SELF GENERATING ACETYLENE HEAD LAMP MODEL NUMBER 384,

polished brass body, cross body cylindrical generator, 7 inch diameter concave lens fitted with central 3½ inch diameter bulls eye, single copper maker's plate to chimney.

£200 - 300

€250 - 370



701

699

A BLERIoT ACETYLENE HEAD LAMP, MODEL E945,

double domed brass case with Weldhen & Blériot retailer's plate to rear, stirrup mounted, 8½ inch diameter lens and polished reflector.

£100 - 150

€120 - 180

700

A MAGNIFICENT PAIR OF PROJETEUR BESNARD MODEL 523 SIZE 'C' ACETYLENE HEAD LAMPS,

each polished brass case with stirrup mount, polished nickel reflectors, 9 inch diameter magnifying lens, and pierced star decoration to chimney.

(2)

£1,500 - 2,000

€1,800 - 2,500



703

704

701

A PAIR OF LUCAS OIL ILLUMINATED HEAD LAMPS MODEL 644,

each polished brass body with side flange mount, 4½ inch diameter bevelled main lens, inset with 3 inch diameter bulls-eye, 'star-cut' side lens and two tiered chimney.

(2)

£900 - 1,200

€1,100 - 1,500

694

A LUCAS 'DUPLEX' SELF GENERATING ACETYLENE HEAD LAMP MODEL NUMBER 793,

Japanned black with polished brass bright work, twin under body generating cylinders, stirrup mounted, 6 inch diameter concave lens.

£250 - 350

€310 - 430

695

A LUCAS SELF GENERATING ACETYLENE HEAD LIGHT, MODEL NUMBER 470,

brass body with cylindrical internal generator, mantle tool and cleaning pick housed inside rear door, stirrup mounted, 7 inch diameter convex lens, copper maker's plaques on chimney.

£250 - 350

€310 - 430

696

A LUCAS 'DUPLEX' SELF GENERATING ACETYLENE HEAD LAMP MODEL NUMBER 786,

polished brass body, twin under body generating cylinders, stirrup mounted, 7 inch diameter concave lens, mirrored reflector, copper maker's plaque to chimney.

£250 - 350

€310 - 430

702

A NEAR PAIR OF SALSBURY-FLARE SELF GENERATING ACETYLENE HEAD LAMPS,

each black painted body with polished brass bright work, stirrup mounted, 6 inch diameter lens, polished reflector, handle cover opening to reveal, one with cylindrical, one with squared generators.

(2)

£400 - 500

€490 - 610

703

A MERRYWEATHER & SONS OIL ILLUMINATED FIRE ENGINE LAMP,
polished copper and brass with curved front door, simple curved chimney with brass maker's plate, 31cm high, and pole mounting bracket to base.
£200 - 300
€250 - 370

704

A SHAND MASON & CO OIL ILLUMINATED FIRE ENGINE LAMP,
polished copper and brass with curved front door, and matching curved oil reservoir, simple curved chimney with brass maker's plate, 31cm high, and pole mounting bracket to base.
£200 - 300
€250 - 370

705

A LE "KRAKFORT" MODEL M HAND CRANKED WARNING SIGNAL,
polished brass with 23cm long trumpet and wooden handle to rear, cast alloy mounting bracket, 35cm long overall.
£80 - 120
€100 - 150

706

A GOLIATH BULB HORN,
polished brass with pierced dome end, cast metal mounting brackets, 27cm wide.
£80 - 120
€100 - 150

707

A PAIR OF CAV MODEL 'D' DELUXE ELECTRIC SIDE LIGHTS,
each polished brass body with a side flange mount, 4 inch diameter convex lens, angled ruby side lens, right hand lamp lacking lens rim catch cover.
(2)
£140 - 200
€170 - 250

708

A PAIR OF CAV MODEL 'D' ELECTRIC SIDE LIGHTS,
each polished brass body with a side flange mount, 4 inch diameter convex lens, angled ruby side lens.
(2)
£140 - 200
€170 - 250

709

A PAIR OF CAV DIVER'S HELMET REAR LAMPS,
identical polished brass cases with flange mount and electrical connector, but with different lenses, main ruby lens 2 inch diameter.
(2)
£150 - 200
€180 - 250

710

A CAV DIVER'S HELMET TAIL LAMP,
polished brass case with flange mount and electrical connector, 2 inch diameter ruby lens similar clear lens to illuminated number plate and small side lens.
£50 - 70
€60 - 90

711

A DIVER'S HELMET TAIL LAMP WITH FLANGE MOUNT,
polished brass body and electrical connector to rear, with 2 inch main ruby lens and 1½ inch side lens, one clear and one ruby.
£50 - 70
€60 - 90

712

A DIVER'S HELMET TAIL LAMP WITH FLANGE MOUNT,
polished brass body with electrical connector to rear and 2 inch main ruby lens, two angled side lenses one clear (cracked) the other clear ribbed bulls-eye.
£50 - 70
€60 - 90

713

A LUCAS OIL ILLUMINATED TAIL LAMP,
polished brass body, flange mounted, 3¾ inch diameter ruby lens, 2 inch clear side lens.
£150 - 200
€180 - 250

714

A LUCAS OIL ILLUMINATED TAIL LAMP,
polished brass body, flange mounted, 3¾ inch diameter ruby lens, 2 inch clear angled side lens.
£150 - 200
€180 - 250

715

A PAIR OF LUCAS MODEL 631 OIL ILLUMINATED TAIL LAMPS,
each with polished brass body and flange mount, drum chimney, 2 inch diameter ruby lens, and 3 inch clear number plate lens.
(2)
£200 - 300
€250 - 370

716

A PAIR OF LUCAS MODEL 630 OIL ILLUMINATED TAIL LAMPS,
each Japanned black with polished nickel brightwork and flange mount, drum chimney, 2 inch diameter ruby lens and 3 inch clear number plate lens.
(2)
£250 - 350
€310 - 430



705



706



708



709



716



716

717
A PAIR OF J & R OLDFIELD DEPENDENCE OIL ILLUMINATED REAR LAMPS,
 each polished brass body, simple flat chimney with maker's name plate, 3 3/4 inch ruby lens (one replaced) and angled bevelled clear side lenses.
 (2)
£450 - 550
€550 - 680



717

718
A J & R OLDFIELD DEPENDENCE OIL ILLUMINATED TAIL LIGHT, PATENTED 1904,
 small version, polished brass body with simple flat chimney and maker's name plate, 3/4 inch diameter main lens.
£150 - 250
€180 - 310

719
A LUCAS MODEL 634 OIL ILLUMINATED BACK LIGHT,
 polished brass body, flange mount and drum chimney, 1 1/4 inch diameter bevelled ruby lens with 3 inch number plate lens.
£100 - 150
€120 - 180



724

720
A HOWES & BURLEY OIL ILLUMINATED TAIL LAMP,
 model 1100, polished brass body with flange mount and two tier chimney, 2 inch diameter ruby lens, 3 1/2 inch diameter clear bevelled number plate lens.
£80 - 120
€100 - 150

721
A BLERIOT OIL ILLUMINATED TAIL LAMP,
 polished brass body, flange mount with pierced chimney with copper maker's plaque, reservoir and burner removes for cleaning and re-filling, 4 inch diameter white edged convex ruby lens, with smaller green side lenses.
£150 - 250
€180 - 310



725

722
A LUCAS MODEL 432 OIL ILLUMINATED TAIL LAMP,
 polished brass body with black painted reservoir, 3 1/2 inch diameter ruby lens and twin angled side lenses, rims replaced with copper, flange mount and two tier chimney.
£80 - 120
€100 - 150



726

723
AN OIL ILLUMINATED TAIL LAMP,
 polished brass angular body, flange mount with 2 1/2 inch diameter ruby lens with bevelled side lenses, 27cm high overall.
£100 - 150
€120 - 180

724
A PAIR OF EDGES MOTOR LAMPS BY LUCAS,
 oil illuminated with polished brass body, side flange mount loop handle, 4 inch diameter main lens, ruby tell-tale to rear.
 (2)
£400 - 500
€490 - 610

725
A PAIR OF LUCAS MODEL 744 OIL ILLUMINATED SIDE LAMPS,
 each polished brass body and side flange mount with two tier chimney, loop handle to top, 5 inch diameter convex lens, ruby tell-tale to rear.
£300 - 400
€370 - 490

726
A PAIR OF CHEUTIN & CIE OPERA SIDE LIGHTS, FRENCH, CIRCA 1910,
 oil illuminated, converted to electricity, squared brass bodies with flange mount, pierced chimney, teardrop reservoir, 3 inch square bevelled glass lenses, one blue with star burst decoration in each lamp.
 (2)
£140 - 200
€170 - 250

727
A POWELL & HANMER OIL ILLUMINATED SIDE LIGHT FOR THE WAR DEPARTMENT,
 polished brass body, two tiered chimney, heavy cast mounting brackets for stirrup or flange mounting, 4 inch bevelled glass lens.
£80 - 100
€100 - 120

728
A PAIR OF HOWES & BURLEY MODEL 1029 OIL ILLUMINATED SIDE LAMPS,
 polished brass body with two-tiered chimney and flange mount, 3 1/2 inch diameter convex lens with tell-tale ruby lens to rear.
 (2)
£120 - 200
€150 - 250

729
A PAIR OF POWELL & HANMER MODEL 515 OIL ILLUMINATED SIDE LAMPS,
 each polished brass body with two tiered chimney and flange mount, 4 inch diameter lens (one replaced) with tell-tale ruby to rear.
 (2)
£120 - 200
€150 - 250

730
A MAMMOTH OIL ILLUMINATED HEADLAMP BY THE 20TH CENTURY MFG CO, NEW YORK,
 polished brass body, with two tier chimney and loop handle, 5 inch diameter ribbed bulls-eye lens, faceted rear ruby lens and stirrup flange mounts.
£100 - 200
€120 - 250

731

A PAIR OF LUCAS MODEL 653 OIL ILLUMINATED SIDE LIGHTS,

each polished brass body, two-tiered chimney with side flange mount and loop handle, 4 inch diameter bevelled lens fitted with 2½ inch diameter bulls-eye lens.

(2)

£250 - 350

€310 - 430

732

A 'THE MILLER' OIL ILLUMINATED SIDE LIGHT, BY H. MILLER LTD,

polished brass body, two-tiered chimney, with side flange mount and loop handle, 4¼ inch diameter main lens and ruby tell-tale to rear.

£80 - 120

€100 - 150

733

A PAIR OF LUCAS MODEL 514 ELECTRIC SIDE LIGHTS,

each polished brass bell shaped body with side flange mount and electric connector to rear, 5 inch diameter flat lens.

(2)

£100 - 200

€120 - 250

734

A PAIR OF CAV MODEL 'L' ELECTRIC SIDE LIGHTS,

each squared polished brass body, with side flange mount, 4 inch squared lenses, each lamp had star burst pattern lens (one chipped to corner), ruby tell-tale to rear.

(2)

£150 - 200

€180 - 250

735

TWO RARE BLERIOT OVAL ACETYLENE HEAD LAMPS,

models 609 and C408, near pair with slight differences to lens rim, badging and top ventilator cover, each brass body (one nickelled) with rear stirrup mount, 29cm high oval lens, polished reflector.

(2)

£800 - 1,200

€980 - 1,500

736

AN EXHAUST WHISTLE,

painted black body and polished bright work, sprung levered cap to one end, 17cm high overall.

£80 - 120

€100 - 150

737

A GOOD FOUR TRUMPET LE TESTAPHONE BULB HORN, FRENCH, CIRCA 1910,

number 4893, polished brass with side block mount, adjustable top dial with positions for 'single', 'marche' or 'stop', 66cm long overall.

£700 - 900

€860 - 1,100



735



737

738

A PAIR OF DUCELLIER MODEL 1616 ELECTRICAL SIDE LAMPS, FRENCH,

each coach lamp style brass body with side flange mount, bevelled clear lenses, 23cm high overall.

(2)

£250 - 350

€310 - 430

739

A PAIR OF DUCELLIER MODEL 1503 OIL ILLUMINATED SIDE LAMPS, FRENCH,

each polished brass body with side flange mount and two-tiered chimney, 5½ inch diameter clear lens, the left lamp fitted with part green shade.

(2)

£250 - 350

€310 - 430

740

A GOOD PAIR OF BLERIOT OIL ILLUMINATED SIDE LAMPS,

polished brass body with side flange mount and two-tiered chimney, squared bodies with 5 inch wide bevelled glass lenses, hinge opening on one lens and door, fitted with faceted ruby tell-tale to rear, polished nickel interior with ceramic chimney liner.

(2)

£400 - 600

€490 - 740



736



740



743



744



745



747



749

741
A VERY NEAR PAIR OF BLERIOT OIL ILLUMINATED SIDE LAMPS,
each polished brass body with side flange mount and two-tiered chimney, squared bodies with 5 inch wide bevelled glass lenses fitted with 2½ inch bulls-eye, hinge opening door with faceted ruby tell-tale to rear, polished nickel interior.
(2)
£400 - 600
€490 - 740

742
A LOT OF ASSORTED MOTOR LAMPS,
comprising BRC oil illuminated square side, 30cm high, a small Cheutin & Cie square body oil illuminated side lamp complete with mounting bracket, converted to electricity, a small cylindrical bodied Cheutin & Cie oil illuminated side light, a Badger Brass Mfg Co Solar oil illuminated side light, and two Bleriot side lights of differing size.
(6)
£180 - 240
€220 - 290

743
A LARGE PAIR OF MERRYWEATHER & SONS OIL ILLUMINATED FIRE ENGINE HEAD LIGHTS,
painted black bodies with copper rims, side flange mount, Bartons patent burners, 5½ inch diameter lens with three tier chimney and brass maker's plaque to the side.
(2)
£500 - 700
€610 - 860

744
A PAIR OF MERRYWEATHER & SONS SQUARED BODIED OIL ILLUMINATED HEAD LAMPS,
each painted black body with brass bright work, side flange bracket with 6 x 7 inch bevelled glass lenses, Raydyot burners and two tiered chimney, 35cm high overall.
(2)
£500 - 700
€610 - 860

745
A SHAND MASON & CO OIL ILLUMINATED FIRE ENGINE TAIL LAMP,
large diver's helmet type, with three tiered chimney, flange mount and maker's plaque to one panel, 5 inch convex ruby lens and 6 inch bevelled clear side lenses, 30cm high overall.
£300 - 400
€370 - 490

746
A PAIR OF BLERIOT OIL ILLUMINATED SIDE LAMPS,
black over painted bodies with side flange mount and two-tiered chimney, 4½ inch flat lens, one lens cracked with internal green shade.
(2)
£100 - 150
€120 - 180

747
A GOOD PAIR OF SQUARE BODIED CANDLE COACH LAMPS, LATE VICTORIAN,
Japanned with nickel bright work and squared bevelled lenses, 42cm high overall.
(2)
£120 - 180
€150 - 220

748
FOUR COACH LAMPS OF DIFFERING DESIGN,
three candle burning types comprising one with etched floral lenses, another with cylindrical glazed body and decorative chimney, the third with polished copper reflector, the last with Sherwood oil burner.
(4)
£80 - 120
€100 - 150

749
A LARGE SOLAR MODEL 759A ACETYLENE SEARCH LIGHT BY THE BADGER BRASS MFG CO. OF KENOSHA, WISCONSIN, U.S.A,
drum shaped, stirrup mounted, brass bodied with 9 inch parabolic mirror behind 11 inch diameter flat lens, lacking acetylene tubing and burner.
£200 - 300
€250 - 370

750

A SUPERB AND RARE LARGE PAIR OF 'THE POLKEY' OIL ILLUMINATED HEAD LIGHTS,

each polished brass body with flared reservoir, screw cap internal tubing for glass shade storage, decorative chimney, stirrup mounted, with curved handle to top, polished reflector with 7½ inch bevelled lens, each burner complete with wick adjuster and tubular glass shade, 46cm high overall.

(2)

£3,000 - 4,000

€3,700 - 4,900

751

A GOOD PAIR OF 'THE POLKEY' OIL ILLUMINATED HEAD LAMPS FOR COMMERCIAL VEHICLE USE,

black painted bodies, with polished brass bright work with flared reservoir, removable cap internal tubing for glass shade storage, decorative chimney, stirrup mounted with curved handle to top, polished reflector with 7¼ inch bevelled lens, each burner complete with wick adjuster and tubular glass shade, 44cm high overall.

(2)

£3,000 - 4,000

€3,700 - 4,900

752

A PAIR OF CAV MODEL 'ES' ELECTRIC SIDE LIGHTS, 1930S,

each restored nickel plated casing with side flange mount and electrical connector, 3½ inch diameter bevelled lens and ruby tell-tale to rear.

(2)

£80 - 120

€100 - 150

753

A PAIR OF CAV MODEL 'NR' ELECTRIC HEAD LAMPS, 1930S,

each restored nickel plated casing with pillar mounting, 7 inch diameter lens, one chipped to edge.

(2)

£100 - 150

€120 - 180

754

A PAIR OF CAV MODEL 'RV' ELECTRIC HEAD LAMPS, CIRCA 1930,

each restored nickel plated casing with stirrup mounting, 8½ inch diameter bevelled lens, electrical connector to rear.

(2)

£100 - 200

€120 - 250

755

A PAIR OF LUCAS MODEL P80 ELECTRIC HEAD LAMPS, 1930S,

each restored chrome plated casing with pillar mounts and brackets, polished reflector, central tri-bar, 8½ inch diameter ribbed lens.

(2)

£100 - 200

€120 - 250



750



750 (detail)



751



760

756
A PAIR OF LUCAS MODEL M133
ELECTRIC HEAD LAMPS, 1930S,
 each restored chrome plated casing with pillar
 mounts, polished reflector, with Lucas 'cats-
 eye' lens, 6 inch diameter.
 (2)
£60 - 100
€70 - 120



762

757
A PAIR OF ROTAX ELECTRIC TORPEDO
SIDE LIGHTS,
 each restored nickel plated casing, flange
 mounted with 2¼ inch bulls eye lens, 12cm
 long overall, one chipped.
 (2)
£80 - 120
€100 - 150

758
A PAIR OF LUCAS BI-FLEX MODEL
RB170 LONG RANGE ELECTRIC HEAD
LAMPS, 1930S,
 each restored chrome plated casing with
 pillar mounts, polished reflector, badge bar to
 centre behind 8½ inch diameter correct part
 frosted lenses.
 (2)
£150 - 250
€180 - 310

759
A PAIR OF LUCAS MODEL L150
ELECTRIC HEAD LAMPS,
 each restored chrome plated casing with
 pillar mounts, polished reflectors with 8 inch
 diameter Lucas 'cats-eye' lens.
 (2)
£80 - 120
€100 - 150



763

760
A PAIR OF LUCAS MODEL RB76
ELECTRIC HEAD LAMPS,
 each restored nickel plated bell-shaped casing
 with pillar mounts, polished reflectors with 8
 inch diameter frosted lens.
 (2)
£300 - 400
€370 - 490

761
A PAIR OF LUCAS MODEL M133
ELECTRIC HEAD LAMPS,
 each restored, pillar mounted black casing
 with bracket, polished reflector with chromed
 rim, 6 inch diameter convex ribbed lens.
 (2)
£70 - 100
€90 - 120



767

762
A MARCHAL ELECTRIC SPOT LAMP,
 restored chrome plated casing with articulated
 mount and bracket, quick release handle
 setting to rear, ribbed reflector, centre bar
 carrying Marchal badge and 7 inch diameter
 lens.
£300 - 400
€370 - 490

763
A FINE PAIR OF LUCAS BULLS-EYE
ELECTRIC HEAD LAMPS,
 fully restored chromed cases, pillar mounted
 and nickelled, polished reflector with central
 parabolic mirror, twin bulbs and tri-bar fitted
 with bulls-eye behind 10¼ inch diameter
 ribbed and part frosted lens.
 (2)
£800 - 1,000
€980 - 1,200

764
A LUCAS SPLIT-REFLECTOR DRIVING
LIGHT,
 restored, chrome case and pillar mounted
 with focus adjuster to rear, central bulb shade
 behind 6 inch diameter lens.
£100 - 150
€120 - 180

765
A LUCAS FOR BENTLEY SPLIT-
REFLECTOR DRIVING LIGHT,
 restored, chrome case and pillar mount,
 central bulb shade with Bentley 'B' logo,
 behind a 6 inch diameter lens.
£100 - 150
€120 - 180

766
A PAIR OF MARCHAL TYPE 64 ELECTRIC
HEAD LAMPS, FRENCH,
 pillar mounted, brass cases with remains of
 plating, badged central bulb carrier behind 7½
 inch diameter lens.
 (2)
£120 - 150
€150 - 180

767
A ROLLS-ROYCE ELECTRIC SIDE LIGHT,
 restored and nickel plated with side flange
 mount, 5 inch diameter bevelled lens
 (chipped), 2 inch diameter side lens.
£300 - 400
€370 - 490

768
AN UNUSUAL BUTLER'S ELECTRIC
SPOTLIGHT,
 Japanned black, drum shaped casing,
 housing electric cable fitted to two pin plug,
 folding and winding handle to rear of case,
 currently mounted with cast bronze and brass
 adjustable bracket, under-body metal handle/
 frame with 4½ inch Butler etched glass lens.
£100 - 150
€120 - 180

769
A PAIR OF OPERA TYPE OIL
ILLUMINATED SIDE LIGHTS,
 nickel plated cases, flange mounts with
 decorative chimney and tear-drop reservoir,
 bevelled shaped glass, each lamp has one
 lens with blue striping, each lamp marked
 N176 on the bracket, 19cm high overall.
 (2)
£120 - 180
€150 - 220

770

A PAIR OF OPERA TYPE OIL ILLUMINATED SIDE LIGHTS,

nickel plated cases, flange mounts with decorative chimney and tear-drop reservoir, bevelled shaped glass, each lamp has one lens with blue star burst, one with cracked lens, each lamp marked N176 on the bracket, 19cm high overall.

(2)

£100 - 150

€120 - 180

771

A PAIR OF ROTAX NUMBER 203 ELECTRIC SIDE LIGHTS,

brass bodies with polished reflector and side flange mounted, bevelled convex 3½ inch lens.

(2)

£60 - 90

€70 - 110

772

A PAIR OF POWELL & HANMER OIL ILLUMINATED SIDE LIGHTS,

brass bodied with side flange mount and two-tiered chimney, polished reflectors and 4 inch bevelled glass lens (one cracked), ruby tell-tale to rear.

(2)

£80 - 120

€100 - 150

773

THREE POWELL & HANMER SELF GENERATING ACETYLENE LAMPS,

various conditions, for restoration to make two complete lamps, with 7 inch diameter convex lens in front of 3 inch bulls-eye.

(3)

£100 - 150

€120 - 180

774

A PAIR OF LUCAS SELF GENERATING ACETYLENE 'LORILITE' LAMPS,

for restoration.

(2)

£60 - 100

€70 - 120

775

TWO POWELL & HANMER SELF GENERATING ACETYLENE LAMPS,

for restoration.

(2)

£60 - 100

€70 - 120

776

A CAV MODEL 'F' ELECTRIC HEADLIGHT,

brass bodied with stirrup mounting, polished reflector, 9 inch bevelled lens, for restoration.

£80 - 120

€100 - 150

777

A COMMERCIAL VEHICLE OIL ILLUMINATED REAR LIGHT,

black painted body with brass brightwork, heavy sprung mounting clip to rear, 2¾ inch ruby lens, angled side lens and small bulls-eye side lens.

£200 - 300

€250 - 370

778

AN OIL ILLUMINATED 'ASTRA' SIDE LAMP,

black painted case with side flange mount, brass brightwork, 2¾ inch diameter convex clear lens and small blue side lens.

£50 - 80

€60 - 100

779

FOUR OPERA TYPE SIDE LAMPS,

suitable for restoration to make a pair.

(4)

£50 - 80

€60 - 100

780

THREE LUCAS 'OWL-EYE' TAIL LIGHTS,

suitable for restoration.

(3)

£100 - 150

€120 - 180

781

ASSORTED AUTOMOBILIA,

comprising two hand Klaxons, four mirrors and five assorted lamps.

(Qty)

£80 - 120

€100 - 150

782 ♦♦

A HABERDASHER'S GLAZED DISPLAY CABINET,

beech framed with glazed top, front and side panels, glazed doors to rear, metal rack for internal glass shelf, wheeled, 153 x 97 x 62cm.

£60 - 80

€70 - 100

783 ♦♦

A HABERDASHER'S GLAZED DISPLAY CABINET,

beech framed with glazed top, front and side panels, glazed doors to rear, metal rack for internal glass shelf, wheeled, 122 x 97 x 59cm.

£60 - 80

€70 - 100

784 ♦♦

A HABERDASHER'S GLAZED DISPLAY CABINET,

beech framed with glazed top, front and side panels, glazed doors to rear, metal rack for internal glass shelf, wheeled, 183 x 97 x 51cm.

£60 - 80

€70 - 100



777

785 ♦♦

A SHOP COUNTER GLAZED DISPLAY CABINET,

brass framed with glazed top, front and side panels, metal rack for internal glass shelf, on wooden base with marquetry inlay, wheeled, 244 x 90 x 61cm.

£80 - 120

€100 - 150

786 ♦♦

A SHOP COUNTER GLAZED DISPLAY CABINET,

wooden framed with glazed top, front and side panels, metal rack for internal glass shelf, on wooden base with marquetry inlay, wheeled, 209 x 95 x 58cm.

£80 - 120

€100 - 150

787 ♦♦

THREE GLAZED DISPLAY CABINETS,

each with internal shelves and glazed sliding doors, measuring 196 x 70 x 38cm, 157 x 70 x 38cm and 97 x 70 x 38cm respectively.

(3)

£100 - 200

€120 - 250

788 ♦♦

AN UPRIGHT GLAZED DISPLAY CABINET,

wooden with glazed front and side panels, one side panel hinged as door, fitted with three shelves, 66 x 120 x 34cm.

£50 - 80

€60 - 100

789 ♦♦

A SHOP COUNTER GLAZED DISPLAY CABINET,

wooden framed with glazed top, front and side panels, glazed sliding doors to rear, metal rack for internal glass shelf, wheeled (one missing), 178 x 92 x 58cm.

£80 - 120

€100 - 150



791

790 ♦♦

AN UPRIGHT GLAZED DISPLAY CABINET, wooden with mirrored back door panel (cracked), glazed front and side panels, fitted with four shelves, 61 x 125 x 26cm.

£50 - 80

€60 - 100



796

791

A LARGE PAIR OF CARL ZEISS ELECTRIC HEADLAMPS, SWISS, CIRCA 1930,

each brass case, stirrup mounted with bracket, numbered 128127 and 127839, polished reflector with etched 10 1/2 inch diameter ribbed glass lens.

(2)

£800 - 1,200

€980 - 1,500

792

FOUR FORD NEW/OLD STOCK OIL ILLUMINATED LAMPS,

comprising two right hand and one left hand side lights and one tail light, in remains of original boxes.

(4)

£100 - 150

€120 - 180



797

793

A PAIR OF LUCAS BI-FLEX LONG RANGE ELECTRIC HEADLAMPS,

each pillar mounted chromed case fitted with headlamp mesh in front of 8 1/2 inch diameter lens.

(2)

£100 - 200

€120 - 250

794

A LARGE PAIR OF ELECTRIC HEADLAMPS,

with 10 inch diameter Bausch & Lomb ribbed lenses, grey painted cases with stirrup mounts fitted to bracket, common mounted with a small electric sidelamp.

(2)

£100 - 150

€120 - 180



798

795

A PAIR OF BOSCH ELECTRIC HEADLAMPS,

each pillar mounted, chromed case with Bosch 9 1/2 inch ribbed lens (one cracked).

(2)

£100 - 200

€120 - 250

796

A PAIR OF LARGE CARL ZEISS ELECTRIC HEADLAMPS, SWISS, 1930S,

each stirrup mounted, chromed case complete with bracket, mirrored reflector, yellow bulb shade, one lacking ribbed 10 1/4 inch diameter lens.

(2)

£500 - 700

€610 - 860



803

797

A BLERIOT ACETYLENE GENERATOR IN A RUNNING BOARD MOUNTED BOX, the squared nickel plated generator with brass fittings, snugly fitted into the box 33.5 x 18.5 x 18.5cm overall.

£200 - 300

€250 - 370

798

A PAIR OF LUCAS NEW-ALTO UNDER-BONNET HORNS,

electric 12 Volt, model HF732, black painted with chromed rim, with bracket, 15cm high.

(2)

£100 - 150

€120 - 180

799

A PAIR OF G GROU & SONS COMMERCIAL VEHICLE ELECTRIC RUNNING LIGHTS,

each brass case painted green, with maker's plaque, fitted with clear and ruby 1 1/2 inch diameter lenses.

(2)

£60 - 80

€70 - 100

800

FOUR BRASS BULB HORNS,

three with working bulbs and reeds, the largest a double twist type, 33cm long.

(4)

£40 - 60

€50 - 70

801

A HAND KLAXON HORN,

painted black, together with a J & R Oldfield Dependence circular mirror with mounting arm.

(2)

£40 - 60

€50 - 70

802

A RUSHMORE 'SEARCHLIGHT' ACETYLENE LAMP, AMERICAN,

polished brass drum casing with copper back and rim, stirrup mounted, with 7 inch diameter clear strip lens.

£100 - 200

€120 - 250

803

A BLERIOT HAND KLAXON, PATENTED 1907,

number 015097, long brass oval trumpet, cast metal bracket, black painted case and handle with wooden grip, 41cm long overall.

£100 - 200

€120 - 250

804

TWO G GROU & SONS OIL ILLUMINATED COMMERCIAL VEHICLE SIDELAMPS,

each black painted casing with 4 1/4 inch diameter main lens and squared side lens and ruby tell-tale to rear, 28cm high.

(2)

£80 - 120

€100 - 150

805

A LARGE BLERIOT 'ECLAIREUR ELLIPTIQUE' ACETYLENE HEADLAMP, number 2536, polished brass body, stirrup mounted, copper maker's plate to top, large oval lens 11½ inches (cracked).

£400 - 500

€490 - 610

806

A LUCAS DUPLEX NUMBER 796 SELF-GENERATING ACETYLENE HEADLAMP, polished brass body with twin underbody generators, stirrup mounted, loop handle, simple chimney, 6 inch diameter concave lens.

£200 - 300

€250 - 370

807

A PAIR OF LUCAS MODEL W O 82 SELF-GENERATING ACETYLENE HEADLAMPS, each polished brass body with twin underbody generators, stirrup mounted, loop handle, simple chimney, 6¾ inch diameter concave lens.

£600 - 800

€740 - 980

808

A GOOD COLLECTION OF ASSORTED LAMPS AND LANTERNS, the majority square bodied, Japanned black, various conditions including 'Light of London' and Veritas Light Works, some for vehicular use, the others designed as side-slide mounts.

(Qty)

£180 - 240

€220 - 290

809

ASSORTED MOTORING HORNS, including Mileaway, Lucas, Argonaut and Klaxon types.

(Qty)

£100 - 150

€120 - 180

810

A GOOD COLLECTION OF ASSORTED LAMPS AND LANTERNS, the majority square bodied Japanned black, various conditions including Miller, a Wilcox & Co Ltd tail lamp with large commercial vehicle spring to rear, J & R Oldfield Dependence and three acetylene cycle lamps.

(Qty)

£180 - 240

€220 - 290

811

A QUANTITY OF ASSORTED BULB HORNS, lacking bulbs, mainly Lucas types.

(Qty)

£80 - 120

€100 - 150

812

ASSORTED CANDLE COACH LAMPS, including two pairs, one pair with oval lens, the other pair with square lens, various conditions, suitable for parts or restoration.

(Qty)

£80 - 120

€100 - 150

813

ASSORTED LAMPS, including a pair of Oldfield Type 511, a Lucas Type 432 tail lamp with Japanned black body and polished bright work, and a Powell & Hanmer tail light.

(Qty)

£140 - 200

€170 - 250

814

ASSORTED LAMPS AND LANTERNS, including J & R Oldfield Dependence tail light, a pair of Lucas No.742 (one lacking reservoir), another pair of Lucas No.742 lamps (one lacking chimney top), and others.

(Qty)

£140 - 200

€170 - 250

815

TWO PAIRS OF CANDLE COACH LAMPS, together with a pair of oil lamps lacking chimneys and other assorted lamps and lanterns.

(Qty)

£100 - 150

€120 - 180

816

ASSORTED MOTORING LAMPS, including Lucas types in various conditions, one with star burst central lens, some cracked or missing with some pieces suitable for parts or restoration.

(Qty)

£140 - 200

€170 - 250

817

ASSORTED MOTORING LAMPS, including Lucas types in various conditions, including a pair of Lucas Japanned black with polished brass brightwork, some cracked or with parts missing with some pieces suitable for parts or restoration.

(Qty)

£140 - 200

€170 - 250

818

A LARGE 'DENNIS' FLAG, white linen with lettering in blue, 108 x 228cm.

£40 - 60

€50 - 70



805



807

819

A BLACK LEATHER TICKET COLLECTOR'S POUCH, together with a wooden ticket rack with sprung partitions and assorted tickets for the Jersey Motor Transport Co.

(Qty)

£30 - 40

€40 - 50

820

A DARK BROWN LEATHER LONDON TRANSPORT TICKET COLLECTOR'S POUCH, together with a wooden ticket rack with sprung partitions and assorted tickets for the Jersey Motor Transport Co.

(Qty)

£30 - 40

€40 - 50

821

A TAN LEATHER TICKET COLLECTORS POUCH, marked 'UD' to front, together with a wooden ticket rack with sprung partitions and assorted tickets for the Jersey Motor Transport Co.

(Qty)

£30 - 40

€40 - 50



825

822

A TAN LEATHER TICKET COLLECTOR'S POUCH,

marked 'UD', together with assorted tickets for the Jersey Motor Transport Company.

(Qty)

£25 - 35

€30 - 40

823

A TICKET COLLECTOR'S PUNCH BY THE BELL PUNCH AND PRINTING CO LTD,

for belt mounting, together with a large quantity of Jersey Motor Transport bus and coach tickets.

(Qty)

£50 - 80

€60 - 100

824

A JERSEY MOTOR TRANSPORT CO. BUS DRIVER'S UNIFORM,

size small-medium, comprising green jacket and trousers with matching peaked cap size 7¼, together with an inspector's overcoat with peaked cap, case and other items.

(Qty)

£60 - 100

€70 - 120

825 ♦

A CLEMENT-TALBOT TYPE VETERAN RADIATOR,

with brass surround, squared core, side mounting brackets, 58 x 76cm.

£200 - 300

€250 - 370

826 ♦

A CLOCKING-IN CLOCK,

wooden cabinet with 9 inch diameter dial behind glazed door, clocking mechanism to base, 90cm high.

£80 - 120

€100 - 150

827 ♦

A BARFORD COMMERCIAL VEHICLE RADIATOR,

cast alloy header lacking cap, with remains of core and brackets, 65cm high.

£100 - 150

€120 - 180

828 ♦

A DENNIS COMMERCIAL VEHICLE RADIATOR,

cast alloy header with quick release cap, fitted with core, 91cm high.

£150 - 200

€180 - 250

829 ♦

A MORRIS-COMMERCIAL VEHICLE RADIATOR,

cast alloy header with cap, fitted with core, 73cm high.

£120 - 160

€150 - 200

830 ♦

A GILFORD COACH RADIATOR,

cast alloy header with winged radiator cap, fitted with core and side brackets, 105cm high.

£150 - 200

€180 - 250

831 ♦

A BAR-ONE CIGARETTE VENDING MACHINE BY STANDARD TOBACCO CO LTD,

printed steel case with product sight window, 76cm high.

£40 - 70

€50 - 90

832

ASSORTED STEERING WHEELS,

including alloy and wood rimmed examples, various conditions.

(Qty)

£100 - 200

€120 - 250

833 ♦♦

A BAMFORDS LTD 2HP STATIONARY PETROL ENGINE, CIRCA 1930,

hopper type, engine number V15736, painted green cast iron with two flywheels and Solex Carburettor and Lucas magneto, originally capable of 700rpm, 66cm high.

£100 - 200

€120 - 250

834 ♦♦

A REVERSIBLE WOODEN AND CAST IRON TRAM BENCH-SEAT, CIRCA 1920,

163cm wide, to seat four persons.

£100 - 150

€120 - 180

835 ♦

A LARGE DENNIS COMMERCIAL VEHICLE RADIATOR,

cast alloy surround with brass header tank, fitted with quick release cap, fitted with core, 98cm high.

£150 - 200

€180 - 250

836 ♦

A DENNIS RADIATOR,

cast alloy surround and header complete with Bakelite cap, fitted with core, 76cm high.

£100 - 150

€120 - 180



839

837 ♦

A LARGE GEORGE GROU FLOODLIGHT,
black painted rectangular body, with chimney
fitted with brass maker's badge, 60cm high
overall, converted to electricity.

£80 - 120

€100 - 150

838

**A CHROMED RADIATOR SURROUND
AND SHUTTERS,**

believed Bentley S type, 70cm high.

£80 - 120

€100 - 150

839 ♦

A 'CHIVERS' RE-BRANDED RADIATOR,
believed from a 1920s Tilling-Stevens
commercial vehicle, cast alloy surround and
header with cap, shutters to front behind
protective cage, 97 x 108cm.

£150 - 200

€180 - 250

840 ♦

**A DENNIS COMMERCIAL VEHICLE
RADIATOR,**

brass surround with quick-release cap, core
corroded, 92cm high.

£70 - 100

€90 - 120

841 ♦

A DE DION BOUTON RADIATOR,
believed commercial vehicle type, brass
surround fitted with enamelled badge
(distressed), core (corroded) 71cm high.

£60 - 80

€70 - 100



845

842 ♦

**A LARGE LEYLAND COMMERCIAL
VEHICLE RADIATOR,**
cast alloy surround and header with correct
cap, fitted with core and shutters, painted
olive green, 105cm high.

£100 - 200

€120 - 250

843

**AN AEC COMMERCIAL VEHICLE
RADIATOR HEADER TANK,**

painted red, cast-iron, complete with lobed
cap, 81cm wide.

£30 - 50

€40 - 60

844 ♦

**AN INTERNATIONAL TIME RECORDING
CO. CLOCKING-IN CLOCK,**

wooden cabinet with 7 inch diameter dial
behind glazed door, clocking mechanism to
base, 98cm high.

£80 - 120

€100 - 150

845

A STEPNEY WHEEL,

25½ inch diameter, with one nut and bolt.

£50 - 70

€60 - 90

846

A STEPNEY WHEEL,

24¼ inch diameter, with four nuts and bolts.

£50 - 70

€60 - 90

847 ♦♦

**A PETTER 1½ BHP STATIONARY PETROL
ENGINE,**

hopper-type number A11, number 503001,
cast iron and steel painted dark green, with
two flywheels, carburettor and magneto,
together with a starting handle.

£100 - 200

€120 - 250



846

848 ♦

**FIVE COACH COMPANY NOTICE
BOARDS,**

comprising Maidstone & District glazed
cabinet, two for Empire's Best Coaches,
Banfield's Coaches Travel in Comfort and
a London Coastal Coaches Victoria Coach
Station example.

(5)

£40 - 60

€50 - 70

END OF AUTOMOBILIA PART 1.

The sale will recommence with lot 849
on Saturday 14 June at 10:30am.

AUTOMOBILIA

Part II, Lots 849 - 1105 at 10:30
Saturday 14 June

Images of all automobilia lots are available at
bonhams.com/automobilia

Not all imperfections are stated. All lots sold as viewed







860



871

849 ♦

**A MESSER AND THORPE'S PATENT
BUCKET FIRE EXTINGUISHER,**

model M370, maker's plaque to front, maroon painted outer barrel with lid, containing four stacking buckets.

£50 - 70
€60 - 90

850 ♦

**A MESSER AND THORPE'S PATENT
BUCKET FIRE EXTINGUISHER,**

model M10, maker's plaque to front, red painted outer barrel lettered FIRE in black, with lid, containing five stacking buckets.

£50 - 70
€60 - 90

851 ♦

**A MINIMAX 10-GALLON TROLLEY FIRE
EXTINGUISHER,**

painted red with instruction transfer and maker's plate, on two wheeled trolley complete with hose, 111cm high.

£30 - 50
€40 - 60

852

A WICKER FIRE BUCKET,

with green canvas liner, together with assorted lengths of fire hose.

£30 - 50
€40 - 60

853

**THREE PERFORATED WATER
STRAINERS,**

the largest 49cm long.

(3)

£40 - 60
€50 - 70

854

**A PAIR OF PERFORATED WATER
STRAINERS,**

each 30cm long.

(2)

£40 - 60
€50 - 70

855

**ASSORTED BRONZE FIRE HOSE NOZZLE
TIPS.**

(10)

£30 - 50
€40 - 60

856

FIVE ASSORTED FIRE HOSE NOZZLES.

(5)

£30 - 50
€40 - 60

857

ASSORTED FIRE-FIGHTING EQUIPMENT,
comprising two wicker baskets with canvas liners and a 250psi pressure gauge, together with a GPO mounted bell unit.

(4)

£30 - 50
€40 - 60

858

TWO LARGE BRONZE HOSE TAPS,

each heavy cast fitting, 27cm high.

(2)

£40 - 60
€50 - 70

859

ASSORTED FIRE HOSE FITTINGS,

including a Merryweather coiled canvas hose with copper and brass extended nozzle, a Y-joint, other cast fittings and two hose rest brackets with leather liners from the side of a fire engine.

(Qty)

£40 - 60
€50 - 70

860

A FIREMAN'S HELMET, FRENCH,

polished brass, badged 'Sapeurs Pompier de Luche Prince', with side plume.

£50 - 70
€60 - 90

861

**TWO TRADITIONAL BRASS FIREMAN'S
HELMETS,**

each with Dragon decorated crest and badge to front, leather lined with chain chinstrap.

(2)

£60 - 100
€70 - 120

862

**TWO TRADITIONAL BRASS FIREMAN'S
HELMETS,**

each with Dragon decorated crest and badge to front, leather lined with chain chinstrap.

(2)

£60 - 100
€70 - 120

863

**TWO TRADITIONAL BRASS FIREMAN'S
HELMETS,**

each with Dragon decorated crest (one dented) and badge to front, leather lined with chain chinstrap (one chinstrap missing).

(2)

£60 - 100
€70 - 120

864

**TWO TRADITIONAL BRASS FIREMAN'S
HELMETS,**

each with Dragon decorated crest and badge to front, of different design, one badged 'EFB', leather lined with chain chinstrap.

(2)

£60 - 100
€70 - 120

865

TWO FIREMAN'S HELMETS,

one with plumed decorated crest and badged to front 'Pompiers de Chavigny', the other with embossed badge design to front, together with two military style 'tin hats'.

(4)

£60 - 100
€70 - 120

866

FOUR FIREMAN'S HELMETS,

comprising early leather type, and three later composite types for Kent, painted yellow, by Cromwell, Surrey painted white and believed London painted black.

(4)

£40 - 60
€50 - 70

867

ROMAC HOOD REPAIR OUTFITS,

three boxes inside original shop counter tin decorated in black and yellow.

£20 - 30
€30 - 40

868

**A TICKET STUB BOX DECORATED WITH
A BOURNEMOUTH CORPORATION
TRANSPORT SERVICES 'LOST
PROPERTY' NOTICE,**

together with a reel-to-reel number display indicator.

(2)

£20 - 40
€30 - 50

869

A PAIR OF 'PHOEBUS' ACETYLENE HEADLAMPS BY THE MANHATTAN SCREW & STAMPING WORKS OF NEW YORK,

model 203, each stirrup mounted drum-shaped brass body with flat chimney and 8 inch diameter flat slatted lenses, part painted black to interior.

(2)

£400 - 500

€490 - 610

870

THREE RUNNING BOARD MOUNTED ACETYLENE GENERATORS,

comprising a British Gloria with cylindrical brass body, a BRC Alpha square body type and another with cylindrical body, various conditions, the largest 30cm high.

(3)

£100 - 150

€120 - 180

871

A PAIR OF OIL ILLUMINATED SIDELIGHTS,

each black painted brass body with sprung side mounting clips for stirrup mount, conical chimney, 3¾ inch bevelled glass flat lens and Wakefield burners.

(2)

£100 - 150

€120 - 180

872

A LUCAS MODEL 631 OIL ILLUMINATED REAR NUMBER PLATE LAMP,

Japanned black body, 1¾ inch diameter bevelled glass ruby lens and a 3 inch diameter clear lens, simple drum chimney and loop handle.

£80 - 120

€100 - 150

873

A LUCAS MODEL 631 OIL ILLUMINATED REAR NUMBER PLATE LAMP,

Japanned black body, 1¾ inch diameter bevelled glass ruby lens and a 3 inch diameter clear lens, simple drum chimney and loop handle.

£80 - 120

€100 - 150

874

ASSORTED BULB HORNS,

together with a hand operated Stewart warning signal and a nickel plated acetylene generator.

(Qty)

£100 - 150

€120 - 180

875 ♦

ASSORTED ELECTRIC VEHICLE LAMPS,

including a pair of Rotax bell-shaped headlamps, together with black-out shades.

(Qty)

£50 - 80

€60 - 100

876 ♦

ASSORTED ELECTRIC VEHICLE LAMPS,

including a pair of Lucas R45 headlamps, a copper footwarmer, two pairs of goggles (lacking straps) and a Lucas New-Alto electric horn.

(Qty)

£50 - 80

€60 - 100

877 ♦

ASSORTED ELECTRIC LAMPS,

including an MCL cable bodied spotlight, other head lamps, some with mounting brackets.

(Qty)

£50 - 80

€60 - 100

878 ♦

SEVEN SELF-GENERATING ACETYLENE HEADLAMPS,

various types including Besnard, P&H and a War Department lamp, various conditions.

(7)

£150 - 200

€180 - 250

879 ♦

ASSORTED SIDELIGHTS,

including CAV, Duco and P&H types, various conditions, some pairs, and two marine lamps.

(Qty)

£100 - 200

€120 - 250

880 ♦

ASSORTED SIDELIGHTS AND WING MOUNTED SIDELIGHTS,

including torpedo types.

(Qty)

£100 - 200

€120 - 250

881 ♦

ASSORTED ACETYLENE AND ELECTRIC SIDELIGHTS,

including Duco type, majority cast alloy, some with brackets.

(Qty)

£60 - 80

€70 - 100

882

SEVEN LEYLAND COMMERCIAL VEHICLE RADIATOR CAPS,

each cast alloy, two with chains and bars, each approximately 13cm diameter.

(7)

£30 - 50

€40 - 60

883

A LOT OF ASSORTED RADIATOR CAPS,

various types and conditions.

(Qty)

£100 - 200

€120 - 250



890

884

ASSORTED HEADLAMPS,

comprising War Department acetylene type, a pair of CAV electric types, and a new/old stock Simms lamp with original label.

(Qty)

£80 - 120

€100 - 150

885

A J R OLDFIELD DEPENDENCE TYPE 562 COMMERCIAL VEHICLE REAR LAMP,

with heavy gauge spring and thick lenses.

£80 - 120

€100 - 150

886

A LUCAS 'OWL-EYE' TAIL-LAMP,

together with a lens frame for another.

(2)

£80 - 120

€100 - 150

887

A NEW/OLD STOCK RUBBOLITE TAIL-LIGHT,

in original box, together with four others, various conditions.

(5)

£30 - 40

€40 - 50

888

TWO POWELL & HANMER ACETYLENE MOTORCYCLE REAR LAMPS,

each black painted case, nickelled brightwork, 1½ inch diameter faceted ruby lens.

(2)

£30 - 40

€40 - 50

889

SEVEN INTERIOR COACH/BUS LIGHT FITTINGS,

comprising three larger alloy castings lacking lenses, and four of a smaller type, three with starburst lenses and one detached lens.

(Qty)

£60 - 80

€70 - 100

890

A CARL ZEISS ELECTRIC SPOTLAMP,

number 26851, brass body, with reflective mirror, 5 inch diameter etched glass lens.

£250 - 300

€310 - 370

891
A PAIR OF BEDFORD TAIL-LIGHTS,
together with rear case for another, various conditions.

(3)
£40 - 60
€50 - 70

892
ASSORTED ACETYLENE HEADLAMPS,
American patterns, drum-shaped bodies, including Rushmore and Dietz types, two over-painted for restoration.

(Qty)
£150 - 200
€180 - 250

893 ♦
ASSORTED VEHICLE LAMPS AND LIGHTING,
including Lucas, Pilot 250 and Hella types.

(Qty)
£80 - 120
€100 - 150

894
ASSORTED REAR LIGHTS,
including diver's helmet types, tractor lights on red brackets and a Lucas RT51 D-shaped rear lamp.

(Qty)
£80 - 120
€100 - 150

895
ASSORTED SIDELIGHTS AND WING-MOUNTED SIDELIGHTS,
including pair of large torpedo sidelights with bulls-eye lenses, interior barrel lights and a boxed Disc-ette shallow reversing light, new/old stock.

(Qty)
£100 - 150
€120 - 180

896
ASSORTED MIRRORS,
including a pair of new/old stock Speedmaster wing mirrors by Walpres in original boxes, a new/old stock pair of boxed Eversure model 457B exterior mirrors, curved rearview mirrors, other veteran and vintage wing mirrors, some with brackets.

(Qty)
£100 - 200
€120 - 250

897
ASSORTED SWITCH BOXES AND FUSE BOXES,
including CAV, Rotax and Lucas types.

(Qty)
£50 - 70
€60 - 90

898
ASSORTED AUTOMOBILIA,
including Lucas 'Sentry' oil illuminated tail lamp, Notec Roadmaster fog lamp, a pair of CAV electric headlamps, painted maroon, one lacking lens, other lamps, an electric horn, a pressure gauge, some speedometers and other items.

(Qty)
£80 - 120
€100 - 150

899 ♦
ASSORTED LAMPS,
including two commercial vehicle sidelamps, other lamps and lamp parts.

(Qty)
£80 - 120
€100 - 150

900
A BOA CONSTRICTOR BULB HORN,
nickel plated small elbow trumpet with mesh, with mounting bracket, coiled tubular body with connector and bulb (perished), 170cm long overall.

£150 - 200
€180 - 250

901
A BOA CONSTRICTOR BULB HORN,
black painted brass small elbow trumpet with mesh, with mounting bracket, coiled tubular body with remains of black leather cover and bulb (perished), 212cm long overall.

£150 - 200
€180 - 250

902
ASSORTED ELECTRICAL HORNS,
including several Klaxon under-bonnet type, a pair of Lucas wind-tone underbonnet horns, with chromed domes and green painted trumpets, Bosch elbow trumpet horns including two marked UK 12 Volt.

(Qty)
£100 - 200
€120 - 250

903
ASSORTED SMITHS SPEEDOMETERS,
majority with black dials, 0-60mph, some with brackets, various conditions.

(Qty)
£100 - 200
€120 - 250

904
ASSORTED SMITHS SPEEDOMETERS,
nickelled dials, majority 0-60mph with mileometer and trip, one marked 0-30mph numbered A 304.286 with mileometer and trip, and one spare dial.

(Qty)
£100 - 200
€120 - 250

905
ASSORTED SPEEDOMETERS,
including Watford 0-60mph, Stewart, AT Instruments, BTH 0-50mph and a Dodge Brothers speedometer, and two speedometer cables.

(Qty)
£100 - 200
€120 - 250

906
TWO TILLING STEVENS FLUID MEASURE INSTRUMENTS,
each black dial marked 0-20 gallons, with cork float (one with part of float missing).

(2)
£50 - 70
€60 - 90

907
ASSORTED MOTORING CLOCKS,
including British Jaeger, Smiths and Astra types.

(Qty)
£80 - 120
€100 - 150

908
ASSORTED MOTORING INSTRUMENTS,
including oil gauges for Delahaye, Lancia, Fiat, Austin, Crossley, Rochet-Schneider and Talbot, together with two Smiths instruments comprising 5-100mph and a rev counter.

(Qty)
£100 - 200
€120 - 250

909
ASSORTED SMALL DASHBOARD INSTRUMENTS,
majority Smith ammeters, vacuum oil gauges and others including CAV, Bosch ammeter and an oval dashboard fascia fitted with oval instruments.

(Qty)
£100 - 200
€120 - 250

910
FIVE LEYLAND HUBCAPS,
cast alloy to fit 9cm diameter hub.

(5)
£40 - 60
€50 - 70

911
ASSORTED HUBCAPS,
including Bentley, Austin, Ford, Crossley, Dodge Brothers and others, various conditions.

(Qty)
£60 - 80
€70 - 100

912
A DUNLOP NO 41 2-TON JACK,
with crank handle.

(2)
£50 - 70
€60 - 90

913

A LAKE & ELLIOTT 2-TON JACK,
model S1028, painted green with handle.
(2)
£30 - 50
€40 - 60

914

A KING DICK JACK,
painted green and black, together with a
Shelly model 203 jack, both lacking handles,
and a ratchet axle stand by Hartro.
(3)
£50 - 80
€60 - 100

915

**A 'NO.50' 5-TON JACK BY THE DUFF
MANUFACTURING COMPANY OF
PITTSBURGH,**
lacking handle.
£30 - 60
€40 - 70

916

TWO 'WIDE-BASE' ROTATING JACKS,
comprising a Woden A229/1 type and another
unmarked.
(2)
£40 - 60
€50 - 70

917

**A 1-TON TROLLEY JACK BY HARVEY
FROST,**
together with a Millennium wheeled ratchet
jack, both with handles, painted red and
black.
(2)
£60 - 100
€70 - 120

918

A TROLLEY JACK,
painted orange and green with detachable
handle, together with a wheeled ratchet jack
painted maroon and black.
(2)
£40 - 60
€50 - 70

919

A HUB PULLER,
with three adjustable clamps, painted red and
black, 27cm diameter.
£20 - 40
€30 - 50

920

THREE BICYCLE LAMPS,
comprising an ASP candle lamp, model IIII,
two P&H oil lamps, and three pumps.
(6)
£40 - 60
€50 - 70

921

**TWO POWELL & HANMER OIL
ILLUMINATED SIDE LAMPS,**
comprising model 307 and model 745 (with
repair to reservoir).
(2)
£50 - 70
€60 - 90

922

A SHAND MASON FIRE ENGINE LAMP,
copper and brass body, with 4 inch diameter
convex lens (cracked) and bevelled side lens,
leather cover to handle, 30cm high overall.
£300 - 400
€370 - 490

923

**A TILLEY ACETYLENE FLOODLIGHT
PROJECTOR,**
made in Hendon, reg design number 762129,
1931, black painted casing with slatted flat
13 inch diameter lens, each slat etched 'Tilley
Hendon', with wooden handle to rear, above
generator, gimbal mounted on adjustable
stand, 77cm high overall.
£60 - 100
€70 - 120

924

**A WICKER UMBRELLA HOLDER FOR A
VETERAN CAR,**
91cm high, with two umbrellas.
(3)
£60 - 90
€70 - 110

925 ♦

A DUNHILL LUGGAGE TRUNK,
black leather outer case with fall front opening
to two compartments originally fitted with
suitcases (now absent), 88 x 51 x 47cm.
£150 - 250
€180 - 310

926 ♦♦

A GLAZED DISPLAY CABINET,
wooden with twin glazed doors, single fixed
shelf, 118 x 90 x 29cm.
£40 - 60
€50 - 70

927 ♦

A FOLDING BONNET,
louvered sides, 83cm long, together with a
believed AEC Regent Regal bonnet side panel
and an Essex Super Six radiator mesh.
(3)
£30 - 50
€40 - 60

928 ♦

**AN ASSORTED LOT OF BUS
DESTINATION BOARDS AND FARE
TABLES,**
together with six metal route number boards.
(Qty)
£50 - 80
€60 - 100



923



924



931 (part)

929 ♦

TWO TROLLEY PUMPS,
comprising Dunlop and Kismet type, the
longer 124cm.
(2)
£20 - 40
€30 - 50

930 ♦

**A MERRYWEATHER & SONS HAND-
TROLLEY FIRE PUMP,**
repainted red and black, 93cm high.
£50 - 80
€60 - 100

931 ♦

ASSORTED OIL AND FUEL CANS,
including 5-Gallon Gamages Motor Oil pictorial
can, Glyco Motor Oils in red yellow and black,
depicting a car at speed, and four others, the
tallest 57cm.
(6)
£80 - 120
€100 - 150

932

EIGHT 2-GALLON PETROL CANS,
repainted, including Pratts, Redline, BP,
National Benzole, Power and Shell.

(8)

£50 - 80

€60 - 100

933

**A SCARCE COREY'S MOTOR SPIRIT
2-GALLON FUEL CAN,**

repainted, together with five others including
Shell, Redline, Esso and Pratts.

(6)

£50 - 80

€60 - 100

934 ♦

**A WIRE RACK CONTAINING ASSORTED
OIL BOTTLES,**

including Shell, BP, and Essolube types.

(Qty)

£60 - 80

€70 - 100

935 ♦

**A WIRE RACK CONTAINING ASSORTED
OIL BOTTLES,**

including Price Energol, Castrol, Shell and
Solvol.

(Qty)

£60 - 80

€70 - 100

936

**AN AUSTIN SIGN, ORIGINALLY NEON
ILLUMINATED,**

now lacking tube, with Austin painted in red
and white on back board, 93cm wide.

£30 - 40

€40 - 50

937 ♦

**A BANFIELD'S COACHES BOOKING
OFFICE SIGN,**

hand-painted on two tin panels, 122cm wide.

(2)

£20 - 40

€30 - 50

938 ♦

**TWO COMMERCIAL VEHICLE
WINDSCREENS,**

both with central split, one with angled side
screens, some damaged and lacking panels,
the other with upper left hinged panel.

(2)

£60 - 80

€70 - 100

939 ♦

FIVE SINGLE PANEL WINDSCREENS,

various conditions, one with dual mounting
brackets.

(5)

£30 - 40

€40 - 50

940

A FIRE ENGINE LADDER RACK ROLLER,
weathered, 56cm wide.

£20 - 30

€30 - 40

941 ♦♦

ASSORTED AEC Y TYPE SPARES,

including brake rods, front and rear pneumatic
conversion hubs.

(Qty)

£40 - 60

€50 - 70

942 ♦♦

SIX COMMERCIAL VEHICLE RADIATORS,
including two AEC types (one lacking bottom
tank).

(6)

£100 - 140

€120 - 170

943 ♦

A TILLING-STEVENS TS3 BONNET.

£40 - 60

€50 - 70

944 ♦♦♦

A TYLER TIGER ENGINE, 1920S,

believed complete with flywheel and clutch.

£300 - 400

€370 - 490

945 ♦♦♦

**A TILLING-STEVENS SEARCHLIGHT
ENGINE,**

believed complete with starter motor.

£300 - 400

€370 - 490

946 ♦♦

A QUANTITY OF RADIATOR TUBES,

one wooden tray and one tea-chest.

(Qty)

£150 - 250

€180 - 310

947 ♦

**A LARGE COMMERCIAL VEHICLE FUEL
TANK,**

with fuel gauge.

£40 - 60

€50 - 70

948 ♦

TWO PETROL TANKS,

painted black.

(2)

£40 - 60

€50 - 70

949 ♦

**THREE STEERING BOXES WITH
COLUMNS,**

one believed light commercial/car and one
pre-War Leyland.

(3)

£50 - 80

€60 - 100

950 ♦♦

A SEAT FRAME,

wooden base with metal framed back rest,
134cm wide.

£40 - 60

€50 - 70

951

A SET OF LEATHER WINGS,

front and rear, weathered and worn.

(4)

£60 - 80

€70 - 100

952 ♦♦

A COACHBUILT VEHICLE SEAT,

ash frame for restoration, 121cm, with
remains of upholstery.

£40 - 60

€50 - 70

953 ♦

TWO AUSTIN RADIATOR SURROUNDS.

(2)

£20 - 40

€30 - 50

954 ♦♦

**A 1920S FOUR CYLINDER SIDE VALVE
ENGINE,**

complete with exhaust manifold, dynamo and
remains of distributor.

£60 - 80

€70 - 100

955 ♦

A PAINTED LORRY TAILBOARD,

sign-written 'For Efficient Service Phone
Biddenden 28'.

£40 - 60

€50 - 70

956 ♦♦♦

TWO DISMANTLED DENNIS ENGINES,

assorted components, including crankcases,
one block, flywheel, starting handle assembly,
crankshaft and manifold.

(Qty)

£100 - 150

€120 - 180

957 ♦

A LEYLAND SUMP CASTING NUMBER

LM LD 12327,

to fit pre-1920 engine.

£60 - 80

€70 - 100

958

**TWO CAST ALLOY SUMPS,
UNIDENTIFIED,**

one with casting number AL6180C.

(2)

£30 - 50

€40 - 60

959 ♦♦♦

AN AEC 5 TYPE ENGINE, CIRCA 1919,
as fitted to AEC Y-Type, dismantled
comprising crankcase, crankshaft and blocks
with some rods, pistons and barrels.

(Qty)

£200 - 300

€250 - 370

960 ♦♦♦

**AN EMCO MAXIMAT SUPER 11
WORKSHOP LATHE, BY MAIER & CO,
AUSTRIAN,**

single phase 240 Volt, with a large number of
tools and accessories.

£600 - 800

€740 - 980

961 ♦

**A LARGE WOODEN EDWARDIAN
COMMERCIAL VEHICLE WINDSCREEN
FRAME,**

with metal supports, two glazed panels,
hinged upper section, overall 125 x 133cm.

£100 - 200

€120 - 250

962 ♦

**A STEEL WINDSCREEN FRAME, TO FIT
A CAR,**

tubular steel with two hinged glazed panels,
75 x 105cm, together a single screen wooden
framed panel 39 x 105cm.

(2)

£50 - 70

€60 - 90

963

NINE TWO GALLON FUEL CANS,

including Pratts, Esso, Shell-Mex and others,
with caps and two flexible spouts.

(11)

£50 - 80

€60 - 100

964

**AN ASSOCIATED DAIMLER RADIATOR
TOP TANK,**

cast alloy, with red painted cap, 77cm wide
overall.

£100 - 200

€120 - 250

965

A THORNYCROFT RADIATOR TOP TANK,

cast alloy, with quick release cap, 74cm wide.

£80 - 120

€100 - 150

966 ♦

**THREE LEYLAND PRE-WAR RADIATOR
TOP TANKS,**

with two bottom tanks and four bottom
surrounds, all cast alloy, apparently unused
(Ex Banfield's Coaches stock).

£600 - 800

€740 - 980



964

967

**A LARGE CAST-IRON RADIATOR TOP
TANK.**

£60 - 80

€70 - 100

968

A GILFORD RADIATOR TOP TANK,

cast alloy, back distressed.

£20 - 30

€30 - 40

969

THREE LEYLAND MANIFOLDS,

and two Leyland water pipes.

(5)

£40 - 60

€50 - 70

970 ♦♦

**FIFTEEN COMMERCIAL VEHICLE FUEL
INJECTION PUMPS,**

condition unknown.

£60 - 80

€70 - 100

971

**FOUR LAKE & ELLIOTT MILLENNIUM 8
TON JACKS,**

painted green, with handles.

(4)

£60 - 100

€70 - 120

972 ♦

ASSORTED AUTOVAC TANKS,

some with internal fittings, various conditions.

(Qty)

£150 - 250

€180 - 310

973 ♦

A FUEL TANK BY IDEAL MOTOR

RADIATORS OF LONDON,

number 0299, 82cm wide.

£40 - 60

€50 - 70

974

**A MATCHLESS MOTORCYCLE FLAT
PETROL TANK, 1920S,**

with caps and hand operated oil pump, 73cm
long.

£50 - 80

€60 - 100

975

**A PAIR OF BELIEVED LEYLAND HUB
CAPS,**

over-painted green, each domed top, 14cm
diameter.

(2)

£20 - 30

€30 - 40

976

ASSORTED FAN BLADES.

(Qty)

£20 - 40

€30 - 50

977 ♦♦

A LARGE QUANTITY OF SPRING IRONS,
and some clamps.

(Qty)

£20 - 40

€30 - 50

978

FOUR LEYLAND HUBCAPS,

20cm diameter.

£40 - 60

€50 - 70

979

**A WOODEN CASTING PATTERN FOR A
TILLING STEVENS TOP WATER BRANCH.**

(3)

£20 - 30

€30 - 40

980

**A THORNYCROFT WATERPUMP AND
FAN ASSEMBLY,**

possibly J type, the blades 54cm diameter.

£40 - 60

€50 - 70

981

**A QUANTITY OF LEYLAND STARTING
HANDLES,**

together with some tractor handles.

(Qty)

£30 - 50

€40 - 60

982

A THORNYCROFT INLET MANIFOLD.

£20 - 30

€30 - 40



995

983 ♦
A CAR BONNET, HINGED WITH LOUVERED SIDES,
 together with assorted car wings and mudguards, together with a copper Deitrich petrol tank, requires repair.
£40 - 60
€50 - 70



997

984 ♦♦
AN AUTOJUMBLERS LOT,
 including trembler coils, electric motors, fanbelts and other items.
£50 - 80
€60 - 100

985 ♦
ASSORTED COACH AND BUS INTERIOR LIGHT FITTINGS,
 together with tax disc and operator's license holders.
£60 - 80
€70 - 100

986
ASSORTED COACHWORK FITTINGS,
 including handles, brackets, levers and other brightwork.
£40 - 60
€50 - 70

987 ♦
A LARGE COLLECTION OF ASSORTED LAMP MOUNTING BRACKETS,
 cast-iron various types and sizes.
 (Qty)
£50 - 80
€60 - 100



999

988 ♦
ASSORTED CARBURETTORS,
 spares and parts, together with filters and fuel pumps.
£60 - 100
€70 - 120

989 ♦
A LOT OF ASSORTED COMMERCIAL VEHICLE MANIFOLDS,
 various types and conditions.
 (Qty)
£60 - 80
€70 - 100



1000

990 ♦
ASSORTED BOSCH MAGNETOS,
 various types and conditions.
 (Qty)
£80 - 120
€100 - 150

991 ♦
ASSORTED SIMMS MAGNETOS,
 various types and conditions.
 (Qty)
£80 - 120
€100 - 150

992 ♦
ASSORTED SIMMS MAGNETOS,
 various types and conditions.
 (Qty)
£80 - 120
€100 - 150

993 ♦
ASSORTED LUCAS MAGNETOS,
 various types and conditions.
 (Qty)
£80 - 120
€100 - 150

994 ♦
ASSORTED SCINTILLA MAGNETOS,
 various types and conditions.
 (Qty)
£80 - 120
€100 - 150

995
AN ALBERT LEFERVRE GRAISSEUR JOHNSTON OILER,
 for 6 cylinder engine.
£250 - 350
€310 - 430

996
A PAIR OF SOLEX MOV 46 CARBURETTORS,
 bronze bodied.
£100 - 200
€120 - 250

997
A CENTEURE CARBURETTOR, FRENCH,
 Number 5359, bronze bodied, with maker's plaque.
£100 - 200
€120 - 250

998
THREE ZENITH L7 CARBURETTORS,
 to suit a commercial vehicle or large car, stamped L7166, L7200, L7233.
 (3)
£100 - 200
€120 - 250

999
A LARGE BRONZE VETERAN CARBURETTOR,
 unmarked, believed to suit a commercial vehicle.
£150 - 250
€180 - 310

1000
A TRIER & MARTIN LTD TYPE T 25 NUMBER A1634, VETERAN CAR CARBURETTOR,
 bronze bodied.
£250 - 350
€310 - 430

1001

SEVEN FLAME DESIGN GLASS LAMP SHADES,

to suit bus or coach passenger cabin interior, three with mounting brackets, each shade 12.5cm high.

(7)

£70 - 100

€90 - 120

1002

ASSORTED SPARKPLUGS,

various types and conditions.

(Qty)

£30 - 50

€40 - 60

1003

ASSORTED COMMERCIAL VEHICLE TOOLS,

including two Tilling-Stevens crankshaft nut spanners and a Nicholson's multi spanner.

(Qty)

£40 - 60

€50 - 70

1004

ASSORTED SPECIALIST TOOLS,

including a Tapley Brake Testing meter for Ferodo with floor mounted block in wooden case with enamel label, a die set in wooden case, a J W Pickavant Sonoscope in original box and a boxed set of accessories for a DTI gauge (one piece missing).

(Qty)

£50 - 80

€60 - 100

1005

A CASED BENCH VERNIER BY MICROPOL,

and a bench mounted precision measuring instrument by Tesa, supplied by Verdict.

(2)

£60 - 80

€70 - 100

1006

ASSORTED OILERS AND GREASERS,

various types and conditions.

(Qty)

£50 - 70

€60 - 90

1007 ♦

ASSORTED TOOLS,

comprising box spanners, hub pullers, a blowtorch and other items.

(Qty)

£30 - 50

€40 - 60

1008 ♦

ASSORTED TOOLS,

including socket spanners, wheel braces and other items, suit commercial vehicle use.

(Qty)

£30 - 50

€40 - 60

1009

A TAP AND DIE SET BY PRATT & WHITNEY CO SMALL TOOL DP'T, USA,

in fitted pine case 68cm wide.

£30 - 50

€40 - 60

1010 ♦♦

A SET OF SMALL HAND TOOLS FROM GEORGE GROU LAMPMAKERS WORKSHOP,

includes tinsnips, metal worker's hammers, punches in a craftsman's multi-drawer tool rack, some drawers missing. 90cm high.

(Qty)

£40 - 60

€50 - 70

1011 ♦♦♦

A LARGE QUANTITY OF COACHBUILDERS HARDWARE,

including nuts, coach-bolts, washers, pull-off springs, bracing rods, jubilee clips, threaded rods, and other useful spares, contained in an 84 drawer metal rack, 188 x 195 x 50cm.

(Qty)

£50 - 70

€60 - 90

1012

TWO BOXES OF HEPOLITE PISTONS,

to fit 1933 Morris type 6 (size 82mm standard) and 1938 Bedford commercial vehicle (size 3.3/8 inch + 010), new/old stock.

(2)

£30 - 50

€40 - 60

1013 ♦

AN ASSORTMENT OF BOXED SPECIALOID, WELLWORTHY AND HEPOLITE PISTONS AND LINERS,

for Leyland buses and coaches, including Lion and other types

(Qty)

£80 - 120

€100 - 150

1014 ♦♦♦

A 'STOREMASTER' MECHANICAL HACKSAW BY QUALTERS & SMITH, TYPE W6,

three phase, cast metal casing mounted on casters, 80 x 115cm.

£100 - 150

€120 - 180

1015 ♦♦

A UNION JUBILEE POLISHING MACHINE BY T S HARRISON & SONS,

three phase, comprising wheel buffer and grinder, on metal floor mounted base, fitted with angle lamp, 170cm high overall.

£80 - 120

€100 - 150

1016 ♦♦♦

A CIRCULAR SAW-BENCH BY A. COOKSLEY & CO,

three phase, with adjustable blade guard, floor mounted, 134 x 102 x 64cm.

£100 - 200

€120 - 250

1017 ♦

A WHEELED PALLET JACK BY ROLATRUC,

with handle operation, painted orange, two 15cm wide forks, 69cm wide overall.

£60 - 90

€70 - 110

1018 ♦

A SMALL ANVIL,

traditional block shape with pointed nose on tapered base, 39cm long overall.

£50 - 70

€60 - 90

1019 ♦♦

A LARGER ANVIL,

traditional block shape with pointed nose on tapered base, on square block stand, 69cm long overall, 66cm high on stand.

£50 - 70

€60 - 90

1020 ♦♦

A VICTORIAN BLACKSMITH'S TREE STUMP MOUNTED ANVIL BLOCK,

comprising squared block, with later cover, fitted directly into the wooden base, 70cm high overall.

£30 - 40

€40 - 50

1021 ♦♦

ASSORTED BLACKSMITH AND METALWORKING TOOLS,

including square peg dollies and two beading tools and a quantity of assorted bead patterns.

(Qty)

£30 - 50

€40 - 60

1022 ♦

A 30 INCH FLYWHEEL,

cast iron, painted red and black with 3½ inch rim.

£20 - 40

€30 - 50

1023 ♦

A PAIR OF COMMERCIAL VEHICLE FRONT WINGS,

some remains of red paint with yellow coachline decoration.

(2)

£20 - 30

€30 - 40

1024 ◊

A BATEMAN TROLLEY MOUNTED COMPRESSOR,

electrically powered, 83cm high, together with a three phase Triangle 'Major' welder, 400-440Volt, on wheeled base, 84cm high. (2)

£30 - 50

€40 - 60

1025

A BOX OF SCREW-DOWN GREASERS, various types and sizes.

(Qty)

£30 - 50

€40 - 60

1026 ◊

A QUANTITY OF ASSORTED AUTOMOTIVE ELECTRICAL EQUIPMENT,

including bulbs, light fittings and other items including windscreen wiper parts.

(Qty)

£30 - 50

€40 - 60

1027 ◊

ASSORTED STARTERS AND DYNAMOS, various conditions.

(Qty)

£30 - 50

€40 - 60

1028 ◊

A CYLINDRICAL PETROL TANK,

stitch welded alloy, 92cm wide 35cm diameter, together with three Tilling Stevens fluid measure instruments.

(4)

£100 - 150

€120 - 180

1029

SIX AXLE STANDS,

various types and sizes.

£30 - 50

€40 - 60

1030

THREE RATCHET JACKS,

comprising Simplex, Duff 6 ton and Martin 4 ton types.

(3)

£40 - 60

€50 - 70

1031

TEN WIDE BASE SCREW JACKS,

including three Woden, two Lake & Elliot and a Record types.

(10)

£40 - 70

€50 - 90

1032 ◊

TWENTY-ONE ASSORTED JACKS,

including Lake & Elliot 5 Ton, A O Norton 10 ton and other types together with three ratchet axle stands and various handles.

(Qty)

£80 - 120

€100 - 150

1033

ASSORTED BUS TRANSFERS,

including 'Fuel', 'Water', 'Upper Deck Lower Deck', 'To Seat 29', and others.

(Qty)

£20 - 30

€30 - 40

1034 ◊

TWO LARGE REVO ELECTRIC WORKSHOP CEILING LIGHTS,

each stirrup mounted, with 14 inch diameter lens.

(2)

£40 - 60

€50 - 70

1035

TWO GAS LANTERNS, BELIEVED EX GREAT WESTERN RAILWAY WAITING ROOM,

each comprising green and white enamelled shade and body with glass cover, lacking mantle, one with chain arm operating lever.

(2)

£40 - 60

€50 - 70

1036

THREE REVO WORKSHOP LIGHTS,

each enamelled shade with domed glass bulb cover.

(3)

£30 - 40

€40 - 50

1037 ◊

ASSORTED COMMERCIAL VEHICLE SPARES,

majority to suit Leyland vehicles including brake cylinders, differential gears and some other new old stock crown wheel and pinion sets for cars and light vans.

(Qty)

£30 - 40

€40 - 50

1038 ◊◊

ASSORTED COMMERCIAL VEHICLE SPARES,

majority to suit Leyland, including shock absorbers, Hardy joints, timing gears and wheel studs.

(Qty)

£30 - 40

€40 - 50

1039 ◊

ASSORTED COMMERCIAL VEHICLE PIPE FITTINGS.

(Qty)

£30 - 50

€40 - 60

1040

VARIOUS COMMERCIAL VEHICLE AND CAR DOOR FURNITURE,

including handles and winders, locks, and other brightwork including bonnet catches.

(Qty)

£40 - 60

€50 - 70

1041 ◊

ASSORTED AUTOMOBILIA,

including lighting and electrical switches, brackets, verniers, mirror parts, oil lamp burners, fuel taps, leather starting handle covers and many other items.

(Qty)

£60 - 100

€70 - 120

1042

A LARGE QUANTITY OF VEHICLE GASKETS AND GASKET SETS,

some in original packaging.

(Qty)

£50 - 100

€60 - 120

1043

ASSORTED COMMERCIAL VEHICLE MIRRORS AND GLASSES,

two with mounting brackets.

(Qty)

£30 - 40

€40 - 50

1044

A LARGE 'ELITE' COMMERCIAL VEHICLE DRIVE CHAIN,

1□ inch pitch to fit 1 inch drive cog tooth, sold as viewed.

£30 - 40

€40 - 50

1045

A TECALEMIT WORKSHOP GREASE NIPPLE PARTS TRAY,

wooden decorated with gilded transfers, with 18 compartments containing various sized grease nipples, the tray 40cm wide, missing lid.

£20 - 40

€30 - 50

1046

ASSORTED SMALL SPARE PARTS,

including brass lamp nuts, lamp hinge pins, pipe fittings, chrome fittings and other items.

(Qty)

£20 - 40

€30 - 50

1047 ◊◊◊

A TILLING-STEVENS COMMERCIAL VEHICLE ENGINE, 1920S,

four cylinder, with flywheel.

£200 - 300

€250 - 370

1048 ♦♦

A LARGE ASSORTMENT OF LAMP SPARES AND PARTS, (FIRE DAMAGED),

including some complete lamps, and many other part lamps and spares including reservoirs, burners, rims, cases, fittings, mounting bolts and other items.

(Qty)

£50 - 100

€60 - 120

1049 ♦♦

A LARGE ASSORTMENT OF MOTOR VEHICLE LAMP AND LIGHT LENSES,

including coloured opera lamp type, ruby rear lenses, clear, ribbed and frosted flat lenses including etched Zeiss type and other convex and concave lens types.

(Qty)

£80 - 120

€100 - 150

1050 ♦♦

TWO LEYLAND COMMERCIAL VEHICLE RADIATORS,

with offset cap apertures, one with cap.

(2)

£100 - 200

€120 - 250

1051 ♦♦

ASSORTED RADIATORS,

including Leyland with central aperture (lacking cap), and four other unidentified commercial types.

(5)

£100 - 200

€120 - 250

1052 ♦

A PAIR OF COMMERCIAL VEHICLE WHEELS,

8 stud types, painted red fitted with 650 x 20 Regent-Trunk-Way remould tyres.

(2)

£40 - 60

€50 - 70

1053 ♦

A PAIR OF COMMERCIAL VEHICLE WHEELS,

10 stud types, painted red/maroon fitted with 700 x 24 Dunlop B6 tyres.

(2)

£40 - 60

€50 - 70

1054 ♦

A PAIR OF COMMERCIAL VEHICLE WHEELS,

10 stud types, painted grey fitted with 40 x 8 tyres, together with a 40 x 8 tyre.

(2)

£40 - 60

€50 - 70

1055 ♦

A PAIR OF DUNLOP METAL ARTILLERY WHEELS,

20 inch diameter, restored black.

(2)

£40 - 60

€50 - 70

1056 ♦♦

FIVE DUNLOP METAL ARTILLERY WHEELS,

un-restored fitted with 500 x 20 tyres.

(5)

£50 - 70

€60 - 90

1057 ♦

THREE COMMERCIAL VEHICLE WHEELS,

6 stud type, painted red fitted with 30 x 5 Dunlop tyres.

(3)

£40 - 60

€50 - 70

1058 ♦

TWO COMMERCIAL VEHICLE REAR WHEELS,

cast iron rims with wooden spokes, 12 stud type fitted with 600 x 20 tyres of different type.

(2)

£30 - 50

€40 - 60

1059 ♦

TWO CROSSLEY COMMERCIAL VEHICLE SPOKED WHEELS,

fitted with 32 x 6 tyres.

(2)

£30 - 50

€40 - 60

1060 ♦

THREE COMMERCIAL VEHICLE WHEELS,

with domed central disc, 10 stud fixing, 24 inch diameter.

(3)

£30 - 40

€40 - 50

1061 ♦

TWO COMMERCIAL VEHICLE WHEELS,

with domed central disc, 10 stud fixing, 24½ inch diameter.

(2)

£30 - 40

€40 - 50

1062 ♦♦

A SET OF FRONT AND REAR ARTILLERY WHEELS,

wooden block spokes, metal rims fitted with assorted solid rubber tyres.

(4)

£30 - 50

€40 - 60

1063 ♦

TWO ARTILLERY WHEELS,

wood spoked metal rims and hubs, fitted with different 30 x 3½ tyres.

(2)

£30 - 50

€40 - 60

1064

A 27¾ INCH STEPNEY SPARE WHEEL,
painted yellow with two screw fittings and block mounts.

£80 - 120

€100 - 150

1065

A 23 INCH STEPNEY SPARE WHEEL,
painted khaki with two screw fittings and block mounts.

£80 - 120

€100 - 150

1066

A PAIR OF 140 X 670 DUNLOP SOLID RUBBER TYRES,

on metal rim bands, unused..."and all that".

(2)

£200 - 300

€250 - 370

1067 ♦

A PAIR OF LEYLAND FRONT WHEELS, CIRCA 1918,

8 spoke metal artillery type fitted with 720 x 120 solid rubber tyres, used.

(2)

£200 - 300

€250 - 370

1068 ♦

A PAIR OF BELIEVED DAIMLER FRONT WHEELS, CIRCA 1918,

6 spoke metal artillery type fitted with 720 x 120 solid rubber tyres, used.

(2)

£200 - 300

€250 - 370

1069 ♦

A PAIR OF BELIEVED DAIMLER/AEC REAR WHEELS, CIRCA 1918,

8 spoke metal artillery type, each fitted with twin 120 x 850 solid rubber tyres, used.

(2)

£300 - 500

€370 - 610

1070 ♦

A PAIR OF COMMERCIAL VEHICLE WHEELS,

hub mounted, with 4 x 35 Goodyear pneumatic tyres.

(2)

£30 - 50

€40 - 60



1095 - 1098



1099

1071 ♦♦

A SET OF FOUR AEC FRONT AND REAR WHEELS,

the rears with central disc hub and stub spokes fitted with twin 850 x 120 solid rubber tyres, the fronts with metal spokes, marked ESCO, fitted with similar 850 x 120 single tyres, used.

(4)

£200 - 300

€250 - 370

1072 ♦

TWO DENNIS FRONT WHEELS,

artillery type six spoked with Dennis hubs, the rims fitted with 110 x 720 solid rubber tyres, used.

(2)

£100 - 200

€120 - 250

1073 ♦♦

FOUR BATES SOLID RUBBER TYRES,

900 x 100 for 741, with cast iron bands, used.

(4)

£100 - 150

€120 - 180

1074 ♦♦

FIVE CONTINENTAL SOLID RUBBER TYRES,

800 x 94, without bands, apparently unused.

(5)

£200 - 300

€250 - 370

1075 ♦♦

A SET OF FOUR HENLEY 720 SOLID RUBBER TYRES WITH BANDS,

comprising fronts 720 x 180 and double-grooved rears 720 x 254, apparently unused.

(4)

£250 - 350

€310 - 430

1076 ♦

A SINGLE HENLEY SOLID RUBBER REAR TYRE WITH BAND,

771 x 305, triple grooved, apparently unused.

£60 - 90

€70 - 110

1077 ♦♦

A SET OF FOUR SPENCER MOULTON 120 X 850 SOLID RUBBER TYRES,

with bands, used.

(4)

£200 - 300

€250 - 370

1078 ♦♦

FOUR 860 X 100 SOLID RUBBER TYRES,

without bands, by Continental and Dunlop, apparently used.

(4)

£150 - 200

€180 - 250

1079 ♦

THREE MIDLAND SOLID RUBBER TYRES,

850 x 100, hardly used, with bands.

(3)

£150 - 250

€180 - 310

1080 ♦

TWO SOLID RUBBER TYRES,

860 x 90 by Bates and Dunlop, with bands, hardly used.

(2)

£120 - 180

€150 - 220

1081 ♦

THREE 865 X 90 SOLID RUBBER TYRES,

on bands, hardly used.

(3)

£150 - 200

€180 - 250

1082 ♦

A DUNLOP 32 X 4 SOLID RUBBER TYRE,

with band, hardly used.

£50 - 70

€60 - 90

1083

A BATES 820 X 100 SOLID RUBBER TYRE,

with band, used.

£50 - 70

€60 - 90

1084 ♦

A PAIR OF DUNLOP 863 X 100 SOLID RUBBER TYRES,

with bands, apparently unused.

(2)

£100 - 200

€120 - 250

1085 ♦♦

A SET OF FOUR HENLEY 900 X 100 SOLID RUBBER TYRES FOR THE WAR DEPARTMENT,

with bands, used.

(4)

£200 - 300

€250 - 370

1086 ♦♦

FOUR DUNLOP CORD 880 X 120 PNEUMATIC TYRES,

new/old stock apparently unused, together with one boxed Michelin Airstop inner tube.

(5)

£80 - 120

€100 - 150

1087 ♦

THREE DUNLOP CORD 875 X 105 PNEUMATIC TYRES,

new/old stock, apparently unused.

(3)

£60 - 100

€70 - 120

1088 ♦♦

SIX MICHELIN 820 X 120 PNEUMATIC TYRES,

as new.

(6)

£120 - 200

€150 - 250

1089

SIX BOXES OF MICHELIN AIRSTOP INNER TUBES,

to fit 820 x 120, 815 x 135 or 835 x 135 tyres.

(6)

£30 - 50

€40 - 60

1090 ♦

A ROLLS-ROYCE SILVER GHOST SPOKED WHEEL,

fitted with Dunlop 895 x 135 pneumatic tyre, used.

£80 - 120

€100 - 150



1100

1091

A SET OF SIX JAGUAR PLACEMATS,

depicting racing scenes after paintings by Roy Nockolds, in original badged Jaguar box.

£70 - 100

€90 - 120

1092 ♦

A GLAZED DISPLAY CABINET,

with sliding glass doors, 70 x 49 x 32cm.

£20 - 30

€30 - 40

1093

'THE KOHLER WARNING SIGNAL' BY KOHLER & SON OF BROMLEY KENT, CIRCA 1870,

nickel plated with single valve.

£50 - 70

€60 - 90



1090

1094

ASSORTED ASHTRAYS,

including Daimler, AC Brooklands, veteran rally types and a few with model cars on ceramic bases.

(Qty)

£50 - 70

€60 - 90

1095

A BUGATTI RADIATOR DECANTER, FRENCH,

chromed surround with pierced black grille and painted red badge, 19cm high.

£100 - 200

€120 - 250

1096

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED,

chromed surround and shutters, with town cap, 20cm high.

£200 - 300

€250 - 370

1097

A BENTLEY RADIATOR DECANTER BY RUDDSPED,

chromed surround and grille, with dog-bone cap and red enamel badge, 20cm high.

£200 - 300

€250 - 370

1098

A MERCEDES-BENZ RADIATOR DECANTER BY RUDDSPED,

chromed surround and lithographed grille, with town cap, 20cm high.

£200 - 300

€250 - 370

1099

A COLLECTION OF CRESTED CHINA,

including Willow Art, Mother Shipton China, Crafton & Sons, Shelley and Arcadia ware, comprising Machine Gunner, Dispatch Rider, WWI tank, Cycle lamp, Chauffeur's cap, three unmarked veteran cars, seven crested char-a-bancs and seven assorted Ambulances.

(22)

£100 - 200

€120 - 250

1100 ♦

A FINE WOODEN FRETWORK MODEL OF AN OMNIBUS,

early 20th century open top Omnibus displayed in a purpose built wood and glass case, 66cm wide.

£100 - 200

€120 - 250



1101

- 1101 ♦**
A LARGE MODEL OF A 1910 LONDON GENERAL OMNIBUS COMPANY 'B' TYPE,
 double decker bus, scratch built and hand painted, 110cm long overall.
£100 - 200
€120 - 250

- 1102 ♦♦**
A PRE-WAR LORRY CAB ROOF,
 wooden construction with sheet metal cover, metal brackets to front, 145 long x 132cm wide, weathered.
£40 - 60
€50 - 70

- 1103 ♦♦**
A LOT OF ASSORTED FIRE EXTINGUISHERS,
 including antique and modern types, car extinguishers with brackets, together with other domestic and industrial types.
 (Qty)
£50 - 100
€60 - 120

- 1104 ♦♦**
A LAMP SELLER'S HAND CART,
 two-wheeled cart with box body, signwritten livery for George Grou & Sons of Northampton Street, London EC, well-known manufacturers and restorers of lamps from Victorian times into the motor age, disc wheels fitted with pneumatic tyres, simple hinged props to either end.
£100 - 200
€120 - 250

- 1105 ♦♦♦**
A HORSE-DRAWN GOVERNESS CART BY OFFORD & SONS, LONDON, CIRCA 1898,
 painted red and black with yellow coachlining, brass furnishings, spindle-railed body with rear entrance door and cast iron step, Warner hubs and Collinge type axle boxes, mounted with 36 inch diameter twelve-spoke cart wheels with solid rubber tyres, front brackets mounted with coach lamps, the hanes suitable for a pony of 11-12 hands.

Founded in 1791, coachmakers Offord of London endured for almost two hundred years, in which they held the Royal Warrant and built carriages for many of the crowned heads of Europe, India and Japan. This type of cart originally known as an 'Avondale' was renowned for its safety, which ensured that even the most boisterous of children were cared for, giving rise to it's nickname the Governess Car.

Michael Banfield purchased this cart at an Earls Court auction in 1968 where coachmakers Offord were dispersing their own stock at the time, the price list indicates that lot 5 was purchased for a hammer price of £150.
£1,500 - 2,500
€1,800 - 3,100

- 1106 - 1199**
 No lots

END OF AUTOMOBILIA



1104



1105



HALT

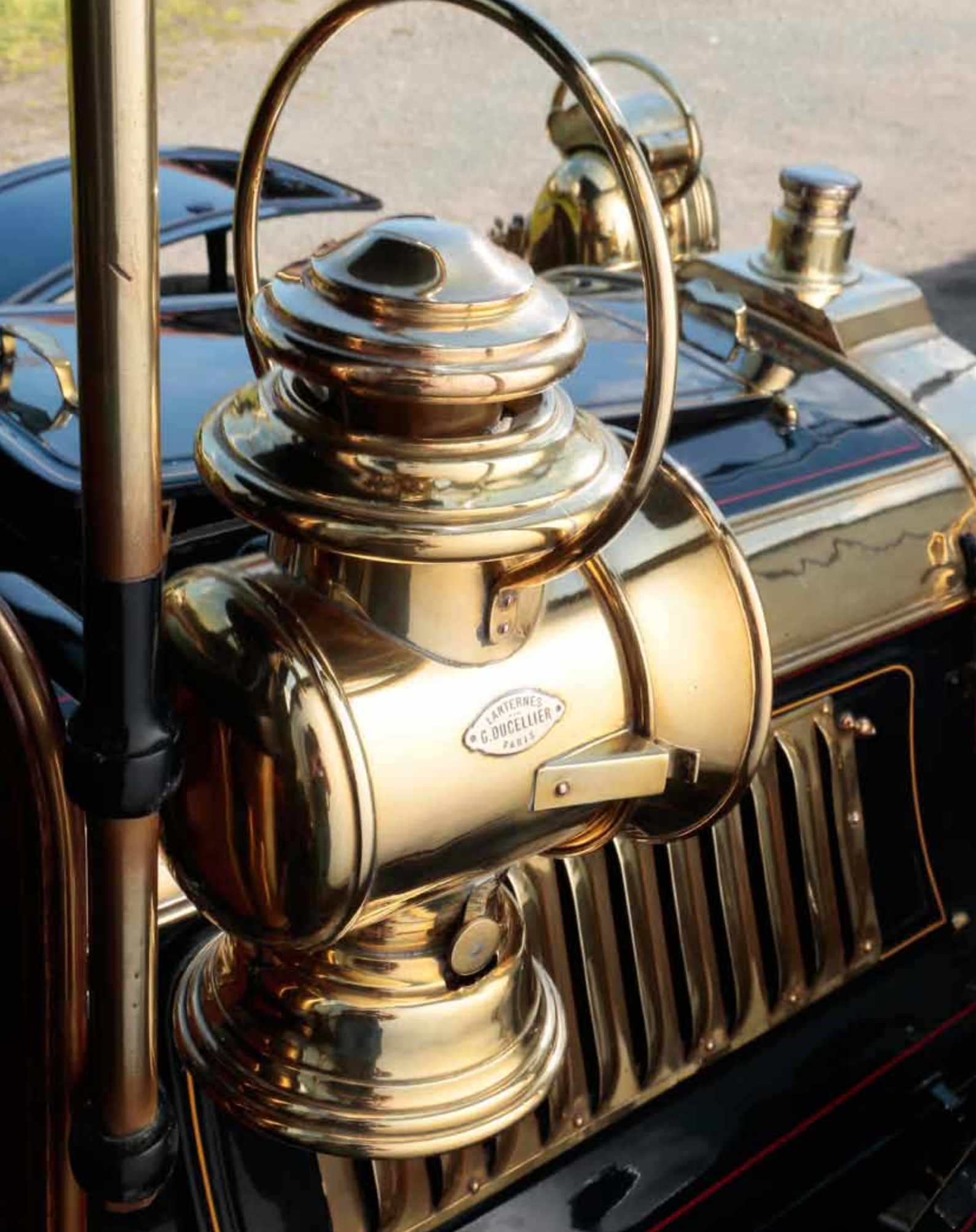
**AT
MAJOR
ROAD
AHEAD**

MOTOR CARS

Saturday 14 June

15:00

Images of each lot can be found at
bonhams.com/22201



FIRE EQUIPMENT

Fire Pumps and Fire Engines



1200

MOBILE FIRE ESCAPE LADDER

This extensible fire escape ladder would probably have served a large country house. Probably dating from the 19th century, it is in need of attention to its spoked wooden wheels.

£1,000 - 2,000

€1,200 - 2,500



1201

DRAKE & FLETCHER HAND PUMP TROLLEY

This two-wheeled hand-pump trolley was made by the Maidstone engineering company Drake & Fletcher, founded in 1898. In 1900 J.A. Drake designed and built the first car in Maidstone. From 1903 Drake & Fletcher built petrol tractors and "Mistifier" spraying engines for "hop, fruit, tea, coffee or rubber plantations". They still exist as car dealers.

£250 - 350

€310 - 430



1202

C. 1900 BAKER & SONS HAND PUMP TROLLEY

Founded in the early 19th Century, by 1900 T. Baker & Sons of the White Wall Iron Works, Compton, Berkshire, were making "liquid manure and water carts, sanitary tumbler carts, street watering carts and vans, street sweeping machines, builders and contractors carts, pumps and hoses". This rotary pump is mounted on a two-wheeled hand trolley; its handle is incomplete.

£250 - 350

€310 - 430



1203

VICTORIAN TWO-WHEELED HOSE CART

This wooden-wheeled two-wheeled Victorian hose cart has the hose reel concentric with the axle and a storage box for fire-fighting equipment above.

£250 - 350

€310 - 430



1204
1840s TILLEY HORSEDRAWN MANUAL FIRE PUMP



This Braidwood-body horse-drawn manual fire pump was built by the Tilley Company of the Blackfriars Road in London, which developed the distinctive type of manual fire engine known as the London Fire Brigade Engine around 1841. The Tilley “side-pumper” engine was a significant progression from the earlier “end-stroke” models, enabling more men to take part in the pumping operations. The Tilley company was taken over by Shand Mason during the 1840s. It is lettered for the parish of Boxford in Suffolk.

£2,000 - 2,500

€2,500 - 3,100



1205

TASKER MANUAL FIRE PUMP

Little advanced over Newsham's original 1723 "water-engine for the quenching and extinguishing of fires", this Victorian four-man fire pump bears the name of Tasker and would have been used for dealing with domestic fires.

£2,000 - 3,000

€2,500 - 3,700



1206

C. 1870 SHAND MASON PATENT CURRICULE FIRE ESCAPE LADDER

Established in 1774, Shand Mason were the leading fire engine makers in the mid-19th century, and their "Patent Curricule Fire Escape" was designed for situations where a horse-drawn fire engine was unavailable. "Rapidly and easily propelled by one or more men", it was praised for its "fine balancing and the automatic and other arrangements for quick raising and extension". Its box-like framework was designed to increase its weight-bearing capacity.

£2,000 - 4,000

€2,500 - 4,900

1207

C. 1910 DELAHAYE FIRE ENGINE

Registration no. LE 7485

Chassis no. TBA

Engine no. TBA

This chain-drive fire engine chassis was bought, along with a Renault chassis, from the Musée de l'Automobile du Sud-Est in St-Cannat (Provence) in 1973. Delahaye began building fire engines in 1906 under the impulse of its engineering director Amédée Varlet, who was working in conjunction with Etablissements Farcot, specialists in fire-fighting equipment, and by March 1907 Delahaye had already delivered 80 dedicated fire-fighting vehicles to the fire department of Paris. This engine, though listed as "1906" in Michael Banfield's files, would appear to be a Type 32 PS (Premier Secours), a 2-litre four-cylinder 12/16CV chassis derived from the Type 32 private car chassis of 1907-13, but with chain drive rather than cardan shaft. It has solid tyres all round, with twin rear wheels. Fitted with a rear-mounted centrifugal Farcot pump, it has the remnants of bodywork by the "Société Générale du Carrosserie et de Charronnage" of Paris, and represents an interesting and potentially rewarding restoration project.

£5,000 - 6,000

€6,100 - 7,400



1208

1917 LEYLAND DEU4 FIRE ENGINE

Registration no. LH 8816

Chassis no. 3482

Engine no. 5972/54

Leyland's introduction to the fire engine market was quite unexpected. Established as steam engineers, the company had gained fame with fearsome steam-powered lawn mowers, the first of which was supplied to Rugby School in 1895. In 1896 came the first of many steam wagons, then in 1904 Leyland built an experimental petrol truck nicknamed "The Pig". Its shortcomings were speedily rectified and a reliable petrol-engined truck was developed (though the 1907 output of 36 steamers against 17 petrol chassis shows both the size of the commercial vehicle market at that period and the prejudice that still existed against internal combustion). In 1909 the Chief Fire Officer of Dublin arrived at the Leyland works and told the astounded company that he had decided that they built the finest petrol truck chassis in the country, and that nothing but the best would be good enough for his proposed new fire engine. Though Leyland protested that they knew nothing of fire engine design, the astute fireman had come armed with his own ideal specification and Leyland agreed to build his engine. It achieved notoriety on test: while the capabilities of its 250 gallons per minute Mather & Platt turbine pump were being tested in the Leyland workshops, workmen began to fall to the floor unconscious. That was how Leyland discovered the noxious effect of exhaust fumes in a confined space! The engine was delivered to Dublin in 1910: on trial in Phoenix Park, it reached 60 mph, no mean feat on solid rubber tyres. A banquet was held to celebrate its arrival, only to be interrupted by a call to a fire at Kingstown. Driven by Henry Spurrier II, one of the partners in the Leyland company, the machine put up fast time on a slippery road and put the fire out in time for Mr Spurrier to catch his boat back to Liverpool! Fire engines quickly became an important part of Leyland's production; late in 1910 a special 85 bhp six-cylinder engine intended for fire engine work was added to the range. Before long, all Leyland fire engines were fitted with the four-stage Rees Roturbo turbine pump made in Wolverhampton, in this case an 1880 rpm pump with a rating of 369 ft/head. Their fame was widespread: among the early purchasers of Leyland fire engines were the fire brigades of Shanghai and Hobart, Tasmania. This restoration project Leyland engine was originally owned by the London Fire Brigade: it was one of three acquired by Michael Banfield in 1965 from scrap dealer D.R. Monger of Dragon Road, Peckham, for £100 each (the other two were sold on). It has an old blue registration document.

£8,000 - 12,000

€9,800 - 15,000



1209

***Formerly the works fire engine of brewers Bass,
Ratcliff & Gretton***

1913 MERRYWEATHER FIRE ENGINE

Registration no. E 2152

Chassis no. 3507

Engine no. 1872 W



Able to trace its origins back to 1692, Merryweather & Sons is the oldest name in the manufacture of fire-fighting equipment. It was in 1807 that a 14-year-old Yorkshire lad named Moses Merryweather was taken on as an apprentice by the old-established firm of fire engine makers Hadley, Simpkin & Lott, which had its roots in a maker of "fire squirts" founded in Long Acre some 25 years after the Great Fire of London: in 1836 Moses married the niece of company owner Henry Lott, and took over the company when Uncle Henry died. Always in the forefront of development, particularly after Moses' son James Compton Merryweather took control in 1877, the year after the firm had opened a new factory in Greenwich to cope with increasing demand, Merryweather & Sons became predominant in the manufacture of fire-fighting equipment.

While horse drawn steam fire engines had been the order of the day in Victorian times, Merryweather built their first self-propelled steam fire engine in 1899, and followed it with their first petrol-driven fire engine incorporating a pump, an entirely new type of machine, as early as 1904. Like all the early Merryweather motors, it had a chassis and engine built by Aster of Wembley, an offshoot of the French Aster company, whose engines were used by many early motor manufacturers.

This particularly Merryweather-Aster fire engine spent many years in the service of the brewers Bass, Ratcliff & Gretton of Burton-on-Trent, though that company declared that prior to the engine coming into their possession circa 1920-21, it was believed to have been used on a local estate connected with the Bass business.



Powered by a pair-cast four-cylinder L-head Aster engine displacing 8588cc, this impressive engine has a Braidwood-type body and a Merryweather "Hatfield" pump delivering 360 to 400 gallons per minute. It is equipped with a two-section double-row trussed John Morris "Ajax" ladder extending to 30 ft.

Bass, Ratcliff & Gretton sold it to Langley Mill Commercials of Nottingham for scrap in 1963, but fortunately it came to the notice of the Historic Commercial Vehicle Club and Michael Banfield immediately paid a deposit of £10 to save it. The purchase was completed and the Merryweather acquired on 9 September that year. Back at Nunhead Lane, it was completely stripped down and meticulously restored to 1913 specification.

This included making a new set of solid-tyred wooden wheels to replace the pneumatic-tyre wheels fitted during World War Two. Some of the missing parts came from the stores at Bass, Ratcliff & Gretton, others were located by a diligent search.

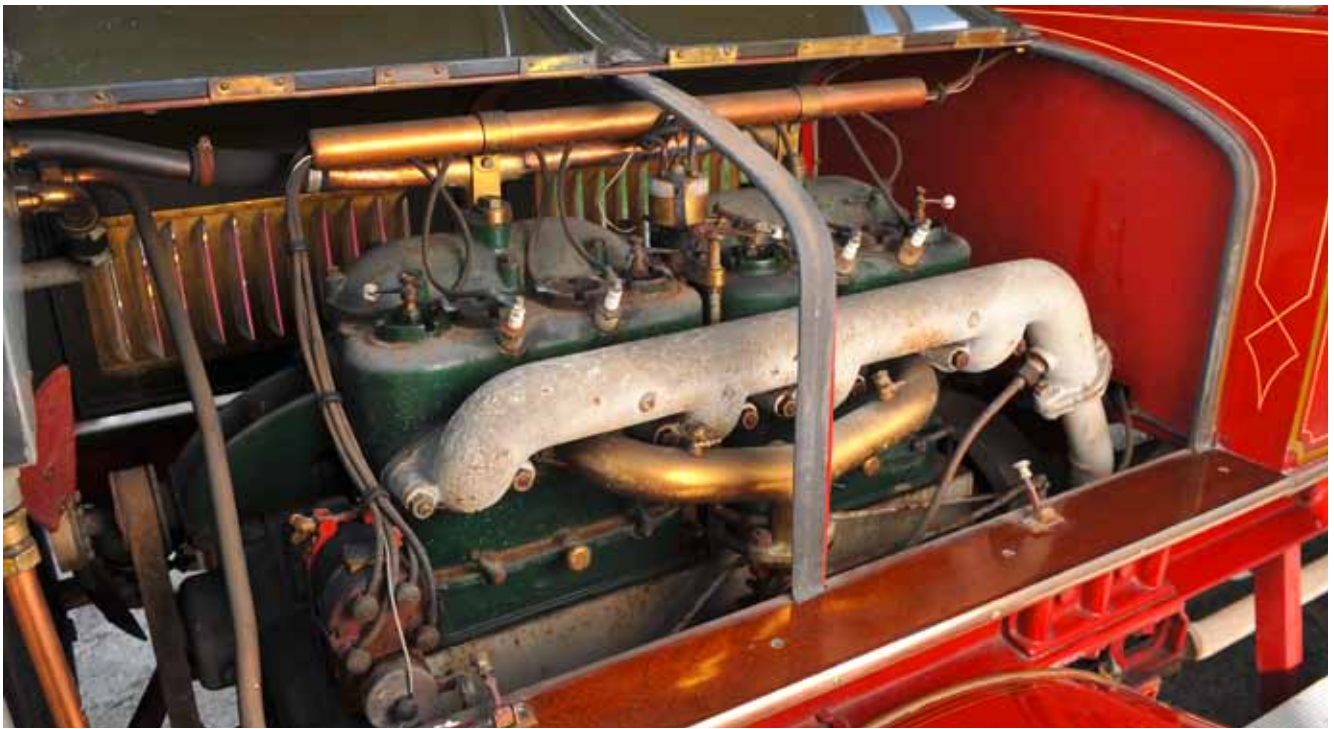
Its first public outing was the 1966 HCVC London-Brighton Run, when it not only won first prize in the fire engine class, but also won the trophy for the best pre-1919 vehicle and was declared outright winner of the concours d'elegance. "It was just impossible to fault any part of this fabulous rebuild," wrote Bill Boddy of Motor Sport.

Almost 50 years on, this magnificent pre-World War One fire engine still lives up to Bill Boddy's accolade: it is, quite simply, fabulous.

£45,000 - 60,000

€55,000 - 74,000





1210

**C. 1913 MERRYWEATHER HATFIELD FIRE ENGINE
TRAILER PUMP**

Engine no. TBA

As early as 1896, Merryweather announced their new Hatfield reciprocating pump, named after Hatfield House, the stately home of the Conservative Prime Minister Lord Salisbury, who purchased the first pump of this kind. This handsome self-contained trailer pump was acquired in Somerset in 1986. An earlier form of the Hatfield pump, designed to be towed behind a fire tender, it is attractively lined-out and fully exemplifies Merryweather's proud boast that "it is the finest pump for delivering fire fighting jets."

£6,000 - 7,000

€7,400 - 8,600



1211

**1929 MERRYWEATHER HATFIELD FIRE ENGINE
TRAILER PUMP**

This is a later version of the remarkably successful Hatfield pump, whose robustness of construction endeared it to thousands of users, and ensured its continued production well into the second half of the twentieth century. This pump was legendary for its ability to cope with dirty water sources: when one Hatfield pump was returned for service, the Merryweather engineers dismantled it and found what sounded like the stomach contents of a man-eating shark: "Part of a pair of dungarees, part of a calico shirt, weighing about ½ lb, a leather washer and a hairbrush 13¼ inches long".

£3,000 - 5,000

€3,700 - 6,100





1212
1914 DENNIS FIRE ENGINE
 Registration no. AR 5232
 Chassis no. 1240
 Engine no. 7188



Long synonymous with fire engine manufacture, Dennis of Guildford in Surrey actually entered the field by chance. The Dennis Brothers, John and Raymond, had been bicycle makers during the 1890s, their "production line" the branches of a tree behind their shop on which components were hung as the cycles were assembled, before turning to motor cars. They subsequently developed an excellent shaft-driven commercial vehicle chassis – their customers included the balloon manufacturers Paddon & Sopwith and the Metropolitan Asylums Board – on which, in 1908, they decided to build a fire engine, using a pump supplied by Gwynnes of Chiswick. This was a centrifugal pump in which a rotating vane, rather than pistons, developed the pressure. The unit proved so successful on test that Dennis had no difficulty in selling it to the Bradford Fire Brigade. Encouraged by this sale, Dennis began to concentrate more and more on the manufacture of fire engines, and acquired the rights to a powerful turbine pump designed by an Italian engineer named Tamini, which they fitted from 1913.

At first, Dennis used Aster engines like Merryweather, but eventually turned to the White & Poppe engine, to which they finally bought the manufacturing rights. By the time that the Great War broke out, Dennis were firmly established as suppliers of fire engines to the London Fire Brigade.

The 5195cc White & Poppe engine of this particular engine was on test at Guildford in April/May 1914, but unfortunately the block of records covering this engine has been lost, and its early history is unknown.

In 1978 Michael Banfield – who had known about this engine since 1962 – bought the Dennis for £3750 from the old-established firm of Arnolds (Branbridge's) Ltd of East Peckham, Kent, famous for having built the Benz-based Arnold Motor Carriage from 1896-98. They had lost the records for this engine in a flood in 1968, but retained its old buff log book. In 1978 Arnold's managing director R. Lowres wrote: "Examination of the Dennis records indicate that substantial modifications were made to the front end of the unit, the radiator and front axle assembly definitely being of later vintage (probably early 1920s)."

With solid tyres and a Braidwood-type body still bearing the name of Arnolds (Branbridge's), this is a handsome example of the archetypal early motor fire engine, and is in running order. Its file includes not only that buff log book but also correspondence and a photocopy 1913 instruction book for the "Dennis Turbine Fire Engine".

£25,000 - 35,000
£31,000 - 43,000

1213

1926 MORRIS-COMMERCIAL FIRE ENGINE

Registration no. DF 3365

Chassis no. 3266Z

Engine no. TX29065



Originally delivered to R. A. Lister & Company of Dursley, Gloucestershire, as a works fire engine in September 1926 but not road-registered until August the following year, this 30-cwt Morris-Commercial – affectionately named “Betsy” after a 1914-18 War Horse – was to remain in service until the mid-1960s. Powered by a 2.5-litre four-cylinder engine, it served not only Listers but, following an agreement with the Dursley Parish Council, also the surrounding villages. In those days, the local rates didn’t include the fire services, so any intervention had to be paid for (plus beer for the fire crew!).

Answering a call in 1930s when the mills in the neighbouring village of Cam caught fire, the engine took a sharp right-hand bend too fast, skidded and hit the bank and rolled over, killing one of the crew. Following that incident, the engine was returned to the Morris works to be rebuilt and updated with the latest type of hose reel.

An ingenious feature of the Morris-Commercial is that while fighting a fire, when the vehicle’s engine is used to drive the pump, is that a bypass sends some of the pumped water to a coil in the sump and thence into the base of the radiator and out through the overflow, thus maintaining the engine at a good working temperature.

Michael Banfield first heard of this engine in 1965, but on offering to buy it was told: “it is still very much usable... much more valuable to be usable as an emergency vehicle.” And, indeed, it attended its last fire around 1965. Several approaches were made over the following years, and finally Michael was able to buy the Morris-Commercial – still on its original tyres! – in 1969 for £400 and restore it to his own exacting standards. It is in running order.

£18,000 - 25,000

€22,000 - 31,000



HISTORIC COMMERCIAL VEHICLES

Various Commercial Restoration Projects - Sold as seen



1213A
**THE CHASSIS OF A GREAT WAR ERA AEC YC-TYPE
WITH TWIN REAR WHEELS, DATED 2 DECEMBER 1918**
£400 - 600
€490 - 740



1214
A SOLID-TYRED THORNYCROFT LIGHT LORRY CHASSIS
£400 - 600
€490 - 740



1215
**A REAR DOUBLE WOODEN-WHEELED AXLE,
AND TWO IDENTICAL FRONT AXLES, ONE WITH
A BROKEN WHEEL, POSSIBLY FROM A GREAT WAR
PERIOD PEERLESS TRUCK**
£200 - 300
€250 - 370



1216
**A WORLD WAR ONE SURPLUS CHAIN-DRIVE KELLY-SPRING-
FIELD CHASSIS, PROBABLY EX-CANADIAN ARMY**
£300 - 500
€370 - 610



1217
A DAIMLER CB-TYPE CHASSIS BUILT AROUND 1918
£200 - 300
€250 - 370



1218
**A SOLID TYRED CHASSIS, POSSIBLY FROM A GREAT WAR
PERIOD MAXWELL**
£200 - 300
€250 - 370



1219
A SECOND SOLID TYRED CHASSIS, ALSO POSSIBLY FROM A GREAT WAR PERIOD MAXWELL
 £200 - 300
 €250 - 370



1220
A 1920s TILLING-STEVENS TS7 LONDON BUS CHASSIS COMPLETE WITH DYNAMO OR MOTOR, TO BE CONFIRMED
 £300 - 400
 €370 - 490



1221
A 1919-20 AEC K-TYPE CHASSIS AND BODY
 With chassis no 20571 and body no 1077, registered XR-9961, this restoration project was formerly owned by pioneer commercial vehicle conservationist Prince Marshall. This vehicle is to be sold together with two further K-type bus chassis and separate front and rear axles.
 £350 - 500
 €430 - 610



1222
AN EARLY DENNIS CHASSIS
 £250 - 350
 €310 - 430



1223

C. 1930 THORNYCROFT LORRY

Registration no. FM 4701

Chassis no. TBA

Engine no. TBA

With its type yet to be identified, this restoration project was formerly a horsebox, and was bought in 1972 from Osmond Bennett & Son Ltd of Portlaoise, Ireland. It dates from a particularly progressive period in Thornycroft development, when the need for more load capacity without loss of performance resulted in Thornycroft extracting around twice as much power from some of their lorry engines as they had in the first part of the 1920s. Petrol engines remained the norm until 1931, when the company's first diesel engine was introduced, and all in all the years between 1927 and 1932 saw greater technological advance in lorry design than in any comparable earlier period. Commercial vehicles were just one facet of Thornycroft's multifarious activities, which also included cargo and passenger ships up to a length of 450ft, marine and stationary engines, motor boats and marine boilers.

£4,000 - 6,000

€4,900 - 7,400



1224

1924 THORNYCROFT TYPE Q TIPPER LORRY

Registration no. MY 3093

Chassis no. 10895

Engine no. 167

The firm of John I Thornycroft & Co was founded at Chiswick in 1864 to build steam carriages, but the restrictive climate of legislation hampering road vehicle development saw the firm's activities concentrate on the building of high-speed ships and launches until 1895, when John Thornycroft resumed work on road vehicles. The Thornycroft Steam Wagon Company of Chiswick was formed two years later, to build steam road vehicles, and a new factory was established at Basingstoke, Hampshire, to meet demand. Thornycroft built its first petrol vehicle, a 4-ton lorry, in 1902, and met with great success, building lorries, buses and – for a relatively short period – private cars. The company did well in War Office trials, successfully meeting the requirements of the Subsidy Scheme with its Types J 4-tonner and K 4.5-tonner, and when war broke out in 1914 Thornycroft's entire stock in hand was impressed and the entire output of J-Types commandeered for military use, with some 5,000 J-Types being built during the hostilities. A strong point of Thornycroft's lorry range was the commonality of engines and other parts. This restoration project is a 5-tonner Type Q, a model introduced in 1914 as a heavier version of the Type J. Ordered on 31 May 1924 by Lewisham Borough Council, it was delivered on 27 August. Michael Banfield bought it in 1965 from scrap dealer D.R. Monger of Dragon Road, Peckham.

£7,000 - 10,000

€8,600 - 12,000

1225

1915 DAIMLER B-TYPE LORRY

Registration no. BC 4476

Chassis no. B3148

Engine no. TBA

Bought in 1966 from G.R. Bell of Worksop, Nottinghamshire, this 3-ton B-Type lorry was built for Daimler at the Walthamstow works of the Associated Equipment Company (AEC), a manufacturing subsidiary of the London General Omnibus Company established in 1909, to whom Daimler had supplied sleeve-valve engines. This association had resulted in Daimler's appointment in 1912 as sales agents for AEC chassis that were surplus to LGOC demand. AEC – which was the first commercial vehicle company to install a moving production line – also built Daimler commercial chassis when the Coventry works was unable to cope with demand. The chassis produced by the two companies were anyway very similar, since Daimler had hired the former chief engineer of the LGOC, Frank Searle, to design their commercial vehicle chassis. While Daimler had built commercial vehicles from its earliest days in the late 1890s, it was not until 1906 that the company had established a Commercial Vehicles Division and it was only when Daimler merged with BSA in 1910 that commercial vehicle work became a full part of the Daimler programme. First registered in 1921, this lorry was most probably sold through the huge war-disposal dump at Slough run by Sir Percival Perry – recently resigned from Ford (England) – and Noel Mobbs that eventually became the Slough Trading Estate. It was very likely at that time, when war-weary lorries were rebuilt to be sold on to the civilian market, that the original engine of the Y-Type –5.7-litre 40hp Daimler sleeve-valve units were fitted until 1917, when a 7.7-litre four-cylinder poppet-valve Tylor unit was standardised – was replaced with a bi-block AEC poppet valve engine. Its front block – presumably a later replacement – is stamped “ADC” (for the AEC-Daimler joint venture Associated Daimler Company, founded in 1925) and the rear block is stamped “AEC”, who started building their own engines in 1920. Y-Type production continued into the 1920s, but many war surplus examples were sold to civilian operators.

£15,000 - 20,000

£18,000 - 25,000



1226

C.1911 RENAULT LORRY

Registration no. LE 7486

Chassis no. 835

Engine no. 258?9 (?)

Acquired in 1973 from M Lucien Matte of the Musée de l'Automobile du Sud-Est in St-Cannat (Provence), this restoration project is believed to date from 1911, judging from a brass plate on the radiator that indicates a build date of 25 September that year and the engine number, whose fourth digit is unclear, would seem to date from 1911, too. This disc-wheeled truck's actual type has so far escaped identification, though the external suggestions are that it could be a Type CB voiture de livraison of 2.4 litres capacity.

£8,000 - 12,000

£9,800 - 15,000



1227

1913 WOLSELEY CR-TYPE LORRY

Registration no. LE 5470

Chassis no. 630

Engine no. 1930



In 1911, with the threat of war with Germany looming, Britain's Secretary for War announced to the House of Commons that he was contemplating replacing horses with motor traction on a large scale. One result of this decision was a scheme introduced in 1912 under which purchasers of specified types of motor lorries were paid an annual subsidy of £110 to maintain them in sound mechanical order, the condition being that they would be impressed into the Army on the outbreak of war.

The criteria of the scheme were very precise: two classes of lorry were specified, "A" (3-ton capacity) and "B" (30-cwt capacity), with minimum cylinder bore dimensions of 110mm and 100mm respectively. There were exact specifications for engine design, control layout and petrol consumption, while the requirements for chassis equipment were equally precise, specifying such items as towing hooks front and rear and standardised front wheel bearings, all in the interests of ease of maintenance in the field. Transmissions had to have a four-speed gearbox with a standard gate and a double-reduction rear axle.

Among the makes that qualified under the scheme was Wolseley, which was part of the Vickers, Sons & Maxim arms group whose super-salesman was the enigmatic Basil Zaharoff, "The Armaments King". Their Subsidy Scheme lorries were first seen at the July 1913 Commercial Vehicle Exhibition at Olympia, at which Wolseley introduced the 20/28-hp CL-Type for Class B and the 35-hp CR-Type, rated at 60/70-cwt, powered by an 8522cc bi-block four-cylinder engine, for Class A.

The CR-Type represented an entirely new design, and was, stated the Commercial Motor magazine, "distinctly of a type which has been designed specially for the War Office and similar conditions."

This particular CR Type is believed to be the only surviving example of a Wolseley commercial chassis and, having survived the war, was converted to forward control and fitted with a caravan body in the mid-1920s. It lay derelict for many years before being acquired by Best Brothers of Hockley, Essex, who returned it to its original configuration and first showed it as a restored chassis carried on a flatbed truck at the 1963 London-Brighton Historic Commercial Vehicle Rally. The following year it took part as a fully restored vehicle, completing the entire run under its own power.

The Wolseley was later acquired by a Mr D. Akehurst of Gillingham, Kent, from whom Michael Banfield bought it in the early 1980s.

One of very few World War One Subsidy Scheme lorries to have survived, this authentically-restored vehicle will surely be in great demand for the many Great War commemoration events that will take place over the next four years.

£28,000 - 40,000

€34,000 - 49,000





1228

C. 1915 FWD LORRY

Chassis no. 1517

Engine no. TBA



In 1907 an ingenious village blacksmith from Clintonville, Wisconsin, named Otto Zachow patented a four-wheel-drive system for automobiles and two years later he and his brother-in-law William Besserlich incorporated the Badger Four Wheel Drive Company, a name quickly changed to the FWD Company. The market for four-wheel-drive automobiles not proving fruitful, after twelve cars had been built, the company turned to the production of four-wheel-drive trucks and demand proved so great that in 1913 FWD opened a big new factory to cope.

The outbreak of war in Europe saw sizeable orders from the British Army, and in 1915 FWD built 400 trucks and contracted with Peerless to produce 500 more under a royalty arrangement. Output could still not cope with demand, and Kissel and Mitchell were both also contracted to build FWD trucks to Army Type B specifications, paying FWD a royalty of \$200 per unit.

By the end of the war, the Clintonville factory had built 16,000 FWD trucks, with more being produced under licence. In Britain, war surplus FWDs were dismantled at Slough and rebuilt with reconditioned parts.

This FWD, believed to date from 1915, was purchased as a running chassis; rebuilt, it would be a perfect vehicle for the upcoming World War One commemorative events.

£8,000 - 12,000

€9,800 - 15,000



1229

1914 HALLFORD WD LORRY

Registration no. PX 2031

Chassis no. 4061

Engine no. 901



It was in 1906 that J & E Halls of Dartford in Kent acquired a licence to manufacture chassis for buses, lorries and other heavy motor vehicles from the Swiss firm Adolph Saurer, who had made internal combustion engines since 1888, built their first motor car in 1897-98 and introduced their first commercial vehicle in 1902. Halls called their vehicles "Hallford", which was the company's telegraphic address. The first three or four prototypes appeared in 1907, of which a three-tonner won a gold medal and special diploma in the Royal Automobile Club's Commercial Motor Trials. Halls capitalised on this success by building a commercial vehicle factory on the site of a former orchard and market garden north of their main works. By 1911 the company was producing a variety of models up to five tons' capacity designed by its chief commercial vehicle engineer Walter Wilson, inventor of the epicyclic gearbox; during the war he was one of the team who developed the first tank.

The company waxed lyrical about Wilson's lorries: "The construction of the Hallford is solid throughout, but it is not a cumbersome-looking vehicle... The Hallford is a clean-looker and has the appearance of a thoroughbred."

Hallfords were among the companies building Subsidy Scheme lorries, and this particular Hallford is one such. Powered by a pair-cast 5322cc four-cylinder engine, driving the rear axle by twin chains through a four-speed and reverse gearbox.

In the late 1950s it was acquired by Jack Sparshatt of J.H. Sparshatt & Sons, commercial vehicle dealers and body builders in Portsmouth. Jack Sparshatt found it in a glove factory at Slough, where it had remained under cover in a shed. It was said to be in virtually unused original condition. On 14 July 1957, this Hallford took part in the "Old Commercial Vehicle Rally" at Beaulieu, a seminal event that had sprung from a letter in *Veteran & Vintage Magazine* and which sparked the formation of the Historic Commercial Vehicle Club. The event's programme stated "Great War General Service Wagon, that could not have seen much general service as it is still in original condition". The authenticity of its restoration saw it chosen to go on display at the National Motor Museum at Beaulieu on a five-year loan from November 1972.

When the Sparshatt collection was sold in 1973, the Hallford was acquired by Michael Banfield.

Looking for all the world as though it was still on active service, this nicely patinated lorry is running well, and is likely to be in great demand for the many World War One commemoration events due to take place over the next four years.

£18,000 - 20,000

€22,000 - 25,000

1230

1915 FIAT 18P BOX VAN

Registration no. LN 7113

Chassis no. 68798

Engine no. 3967



Powered by a 4.4-litre monobloc sidevalve engine, this Tipo 18P Fiat box van was acquired as a chassis in 1969 from T.W. Purbrick of Hadlow, Kent, and has been restored as a service van of "Fiat Torino Italia". Designed by Fiat chief engineer Guido Fornaca, the Tipo 18P commercial chassis built between 1915-20 had its engine in common with the Tipo 3A private car of 1912-21, but employed double chain final drive instead of a live axle. With a multiplate disc clutch, the Tipo 18P had a four speed and reverse gearbox. It was basically a military vehicle, a smaller-engined derivative of the basic Tipo 18 range, and total production was 6354 units.

The Tipo 18 range had its origins in a request from the Italian Army for a new multi-purpose truck chassis for the transport of troops and materiel, and was launched in 1911 with a 5130cc engine. Various versions followed over the next decade, both trucks and buses, with a range of engines between 4.4 and 6.2 litres.

Intriguingly, though in 1907 the French Minister of War had declared that henceforward orders for military vehicles would be restricted to national producers, it had become clear by October 1914 that French manufacturers were incapable of meeting demand; during 1914 they had only delivered 2585 vehicles. The War Ministry was forced to look abroad to fill the gap, and settled on Fiat, who were to supply the French Army with Tipo 15 and 18 trucks throughout the war. After the war, reconditioned Tipo 15ter (the standard field ambulance of the French and Italian armies) and Tipo 18P chassis were offered on the British market with three months' guarantee (cab and wings extra) by an entrepreneur named Alfredo Ferraris who had an office in London and a company in Ferrara named Industria Meccaniche Andreoli.

Immaculately restored, this handsome truck starts and runs well.

£22,000 - 30,000

€27,000 - 37,000



1231

1918 CROSSLEY 20/25-HP RFC VAN

Registration no. AH 9282

Chassis no. 721

Engine no. 14294



On the outbreak of war in August 1914 Crossley of Manchester, which had supplied 56 examples of its 4.5-litre 20/25-hp model to the infant Royal Flying Corps since 1913, turned almost entirely to producing vehicles for military service. By the end of hostilities four years later, there were over 6000 in use. The Crossley 20/25, or War Office Type J tourer, was one of the standard staff cars along with the D-Type Vauxhall and 16-hp Sunbeam, but most of the 10,000 or so chassis built during the war were fitted with ambulance, mobile workshop, light truck and RFC Light Tender bodies. The "RFC" model gave such excellent service that Crossley was chosen to supply vehicles to the Royal Flying Corps' successor, the Royal Air Force, for the next quarter-century.

Designed by former railway engineer Walter Iden, the 20/25-hp Crossley was the longest-lived of all Crossley's models, and was in production – uprated as the 25/30-hp in 1918 – between 1909 and 1925. The Auto – which thought the Crossley "difficult to equal and impossible to excel" – praised its robust five-bearing crank engine for its "cleanliness of design, simple hand-room, short hose-jointings and general 'owner-driverliness' of layout". Transmission was by a separate four-speed and reverse gearbox, three-point suspended in the frame, with a transmission brake on the output shaft.

Pioneering motorist S.F. Edge, the former commercial genius behind Napier, described the RFC Crossley as "a straightforward, upstanding, cut-and-come-again kind of chassis, full of capacity for hard work."

Crossleys served in every theatre of war, but when peace came, all government orders were cancelled. Though some 20/25s were rebuilt to the improved 25/30 specification and retained by the Royal Air Force, the rest were gradually sold off by the War Office. Many were bought back by Crossley and rebuilt in the newly-acquired Avro aircraft factory before being sold as Avro-RFCs, either as bare chassis or with van bodies, a venture that lasted until 1924.

This particular RFC Crossley was acquired by Michael Banfield in October 1971 from Norman Vince of East Dereham, Norfolk, and was very likely one of those rebuilt by Crossley after the war as it was fitted with van bodywork. Its engine block bears the casting date 30/1/18. The chassis has twin rear wheels.

The restoration is to the usual high Banfield standard, the Crossley is running well, and the van bodywork has been finished in the period livery of lighting and accessory manufacturer Joseph Lucas of Birmingham. Appropriately, this vehicle has an RFC winged radiator mascot.

£28,000 - 32,000
€34,000 - 39,000



1232

**1914 LEYLAND S-TYPE “SUBSIDY B” 30CWT
DROPSIDE LORRY**

Registration no. LE 7559

Chassis no. S3/332

Engine no. S560(895)



Purchased in March 1972 for £350 from Osmond Bennett & Son Ltd in Portlaoise, Ireland, as a chassis with the vestiges of a cab, this 30-cwt lorry is one of the rare World War One Subsidy Scheme lorries that feature in the collection, and is believed to have served with the Irish Army. This particular truck, new around May 1914, has been part-restored as a dropside lorry.

Originally known as the Lancashire Steam Motor Company, Leyland had built steam commercial vehicles since 1896, and produced their first petrol lorry, the Class Z, unkindly nicknamed "the Pig", in 1904. It was followed in 1906 by the X-Type, and in 1912 the company introduced the S-Type Subsidy Lorry. Leyland was the first manufacturer to be granted a certificate by the War Office following the Subsidy Scheme trials in 1912, and also the only manufacturer to gain approval in both Subsidy A (3-ton) and Subsidy B (30 cwt) classes. Subsidy A had the S3.30-hp engine and Subsidy B the smaller S3.24-hp power unit. Both sizes of engine used the basic S3 crankcase and cylinder blocks, but the 30hp was bored out to give a bigger swept volume. The success in the trials resulted in an initial order for 88 chassis. "Specially built to secure the War Office Grant of £110", the 30-hp Leyland Subsidy Lorry sold for £780.

By the outbreak of war in 1914 the company had built some 1275 petrol lorries against 415 steam wagons.

The Subsidy B 30-cwt model was uprated with the 30-hp engine to become Class S3/30/V4, while the Subsidy A 3-tonner was uprated with the S4.36-hp engine, becoming S4/36/X4.

Initial production was taken up by the Army Service Corps, but from 1915 Leyland trucks were allocated to the Royal Flying Corps and Royal Naval Air Service. During the conflict, many Leylands were used as mobile workshops for servicing aircraft in the field. When the two services combined to form the Royal Air Force on 1 April 1918, the Leyland became universally known as the "RAF Type". These were a popular model and by late 1916 output from the Leyland factory was running at 30 a week. Total production during the war was some 6000 chassis – of which 4271 were in service at the Armistice – and the workforce had grown from 1500 at the start of hostilities to over 3000 at the height of the war. It had even opened a steel works with its own power station.

After the war, the government announced that it was to auction off the vast bulk of its 66,000-strong fleet of military vehicles, Leyland realised that this would kill the market for new commercial vehicles. So the company bought back over 3000 ex-WD Leyland trucks and took over an aircraft hangar at Ham, near Kingston-upon-Thames, to recondition them (at a loss) in order to prevent war-weary vehicles from entering the second-hand market straight from a government sale and tarnishing Leyland's good name for reliability.

This well-preserved Subsidy Scheme lorry is obviously eligible for the many Great War commemoration events that will take place over the next four years.

£15,000 - 20,000
€18,000 - 25,000



1233

1910 KARRIER A6 FLATBED LORRY

Registration no. HO 2997

Chassis no. 205

Engine no. 1189



The rugged, no-nonsense Karrier truck originated in 1907, when Clayton & Company (Huddersfield) Limited produced a 30cwt goods vehicle with a powerful engine, designed to tackle Yorkshire hills and offer large load space within a compact overall short length. It was powered by a twin-cylinder engine driving the rear wheels by chain. The first year's production of these "Karrier" lorries was just 15 vehicles, but by 1910 output had risen to 46 vehicles, produced in two types, the cab-over-engine A60 and the normal control B60. Both were rated at 3 tons ("including body"), though the Karrier catalogue showed an illustration of an A60 flatbed truck carrying an impressively large load of 13 sizeable bales piled three rows high that must have comfortably exceeded that figure!

In running order, this well-presented cab-over-engine A60 lorry is from that year and has been officially dated as 1910 by the Veteran Car Club. Power is provided by a 5734cc four-cylinder engine driving the rear wheels by twin side chains; the three-speed gearbox offered ratios equivalent to 3, 6.5 and 12mph plus reverse. The patent metal-to-metal clutch was claimed to "reduce to a minimum the excessive shocks both to engine and gearbox caused by too quick engagement, so assisting towards long life to vehicle together with smoother running."

Believed to have originally been used for carrying china clay in Cornwall, around 1920 this Karrier was bought by Walter Winchester, a coal and corn merchant from Grayshott, Hampshire, who registered it with Hampshire County Council. It was little used by Winchester, who stored it in a shed at his yard, along with a 1914 Vulcan van and 1927 Dennis. They were sold in 1954 to Fred Ray, a car breaker in Liphook, Hampshire, who immediately sold all three to Jack Sparshatt of Portsmouth, who was the first person in this country to collect early commercial vehicles privately – they were the first vehicles in his collection. The Karrier was sold when the Sparshatt collection was dispersed in 1973. It was subsequently bought by Michael Banfield from W. Smith of Hazelbourne Farm, Chobham, Surrey, for £2000.

It is finished in grey with red chassis and wheels, and is fitted with a folding hood over the driver's impressively elevated cab. The robustness of the Karrier design is shown by the fact that during the First World War, Clayton & Company had provided around 2000 chassis that served as lorries during the conflict.

£18,000 - 22,000

€22,000 - 27,000



1234

1917 MAXWELL COMMERCIAL DELIVERY CAR

Registration no. AC 7330

Chassis no. 861

Engine no. 922 19P3



In 1903, convinced that he was wasting his money backing the automobile designed by David Buick, sheet-metal manufacturer Benjamin Briscoe turned to engineer Jonathan Maxwell, who had a sound track record with the Oldsmobile and Northern companies. Maxwell's first car, a twin-cylinder model, appeared in 1905, and backed by brilliant sales promotion, the marque became a great success, with annual sales topping 20,000 by 1910. Commercial vehicles had been offered from the start, and despite a hitch when Briscoe's United States Motor combine collapsed in 1912 in an ill-advised attempt to overhaul Ford and Maxwell resumed control of the eponymous firm, which he relocated to Detroit, Maxwell Motors continued to do well.

This 20-hp "Commercial Delivery Car" dates from Maxwell's banner year of 1917, when the 100,000th Maxwell was built. Powered by a four-cylinder L-head engine of just over 3.0 litres, it was promoted by its makers as "designed and constructed by men who have an intimate knowledge of delivery requirements... all parts are made of materials that guarantee long and effective service". The reliability of the model was underlined by Maxwell's claim to have made a world endurance record of 22,022.3 miles without stopping the engine, running continuously for 44 days and nights. The Maxwell company was ultimately absorbed by Chrysler in 1925.

This actual Maxwell was given to Michael Banfield in 1964 in poor condition after having spent many years abandoned in an orchard. It had been stripped of every brass component including the radiator and data plates, but retained its original bodywork, signwritten with the name and address of its original owner, E.R. Dwight "of Red Lion Yard, Park Street, Birmingham and also of the Plymouth Arms, Stratford-on-Avon".

Michael restored the Maxwell with his customary attention to detail, using as guide an original photograph of the van dated 9 September 1917, and acquiring the remains of a second Maxwell to furnish the missing parts. A build date of 1917 was subsequently confirmed by the Veteran Car Club. In running order, this handsome veteran commercial epitomises its makers' proud boast that the ownership of a Maxwell van conferred "smartness and prestige" on its fortunate users.

£20,000 - 25,000
€25,000 - 31,000



1235

1915 PEERLESS TC4 4-TON OPEN BACK LORRY

Registration no. FN 5284

Chassis no. 621

Engine no. 419



With British manufacturers struggling to meet demand for motor lorries for war service, in 1914 the British Government contracted with export agents Gaston, Williams & Wigmore to supply American chassis to be fitted with bodies in England. Prominent among these makes was Peerless of Cleveland, Ohio, a firm that had started life in Victorian times making mangles before turning to cycle manufacture and then, in 1900, entering the car market with de Dion-engined voiturettes. Within a few years, Peerless had become one of America's most prestigious manufacturers, ranking alongside Packard and Pierce-Arrow. Trucks of 3-ton, 4-ton and 5-ton capacity were added to the product line in 1911 and found favour with the US Army.

Between 1915-18 the British Government bought a total of 12,000 Peerless truck chassis, which were imported via Liverpool, then inspected and made "ready for service" at a Gaston, Williams & Wigmore repair facility at Islington, North London.

After the war ended, the American made arrangements for the 60,000 or so trucks that they had in Europe to be sold. Many were sent to the Government repair depot at Slough. In 1920 the Government Surplus Disposal Board sold the Slough site and all the vehicles – including those still in France, Egypt, Turkey, India and Mesopotamia – for over £7 million to a group of investors headed by Sir Percival Perry and Noel Mobbs, who continuing rebuilding and selling reconditioned lorries before converting the site into the Slough Trading Estate.

FWD and Peerless established independent companies on the estate, and after war service this 4-ton truck, which was built in Cleveland in 1915 and shipped to Europe in 1916, was extensively rebuilt in 1921 by the Peerless Trading Company at Slough. It has a 6.76-litre bi-block T-head engine driving the massive cast iron rear wheels through a four speed and reverse gearbox and side chains. From Slough, the Peerless was acquired by C & G Yeoman of Canterbury, Kent, who were nationalised in 1948, becoming part of the East Kent Group of the South Eastern Division of British Road Services.

The old Peerless remained in BRS service until 1956, when it was auctioned off. Ten years later, Michael Banfield acquired the Peerless as a chassis for £30 from J.T. Evans' scrapyard at Wiggington, near Tring, and subjected it to a typically painstaking restoration, its body being built and painted "in-house" at Nunhead Lane as a replica of a Peerless operated in the 1920s by W. G. Mersh of Albion Street, Rotherhithe. Typical of the standard of restoration, the impeccably lined-out apple green paintwork represents some 30 coats of paint and varnish, and the lettering is in real gold leaf. Running well, the Peerless has been officially dated as 1915 by the Veteran Car Club.

£20,000 - 25,000
€25,000 - 31,000





1236

1917 PIERCE ARROW R-8 OPEN BACK LORRY

Registration no. C 9932

Chassis no. 9932

Engine no. TBA



Like its contemporary rival Peerless, Pierce-Arrow of Buffalo, New York, had sprung from humble Victorian roots – in this case the manufacture of birdcages, iceboxes and other domestic items – to become one of America's finest makers of luxury cars; indeed, Pierce-Arrows were the car of choice for several American Presidents. From June 1911 Pierce-Arrow also offered a line of robust trucks with worm-drive rear axles, starting with the R-1 5-tonner, powered by a 7.4-litre pair-cast T-head engine rated at 38 hp. An improved 5-tonner, still with the 7.4-litre engine – the R-5 – was introduced, along with the 2-ton X-2, in 1914, and the quality of the Pierce trucks ensured large orders from the Allies during World War One. By war's end, Pierce-Arrow had delivered over 14,000 trucks to the British and French governments via import agents Gaston, Williams & Wigmore of New York.

A particular strength of the American-built trucks in war service was their ease of repair. Noted an official report: "The parts of some of the American cars and trucks were interchangeable to an extent beyond the comprehension of the average British or French officer."

Geared to 14 mph, the Pierce-Arrow R-series truck was available in two chassis lengths, 10ft 10.5in and 22ft 10.5in, with wheelbases of 14ft and 17ft respectively. It had an x-braced pressed alloy steel frame, with a degree of inbuilt flexibility to compensate for road inequalities. Said Pierce-Arrow: "A flexible frame improperly designed or assembled will by its very nature prove a source of trouble and expense, and for this reason the Pierce-Arrow, with its pioneering of the flexible frame, is in a position to offer the perfected article."

This particular truck on the 17ft wheelbase, which has been officially dated as 1917 by the Veteran Car Club, was purchased by Michael Banfield in June 1973 from Pointer Group Transport of Norwich. It bears the World War One supplier's plate of Gaston, Williams & Wigmore on its dashboard. In its previous ownership, this veteran Pierce had appeared in the 1966 World War One flying movie *The Blue Max*, being shipped to Ireland aboard the MV Juno to take part in the filming, in which it served as a transport vehicle for the hero's Jagdstaffel of the Imperial German Air Service. Fitted with open cab dropside truck bodywork and in running order, it looks all set to play its part in the forthcoming commemoration of the Great War in which it served in fact and fiction.

£20,000 - 25,000

€25,000 - 31,000



1237

1917 GARNER MODEL 15 VAN

Registration no. OE 6589

Chassis no. 8002

Engine no. 81174



Cycle agent Henry Garner began dealing in cars from premises in Nantwich, Cheshire, in 1907 and the following year moved the business to the Moseley Motor Works in Birmingham, changing the company name to Henry Garner Ltd. In 1909 he signed an agreement to act as Austin's Midlands agent and by 1914 had become their largest dealership.

Adding another string to his bow, in 1915 – following the outbreak of war – he realised there was a growing market for Army lorries and began importing American-built chassis made by Benjamin Gramm and his son Willard of Chillicothe, Ohio, to sell under his own name. The Gramms, who had begun in 1903 building steam cars, supplied chassis to a number of American manufacturers like Lange of Pittsburgh, Pennsylvania, and John North Willys. Benjamin Gramm also designed the Type B Liberty Truck for the US Army.

In 1917, Garner listed a range of US-built lorries, all with worm final drive, ranging from 28-hp to 50-hp and with carrying capacities from 1.5 to 6 tons. He did not turn to actual manufacture until 1925, when he opened a new factory on Kings Road, Tyseley and began building a lorry of his own design in overtone and standard models that, he claimed, “completely solved the load problem”.

First known owner of this tilted van was H. Yeomans of Four Oaks, in 1925, though the next recorded change of ownership was in 1964, when it was acquired by Ian Edward Curtis of Kirk-Ella, Yorkshire. Two years later, it was bought by William Henry Fenby of Hessle, also in Yorkshire. Michael Banfield acquired this Garner van from David Akehurst of Gillingham, Kent, in July 1983.

£25,000 - 28,000

€31,000 - 34,000

1238

1919 GARFORD MODEL 25 OPEN BACK LORRY

Registration no. RR 5393

Chassis no. 25770

Engine no. 80635



Another of the vehicles with a particular significance in the Banfield collection, this immaculately restored Garford truck is built on a similar chassis to that of Charles Banfield's first vehicle, a truck which he bought in 1926 and fitted with a small charabanc body. It was first registered to John Howitt & Sons of Newark-on-Trent, Nottinghamshire, in December 1926, though it is actually several years older.

Based in Elyria, Ohio, Garford grew out of the Federal Manufacturing Company that had made components for the automobile industry since 1903 and supplied complete chassis to several manufacturers, including Studebaker of South Bend, Indiana, which had begun manufacturing horse carts and carriages in 1852 and claimed to be the biggest manufacturer of wagons and buggies in the world.

Early Studebaker automobiles were known as "Studebaker-Garfords", but the link was broken in 1911 after Studebaker took over EMF, and Garford's car-manufacturing operation was taken over by Willys-Overland, while its truck-making side – opened in 1909 – continued as an independent operation, relocating to Lima, Ohio, in 1915.

Garford sent many trucks to Europe during the Great War, and in 1919 built on that link by introducing the 3.4-litre Model 25, "the huskiest 1¼-ton truck ever built". Curiously, though Garford commercial vehicle production had not been part of the Willys-Overland deal in the USA, in England Garford trucks were marketed alongside Overland vans through Willys-Overland-Crossley of Heaton Chapel, Stockport, who offered it as a 1.5-tonner at £775.

Mounted on authentic white rubber large-section pneumatic tyres, this handsome truck was acquired for the collection in 1964. It is in running order and comes complete with buff log book and a contemporary sales brochure.

£22,000 - 30,000

€27,000 - 37,000





1239

1960 BEDFORD TK KDLC 1 LOW LOADER LORRY

Registration no. 494 RKR

Chassis no. 25463

Engine no. TBA



Used to collect virtually every historic commercial vehicle at Iden Grange from all over the United Kingdom, this "cab-ahead-of-engine" Bedford low loader has a purpose built flatbed body and ramps constructed at the Nunhead Lane garage; it is equipped with a 5-ton cable winch. With a 151 inch wheelbase, it is diesel powered. Currently licensed and in running order, the Bedford comes with instruction manuals and a V5 document.

£5,000 - 8,000

€6,100 - 9,800



1240

**1929 CHEVROLET LQ INTERNATIONAL 14-SEATER COACH
COACHWORK BY BUSH & TWIDDY, NORWICH**

Registration no. VF 6618

Chassis no. LQ55772

Engine no. RT683738



Built in the General Motors factory at Hendon, the Chevrolet International was the forerunner of the Bedford commercial vehicle range. Powered by a six-cylinder 2.9-litre petrol engine with overhead valves, it has a four-speed gearbox. The footbrake operates external contracting bands on the rear drums and internal expanding front brakes; the handbrake actuates internal expanding rear brakes. The Chevrolet LQ offered exceptional value for money: in 1929 the basic price of an LQ 14-seater bus was £405 (a similar coach from rival make Bean Cars was £550), and it was a bus of this type that Charles Banfield chose as his second coach when he established his fleet.

This particular Chevrolet was bought new by William Reynolds of Overstrand, Norfolk, and bodied as an "all-weather" coach with fold-back canvas roof by local firm Bush & Twiddy of Croft Coach Works, Norwich. It spent its working life in Norfolk, and had been barn-stored for a number of years when it was discovered in the early 1960s. Michael Banfield acquired it for £25 and it was completely restored in 1962-63 to the 1929 specification of Charles Banfield's second coach. It made its debut at the 10th British International Coach Rally on 19 April 1964, competing against 90 modern coaches. Amazingly, this 35-year-old coach finished second overall in the road section and driving tests in Class One and came second in the concours d'elegance. It also won the Veteran Motorists Challenge Trophy.

This remarkable achievement was followed by a string of successes in concours events: among these was a second overall award in the concours at the HCVC London-Brighton Rally in 1964, followed by outright victory the next year.

Riding back in the Chevrolet after the 1964 London-Brighton Rally, the correspondent of Buses Illustrated compared the LQ to its offspring, the earliest Bedford, in the language of the true bus anorak: "When accelerating, the familiar Bedford induction road was quite absent, and it then occurred to me that the reason would doubtless be the use of a vertical (ie updraught) carburettor instead of the down-draught unit of the Bedford. Moreover, although the gearbox must have been similar in essentials, the gears themselves were obviously different, because the gearbox note seemed to have more in common with a Gilford than a Bedford."

He added: "The standard of comfort of the 14-seat Bush & Twiddy body was quite high –indeed, one wonders whether the standard of finish when new was as good as it is now, for the standard of finish would not have disgraced a private car."

Half a century on, that high standard of finish and comfort is still evident in the oh-so-true-to-period interior of this lovingly restored coach. It comes with old buff logbooks, a full set of original instruction books and parts catalogues as well as a photocopy of the repair manual for 1929-32 Chevrolet cars and trucks. In running order, it has a certificate confirming that it successfully finished the 50th Historic Commercial Vehicle Society London-Brighton Run on 1 May 2011.

£15,000 - 20,000

€18,000 - 25,000

1241

1915 FIAT TIPO 2B STATION BUS

Registration no. AA 8330

Chassis no. 29757

Engine no. 3481



Fiat's 15/20-hp Tipo 2 range was introduced in 1910 with a 2.6-litre Tipo 52 monobloc engine and was described by the late Michael Sedgwick as "a copybook middle-class family car which fell into the British 'fifteen-point-nine' category". A four-speed gearbox was fitted and a notable feature of this model was its smooth multi-plate metal-to-metal clutch. The Tipo 2 was the principal vehicle used by the Italian Army during the Italo-Libyan war of 1911-12, a campaign that interestingly saw the first use of aeroplanes in warfare. The Tipo 2B variant was introduced in 1912, with a longer-stroke 2.8-litre Tipo 52B power unit, and remained in production until 1920-21, by which time 22,518 chassis had been produced.

The Tipo 2B chassis was used for light commercials as well as cars, and many were supplied to the Allies for military use during the Great War. In this instance, the sidemembers were modified at the rear to give a straight floor line for lorry, van and light bus bodywork. Another difference was that when the cars were updated with the new pear-shaped radiator in 1915, Tipo 2B commercials retained the old straight-sided design. This example of the commercial version of the Tipo 2B was one of a batch of vans built in March 1915 for shipment to London via the well-known carrier Ambrosetti.

It was registered in Hampshire, but sometime between then and 1921, according to a local resident, the van body was replaced with a bus body built by J & H Ricketts of Euston, London NW, and the Fiat served in the Reading area as a station bus. That location would suggest that it was one of the many vehicles located by the legendary car breaker Harold Goodey of nearby Twyford for the collection of John Cuthill Sword of Balgray in Ayrshire, which is where it next came to light. After Sword's death in 1960, the collection was sold off in the first major auction of historic vehicles, which took place in September 1962. The catalogue described the Fiat as "both structurally and in general condition it seems to be quite sound throughout".

It was bought by advertising executive William J. ("Jerry") Shiveley for a well over estimate £490 ("which seemed a hell of a lot of money at the time"). Mr Shiveley retained the Fiat, which he named "Old Bill", until 1985, using it for events like Royal Ascot ("we used to drive it 30 miles to Ascot and back... and never had a problem"). He also praised the easy starting of the Fiat ("even after six months it would start on the second or third pull") in correspondence with the new owner, Michael Banfield, who bought it via specialist dealer Peter Harper of Cheshire.

Capable of carrying ten people in comfort in its rear compartment and in good running order, this handsome bus is fitted with Carello electric headlamps and Lucas oil side and tail lights, and is in good running order; its engine was rebuilt while in Mr Shiveley's ownership and has covered relatively few miles since.

£30,000 - 40,000

€37,000 - 49,000



1242

**1922 TILLING-STEVENS TS3A PETROL-ELECTRIC
OPEN TOP DOUBLE DECK BUS**

Registration no. XL 1204

Chassis no. TS3A 2559

Engine no. 2174



With its roots dating back to 1847, when young Thomas Tilling established a jobmaster's business in London and began running a horse-drawn omnibus service three years later, Thomas Tilling Limited was incorporated in 1897, with an issued share capital of £400,000 and a stable of around 4000 horses. Tilling is credited as the first operator to run omnibuses to a set timetable using fixed stops. The firm bought its first motor buses – a fleet of 20 Milnes-Daimler 34-seater open-top double-deckers operating out of the Peckham area – in 1904-05, and in 1911 introduced the first of a new type of vehicle – the hybrid petrol-electric TTA1 – to their fleet of motor buses. The advantage of the electric transmission, manufactured by the W.A. Stevens works in Maidstone, Kent, was that it used a petrol engine to drive a generator that supplied current to a motor driving the wheels, thus eliminating the need to change gear and making it simple to drive. It was an early form of “two-pedal control”,

In those transitional days, it was believed that horse bus drivers would find it easier to learn to drive a petrol-electric than cope with a clutch and crash gears. Tilling was offered the patent for the petrol-electric system by its designer Percy Frost-Smith for £3000 and the purchase was financed for Tilling by the London General Omnibus Company, with whom Tilling had had a “pooling agreement” since 1909.

A new company called Tilling-Stevens was formed, and by 1921 the Thomas Tilling company had 150 motor buses operating on the streets of London. In 1922 the company ordered 166 new Tilling-Stevens TSA3 petrol-electric bus chassis from the Maidstone factory. The TS3A was a bigger bus than the TTA1 it replaced, with a 48-seat body carrying 22 passengers inside and 26 outside.

Power came from a 5722cc pair-cast four-cylinder engine rated at 40 hp linked by a laminated spring connection to a compound wound generator supplying current through insulated cables to a series-wound motor coupled to an overhead worm rear axle by a cardan shaft.

Promoted as “the vehicle without gears or clutch”, the TS3A had a chassis price of £1165; among the other claimed advantages of the petrol-electric system were low maintenance costs and high tyre mileage, plus “many other telling points too numerous to mention”. Intriguingly, road speed was not governed by engine speed, for on a level surface the engine and dynamo could be running at a low speed but developing sufficient electrical power to turn the electric motor at a higher speed.

The Tilling-Stevens petrol-electric proved popular for passenger vehicles during the 1920s, and orders were received from as far afield as China and Melbourne, Australia. However, improvements in transmission design saw demand for petrol-electrics fade in later years, as their method of operation offered no advantage in fuel economy. However, for some applications like wartime searchlight lorries, the petrol-electric still had its uses. The Tilling-Stevens company continued to produce commercial vehicles until 1950, when it was taken over by the Rootes Group and manufacture ceased not long after.

This actual Tilling-Stevens was delivered from Maidstone to the Thomas Tilling garage in Catford, London, in June 1922 and fitted with a 48-seater (22 inside, 26 outside) open-top body built on the trussed-girder principle for extra strength and freedom from vibration by Tilling's coachworks in Wren Road, Camberwell. It was registered XL-1204 and given the fleet number 935.



It remained in service until 1931, when it was sold to a dealer named W.H. Cooper of Bethnal Green. London.

Michael Banfield bought the Tilling-Stevens from a scrapyard on 17 February 1970: it was in poor condition, and while most of the lower deck panels, frame and roof were intact, they were by and large only usable as patterns. Fortunately, most of the fittings were still in place, and they were used when the body was completely reconstructed between 1972-79, during which period the engine was also rebuilt, with most of the original components being reused after overhaul.

However, work was paused when Michael Banfield moved from London to Kent, and the Tilling-Stevens was put in dry storage without being completed. Nevertheless, new solid tyres were purchased and fitted, and period moquette material for the lower deck seats was purchased.

In October 2007 the decision was taken to resume work, and it was found that despite careful storage, rust had accumulated between body and chassis, so the body was removed and the chassis sandblasted and given a protective paint coat before being finished in black.

In the interim, much research had been undertaken about correct finishes for the bodywork, and many photographs of Thomas Tilling buses had been obtained, while correspondence had taken place with the London Transport Museum, the Omnibus Society and other authorities to ensure absolute authenticity. Moreover, surviving firms who had advertised on those buses had been contacted to ascertain the correct period colour schemes for their advertisements.

The body was handpainted over the winter and spring of 2007-08, and was traditionally signwritten in July 2008 before receiving its final varnish coat. It was then rewired.

It was restored as a bus serving Route 78, from Shoreditch to Lordship Lane, Dulwich.

As the last known surviving example of the hundreds of Tilling-Stevens TS3A buses operated in London by Thomas Tilling during the 1920s, this is a most important historic commercial vehicle and a most significant addition to any major collection. It was also Michael Banfield's last major restoration of a historic commercial vehicle. It was seen in action after restoration at the annual Guildhall cart-marking ceremony of the Worshipful Company of Carmen, of which Michael Banfield was an active Liveryman, and remains in running order. The bus's comprehensive file includes an old green log book and copies of contemporary press reports and an instruction book on the operation of the Tilling-Stevens petrol-electric.

£90,000 - 110,000
€110,000 - 130,000



TO SHOREDITCH

TO MINORIES TOWER BRIDGE
TOWER BRIDGE RD
GRANGE RD OLD KENT RD
PECKHAM PARK RD
HILL ST RYE LANE
PECKHAM RYE DULWICH (GROVE HOTEL)



78

XL 1204

Glaxo

"Builds
Bonnie
Babies"

2359
Metropolitan
stage carriage



2359

SMOKE
STUDIO
Cigarettes
10-7

1243

Formerly operated by London General Omnibus Company

1922 AEC S-TYPE OPEN-TOP DOUBLE-DECK BUS

Registration no. XL 8962

Chassis no. 21708

Engine no. B2664



"S454" is one of 928 S-Type buses built for the London General Omnibus Company by the Associated Equipment Company of Walthamstow between 1920 and 1927. The S-Type was the third bus type built for the LGOC by AEC, succeeding the pre-war B-Type and the immediately post-war forward-control 46-seater K-Type, the first bus to be built on a production line. This actual bus was delivered to the LGOC's garage at 20-26 Nunhead Lane, South Peckham – opened in 1911 by the National Steam Car Company – where Michael Banfield's father Charles was employed as a driver; it went into service there on 2 October 1922, with the "Metropolitan Stage Carriage" plate No 2635. Among the routes that it plied from Nunhead Lane was No 12, which ran from The Plough at Dulwich to the Princess Victoria at Uxbridge Road, Shepherd's Bush, a journey of 13.3-miles for which the full fare was 8d (3.5p). Its driver would have been paid £4 a week, his conductor £3 15s (£3.75).

At that time, the AEC S-type double-decker was the cream of London buses. Its chassis alone cost £1150 with solid tyres; pneumatics – the added comfort of which the LGOC obviously felt was unnecessary – would have added another £150 to the bill. AEC built 849 S-Type double-deckers and 79 single-deckers. Powered by a fixed-head bi-block 35-hp AEC 4-Type engine displacing 5.1 litres, the S-Type had a three-speed crash gearbox for London service; models used in provincial work had four-speed boxes. The rear axle had underslung worm drive and the braking system operated through rods to a pair of concentric drums on each rear wheel, the inner of which served the handbrake and the outer the foot brake.

The original open top body of S454, No 6120, was built by Christopher Dodson of Cobbold Road, Willesden, London NW, and seated 54 passengers, 26 inside and 28 out. While the inside passengers on the lower deck enjoyed a reasonable degree of comfort, with upholstered cushions and bentwood seat backs, "outside" passengers on the open upper deck only had wooden seating, since it was impractical to have upholstered seats. Their only weather protection was the provision of canvas storm sheets; a notice exhorted upstairs passengers that they should "in wet weather refix cover over seat".

This bus ran on various routes during the 1920s and was finally withdrawn from service in 1931, when it was working out of the Old Kent Road LGOC garage with the Metropolitan Stage Carriage plate number 5988. It was sold to the War Department on 27 April 1931; this seems to have been simply a "holding operation", since on 20 May the same year it was in the hands of Carjax Ltd, of Albemarle Street, London W1, a company concerned with the financing of hire-purchase agreements. A few weeks later, Carjax sold it to Dependence Motor Transport (Cartage and Removal Contractors) of 1/8 St John's Mews, Plough Terrace, Clapham Junction, London SW11, for "use at some future date as a petrol goods lorry".

In July 1934, the S-Type was sold via Ford Main Dealers Allan Taylor & Co of Wandsworth to Mr T. Hyatt of Blackshaw Road in nearby Tooting.

From that point until 1964, the history of S454 is unknown until in July 1964, the magazine Old Motor and Vintage Commercial published a photograph of what was believed to be "the remains of an LGOC K-type bus... in a Berkshire scrapyards".



Nothing happened until the following May, when at a committee meeting of the Historic Commercial Vehicle Club (later Society), the future registrar of the HCVC persuaded Michael Banfield – who had joined the HCVC as a founder member in 1957 and risen to its chairmanship as well as being vehicle preservation officer – that the “K-type” in the scrapyard should be preserved.

Since 1955, Michael had been working for his father’s company, Banfields coaches. This had been founded in the 1920s, when LGOC driver Charles Banfield had begun “moonlighting” at weekends with a 1919 Garford charabanc. One morning in 1928 Charles was called before Nunhead Garage superintendent Mr Dillon and asked, “Do you own a 20-seater Garford?” He admitted ownership, and the one-man band was sacked for competing with his employers, whose bus fleet numbered hundreds! And thus the South East London coach firm of Charles W. Banfield Ltd came into being...

In an instance of supreme irony, in 1957 Charles Banfield bought the Nunhead Lane garage, which had been closed by London Transport, the LGOC’s successors, three years earlier, as the headquarters garage for his now substantial coach fleet.

For many years, Charles Banfield had nursed the desire to acquire an S-type bus as a souvenir of his start in business, but only one was known to survive, and that was in museum preservation.

On 6 June 1964 Michael inspected the “K-type” at J.T. Evans’ scrapyard in Lodge Way, Chesham Road, Wiggington, near Tring: it had the remains of the lower deck of its body still fitted and was being used as a chicken coop. Four days later, Michael sent a £10 cheque as deposit to secure the old bus, and on 15 June he paid £120 in cash for it and transported it back to Nunhead Lane, where it became clear that it was no K-type, but the substantially-larger S-type; subsequent investigation showed that it had been delivered new to Nunhead Lane and almost certainly had been driven by Charles Banfield.

It was put to one side while Michael Banfield began restoring a 1917 Maxwell van, then early in 1966 his father asked if he would start restoration of the S-type. On 17 April the remains of the body were removed from the chassis for pattern purposes, and three days later, work started in earnest. Then, without warning, on 26 April Charles Banfield died suddenly. Said Michael: “I knew in my heart that he had had a premonition and wanted to see the start of the rebuild of this vehicle.”



The S-type proved to be mechanically complete – “all the essential parts were there” – and needed little more than new pistons, big and small ends and valve springs. Nevertheless, every working part was stripped down and reconditioned, while the four road springs were completely overhauled.

However, what survived of the bodywork was only usable as patterns. Fortunately the London Transport Board was able to supply original body drawings and the Curator of the Museum of British Transport, John Scholes, loaned their 1923 S-type S742 – which differed only in having rounded instead of straight lower body panels – for comparison. At each stage of the restoration, which was carried out “in-house” by members of the Banfield’s Coaches staff, contemporary photographs were consulted and transport historians consulted to ensure absolute authenticity. Period signs and advertisements were reproduced exactly, and the period lining-out and signwriting on the carefully replicated bodywork meticulously mirrored the original livery.

Almost exactly two years to the day from the start of restoration, the restored S-type made its public debut at the Historic Commercial Vehicle Club’s London-Brighton Run on Sunday 2 May 1965 and was deservedly awarded “best in class”, winning the Modern Transport Challenge Cup for the best passenger vehicle with over 20 seats, the first of a number of concours awards deservedly won.

In 1969, Commercial Motor road-tested S454 on the original No 12 route from Dulwich to Shepherd’s Bush and was greatly impressed by the 47-year-old bus: “The steering accuracy of this vehicle has to be sampled to be believed,” wrote CM’s staffman. “I find many modern vehicles difficult to keep on a straight line when travelling in congested conditions, but the S-type can be relied on to go exactly where it is aimed. Neither are there any reversals and harsh kicks through the steering gear, which might be expected. Most certainly the feel of the machine is there all the time...

“Altogether it was a fascinating and illuminating experience to drive the S-type; although I have had a fair amount of experience with what are now considered ancient vehicles, it proved to be far and away the most advanced and pleasant of all the oldies I have handled.”

For so long the lynch-pin of the Banfield collection of commercial vehicles, in a new ownership this wonderfully authentic London omnibus, which is in running order, will surely continue to draw as much attention as it did on its post-restoration debut almost 50 years ago.

A comprehensive file includes old registration documents – including a buff log book – photographs, correspondence and press clippings.

£80,000 - 90,000

€98,000 - 110,000



1244

Formerly in service with Jersey Motor Transport

1932 LEYLAND TITAN TD2 DOUBLE DECK BUS

Registration no. J 6332

Chassis no. 1690

Engine no. C6171



This splendidly-restored bus – one of the last two petrol-engined buses to operate in the Channel Island of Jersey (and, so far as is known, in Britain or indeed the world) – was the first double-decker to be purchased by Michael Banfield and was bought direct from Jersey Motor Transport in 1960 when it was withdrawn from service.

The Leyland Titan bus was in production between 1927-42, and 1945-69, built mainly for the British market. It was designed by Leyland's hugely-experienced chief engineer G.J. Rackham, appointed in 1926 to create a new double-deck bus to stave off competition from companies like AEC.

The new bus – named Titan – appeared in its TD1 form at the 1927 Commercial Motor Show, and its overall concept left most of its competitors so far behind that it took them years to catch up. Among its outstanding features was its 6.8-litre six-cylinder overhead-camshaft petrol engine, in unit with a four-speed sliding-mesh gearbox with straight-line drive to an underslung worm rear axle whose differential was offset to reduce gangway floor height on the lower deck. Vacuum-servo brakes were standard on all four wheels and a sharp drop in its rear frame gave a low platform entry.

The TD2 was an improved version of the Titan introduced for 1932 with a bigger-bore engine giving a capacity of 7.6-litres (though a plate on the camshaft cover of "J 6332" declares that the engine is an 8.8-litre unit as fitted to the Leyland Hippo six-wheeler lorry); the engine upgrade was to enable the Titan to carry heavier bodywork permitted by the 1930 Road Traffic Act. About 1000 TD2s were sold before it was superseded by the redesigned TD3 in mid 1933.

Leyland Titans were introduced to Jersey in 1931 as the island's first double-deckers by the newly-appointed general manager of Jersey Motor Transport, Major F.H. Blakeway, a former Leyland salesman. This particular Titan TD2 – No 25 in the JMT fleet – went into service in July 1932, fitted with Leyland's own "high-bridge" bodywork.

Jersey's double-deckers even managed to provide a service of sorts during the wartime German Occupation of 1940-45 until they were taken off the road in January 1944 as fuel supplies dried up.

After being acquired for preservation via the good offices of Major Blakeway by Michael Banfield – "the shipping cost to the mainland was more than the purchase price!" – "JMT 25" was completely restored to original condition during 1961-62. By negotiation, the bus was allowed to retain its Jersey registration "J6332"; it made its first public appearance in April 1963, winning an award at the British Coach Rally at Brighton. A string of concours honours followed, and Buses Illustrated commented that the underbonnet and chassis finish was "undoubtedly better than when it left the Leyland works", adding that the overall finish was "immaculate".

Still in very good condition over 50 years later and running well, "JMT 25" is a remarkable tribute to Michael Banfield's restoration skills and an impressive witness of the fledgling days of the bus preservation movement.

£28,000 - 40,000

€34,000 - 49,000



1245

1935 AUSTIN 12 LL TYPE TAXI
COACHWORK BY VINCENT OF READING

Registration no. BXK 124

Chassis no. 78469

Engine no. CS1136



A recent addition to the Banfield collection, this typical London taxicab bodied by long-established coachbuilder Vincent of Reading was only acquired in 2011 from taxi enthusiast Dr Peter McWilliam of Yorkshire, who had owned it for 20 years, regularly driving it from Yorkshire to London, never using a trailer. He had bought it to replace a Strachan-bodied cab that had been written off when a Range Rover had collided with it on the M25: "It was far and away the best of the three cabs I had seen."

The Austin taxicab was sponsored by the long-established firm of taxi dealers Mann & Overton. Introduced for 1930, it was based on the well-proven Austin Twelve private car chassis, "which has earned a wonderful reputation for reliability under all sorts of conditions in all parts of the world", duly modified to meet the stringent demands of Scotland Yard, which licensed cabs to ply for hire in London. The original "High Lot" model Austin was supplanted in 1934 by a revised model, the LL or "Low Loader". By the time this particular cab went into service in March 1935, over 70 per cent of the taxicabs working in London were Austin Twelves, marketed through Mann & Overtons, who were sole concessionaires for the London area, and such was their dependability that the last of them were still plying the streets of the Metropolis in the early 1960s.

"BXK 124" was withdrawn from service in the mid-1950s, and was bought by a group of students. One of them, Bruce Kingswell, then bought out the rest of the group, with the intention of restoring the old taxi to as near new condition as possible. It is believed that before doing this, he entered the Austin for the very first HCVC London-Brighton Rally in 1962.

Bruce Kingswell then set about a "ground-up" rebuild, aided by the fact that his father worked in the motor trade. However, the demands of marriage and a family meant that the restoration took many years longer than anticipated. It was not completed until the 1980s, by which time Mr Kingswell had moved house and found the modern traffic "too intimidating". And then he and his brother are thought to have needed to raise money to buy property in France and put the Austin on the market.

In Peter's ownership, "BXK 124" won the Brighton Trophy, awarded to the best taxicab on the London-Brighton Run, on no fewer than eight occasions, the last time as recently as 2011. The cab was fitted with a new engine in 1996 and in early 2011 the wheels were powder coated, the cab was resprayed and the silencer was reconditioned. He only took the decision to sell the cab because of advancing years (his, not the taxi's) and the Austin became a prized addition to the Banfield Collection. In July 2012 the taxi, which is in running order, became the latest of the Banfield fleet to be "marked" in the Worshipful Company of Carmen's traditional cart-marking ceremony in the forecourt of Guildhall in London.

Its file includes correspondence, registration documents and an instruction book for the Austin Twelve taxi.

£20,000 - 22,000

€25,000 - 27,000



1246

The last 'Mk1' production chassis

1914 FN 1250 CAR

Registration no. MC 6462

Chassis no. 277

Engine no. 26001/277



One of Belgium's leading marques, FN – the “Fabrique Nationale d’Armes de Guerre” – had its origin in the fusion in 1886 of a number of arms manufacturers in Liège to produce military and hunting weapons and munitions. In 1896 a majority share in the company was acquired by the German Löwe group, owners of the Mauser gun factory, which strictly controlled FN's access to foreign markets. Consequently, FN diversified into bicycle manufacture in 1896, building its first motor car, a voiturette designed by the Italian engineer J. de Cosmo early in 1899.

In 1901 FN built a huge 100-hp petrol-electric for Count Pierre de Caters, while the following year they became Belgian concessionaires for De Dion-Bouton. That arrangement proved short-lived, and in December 1902 a prototype four-cylinder “silent and supple” FN car was exhibited. While FN was building 40 motorbikes a day by 1904, car production didn't get properly under way until 1906, when FN began making Rochet-Schneider cars under licence, and by 1907 four cars a day were leaving the FN factory at Herstal-lez-Liège.

Manufacture of small cars began in 1908 with an 8/10-hp four-cylinder and a number of light cars was introduced during the following years until in late 1913 FN launched the popular “1250” at the Paris Salon. It was a model that would remain in production – apart from the war years, when the FN factory was requisitioned by the occupying Germans – until the early 1920s.

This particular FN 1250 was acquired in 1964 from a long-term owner, A.S. Bartlett of Windsor, who had owned the “Old Lady” since 1925. Noted Michael Banfield after buying it: “We towed it as far as Staines, then stopped and put some petrol in, and after a little tinkering we eventually got it started and I drove it all the way home from Staines to Dulwich, which I am very pleased about.”

There were early plans for restoration, but bigger projects intervened, and the FN remains nicely untouched and running well, an ideal candidate for the increasingly popular “oily rag” class.

£20,000 - 30,000

€25,000 - 37,000



1247

Ex-Louis Holland

1910 RENAULT AX 8HP

Registration no. AM 1812

Chassis no. AX24695

Engine no. 9028



The little twin-cylinder Renault AX had its first public showing at the 1908 London Motor Show. It was welcomed by the French magazine *Omnia* in the following terms: "It is very much to the taste of the public, who see it as a move towards the *voiturette*... that car for poor people that can render so many services. I hope that they won't weigh down this nice little chassis, built to carry neat two-seater bodywork, with huge coachwork capable of carrying five people!"

But of course they did, for the twin-cylinder Renault chassis was quickly adapted as a taxicab, in which guise the model was well-known in Paris and London, its finest hour being the rushing of reinforcements to the front in September 1914 when the advancing German Army threatened Paris. This achievement earned the Renault taxi the proud title "Taxi de la Marne", its immortality guaranteed by the preservation of one of those gallant Renault taxis in Les Invalides in Paris.

This car, however, is the archetypal two-seater, which became well-known in the hands of one of the great characters of the Veteran Car Club, Louis Holland, who had trained his African Grey parrot to imitate a Klaxon and sing "Get out and get under", and who – apart from a wonderful collection of automobilia – owned 6000 78 rpm gramophone records (including all Edwardian comedian Harry Tate's "Motoring" sketches and a recording of 10,000 trained canaries singing "Liebestraum"...).

Louis was a great friend of Michael Banfield's, so when the opportunity came at a Brooks sale in December 2000 for Michael to acquire Louis' trademark Renault AX, he successfully bid for it. Originally imported through Renault agents A. Gaal Ltd of Hanover Square, Regent Street, London, whose dealer plate is strategically displayed on the bonnet, this well-known Edwardian – which comes complete with a buff logbook detailing its owners from 1956 until Louis Holland acquired it in 1961 – is running well, its red and grey two-seater bodywork bearing the gentle patination of appreciative use over the past half-century.

£25,000 - 32,000
€31,000 - 39,000



1248

Ex-Harold Arthur Pierpoint, two family ownerships from new
1904 MORS 24/32-HP ROI DES BELGES

Registration no. LN 2231

Chassis no. SM24000

Engine no. 24119



This 24/32-hp four-cylinder Mors represents the pinnacle of veteran motoring, built by a firm that had more than earned its laurels in the epic city-to-city races of the early 20th Century. It is a large five-seater Brighton car which has the capability of carrying seven people utilising the rear-facing upholstered bench seats.

The Mors company was founded by Emile Mors, who was one of France's leading electrical engineers, heading one of the country's biggest telegraph, telephone and electrical equipment factories. He had built a three-wheeled light steam carriage in the late 1880s, pioneering the use of oil as a fuel, and displayed it at the 1889 Paris Exposition Universelle. He built seven or eight of these steamers, but realised the limitations of the design, and in 1892-93 made petrol motor trucks for light railways to an English design. He built his first petrol car in 1895. Powered by a rear-mounted air-cooled V4 engine with water-cooled cylinder heads, it had coil and dynamo electric ignition.

The marque first appeared in competition two years later, when Emile Mors finished seventh in the 106-mile Paris Dieppe Race in a two-seat 5-hp Mors at an average of 19.6 mph. Two four-seater Mors finished sixth and seventh in their class, only averaging 12.2 and 11.9 mph. Serious racing began in 1899, when the company's new chief engineer Henri Brasier designed front-engined 4.2-litre four-cylinder racers on Panhard lines. Declared the Parisian Motor Review: "There began a struggle for supremacy that forms the most brilliant page in automobile history... The new Mors, built purely for speed, eclipsed everything in that year by winning the events in which it took part and raised the record for long distance races to 37 miles an hour."

That record was made in the 163-mile Paris-Bordeaux-Biarritz race, the last contest of the old century, by "Levegh" (the nom de course of the rich amateur Alfred Velghe) driving a Mors with a distinctive wedge-shaped bonnet.



The ensuing battle on the roads of Europe between Mors and their chief rival Panhard-Levassor created huge public interest and, noted Motor Review, "the popularity thus given to racing did a vast amount of good to automobilism, and the struggle itself had the more important result in compelling the makers to surpass each other in the building of speedy vehicles."

Racing certainly did the Mors image a great deal of good: from 200 workmen in 1898, by 1904 the workforce had risen to 1200 and Mors' immense factory in the Rue du Théâtre in Paris was turning out two cars a day.

Victory in the 1901 Paris-Bordeaux and Paris Berlin races were further triumphs for Mors, whose racing achievements peaking in 1903 when Gabriel won the truncated Paris-Madrid race by reaching Bordeaux first in his streamlined Mors "Dauphin" at an amazing average speed of 65.3 mph only to find the race had been abandoned because of the number of accidents en route.

Describing the 1904 range in its issue of 14 May 1904, La Vie Automobile declared: "The approach of the eliminating trials [for the Gordon Bennett Race] recalls the sporting successes of the house of Mors... These are cars designed and built with the scrupulous care that has always been lavished on its creations by the great factory of the Rue du Théâtre."

There were three cars in the line-up, all with four cylinders – 14, 19 and 24 hp – and all with pressed steel frames capable of accommodating side-entrance coachwork, "designed and built to take long and relatively heavy bodies". All had T-head engines and there were four speeds forward and reverse, with final drive by side chains. A handsome new design of "shouldered" radiator had been adopted in 1903, which – writing in La Vie Automobile – Count Mortimer-Mégret remarked "must necessarily be the most beautiful ornament of any self-respecting up-to-the-minute automobile".



Top of the range, the powerful 5.5-litre 24/32-hp had a decompressor that lifted the exhaust valves at the start of the stroke to ease starting; this device had been adopted from the firm's racing cars.

This particular 24/32-hp "English Licence" Mors is one of the "first generation" of Brighton Run cars that took part in the event before World War Two. It was discovered in 1938 by Harold Arthur Pierpoint, who entered it for that year's Run. It must have been a last minute effort, for the car was only registered the week before the event!

Unfortunately Mr Pierpoint does not seem to have recorded where or how he found the car, but it was one of the first 100 veterans to be officially dated by the Veteran Car Club when the process was instigated after the War, and was awarded Certificate No 99.

It was in action soon after the Armistice, appearing at the VCC's September 29 rally at The Ely Hotel in Camberley, where Bill Boddy of Motor Sport noted: "Pierpoint's 1904 English Licence Roi de Beige Mors was silent, accelerated well and displayed excellent Blériot headlamps."

It successfully finished the first postwar Brighton Run in 1946 (there was no Run in 1947) and in 1948 Bill Boddy was again smitten, describing the car as "a truly beautiful 1904 touring English Licence Mors with chain-drive, white-painted front tyres of small section and big Blériot headlamps."

Over the years the Mors, which Michael Banfield acquired from the Pierpoint family on New Year's Day 1975, has been a consistent and reliable entrant for the Brighton Run. It also has full weather equipment for the inevitable wet "Brighton".

Refurbished in 2004 to Michael Banfield's typically impressive standards and newly coachpainted in two shades of green, this outstandingly handsome veteran is up and running and ready to take to the Brighton Road as reliably as it has done for the past three-quarters of a century.

£500,000 - 600,000

€610,000 - 740,000



1249

1904 TALBOT CT4V-B 12/16-HP BROUGHAM

Registration no. SD 1534

Chassis no. 90

Engine no. 4446



It was in 1903 that the British Automobile Commercial Syndicate Limited formed a new company named Clement-Talbot Limited. The "Clement" in the name stood for French entrepreneur Adolphe Clément, who had started in the cycle industry as a repairer as early as 1876 and rapidly became a leading manufacturer. He made a considerable fortune by acquiring the French manufacturing rights for Dunlop bicycle tyres, and his Gladiator bicycle factory was making motor tricycles as early as 1895, soon followed by experimental voiturettes.

Complex business deals saw Clément involved in the manufacture of Clément and Gladiator cars, but he resigned in October 1903 to start a new motor manufacturing company. Unable to use his name on the cars he was building at its factory in Mézières, he changed his name to Clément-Bayard; the cars from Mézières were known as Clément-Bayards or Bayards.

Clement-Talbot, which took the "Talbot" element of its name from its name from the BACS Chairman, the Earl of Shrewsbury & Talbot, opened a factory in Ladbrooke Grove, Kensington, in 1904 to assemble Clément-Bayards in Britain. Initially, cars were badged as "Clement-Talbots", soon becoming simply "Talbots", with cars being imported as kits of parts from Mézières. Assembly soon turned to manufacture, and the first wholly-English Talbot was produced in August 1905.

The Clément-Talbots were cars of high quality, acknowledged as being "in the front rank of light automobiles". They had strong hydraulically-pressed "chromic-nickel" steel channel chassis with integral front dumbirons and live rear axles; in mid-1904 a new range was introduced which replaced the 1903 models with their pair-cast L-head cylinders with cars whose engines had separate T-head cylinders. This seemingly retrograde step was made in the interests of standardisation or, as *The Autocar* grandiloquently put it: "The whole driving economy varies only in the number and bore and stroke of the cylinders, the scantlings being the same throughout, whether the engine has four cylinders or two."

Included in the range were two four-cylinder 12-hp models, the 12/14-hp CT4V and the 12/16-hp CT4V-B; they differed principally in the capacity of the engines, the 12/14-hp engine having an 80mm bore and a swept volume of 2413cc and the 12/16 having an 85mm bore and a displacement of 2724cc. Both had four-speed and reverse quadrant changes and propellor shaft drive with a single universal joint aft of the gearbox.

Acquired by Michael Banfield in the 1970s, this car is the 12/16-hp version, and has a particularly impressive Brougham body which has been restored to an extremely high standard. Interior trim of the closed rear compartment is in Bedford cord with fine coach braiding, while the driver's seat is in black leather. A speaking tube complete with rubber bulb-actuated signal enables communication between the sybarites in the rear and the chauffeur.

Finished in Royal Blue, with red and gold coachlining, the body bears the crest of the Worshipful Company of Carmen – of which Michael was an active Liveryman – on the rear doors. Like several of Michael's vehicles, the Talbot was ceremoniously "branded" by the Master of the Carmen in the annual Cart-Marking Ceremony at Guildhall in 2005.

No finer or more luxurious way of progressing to Brighton in November could be imagined than this handsome veteran, which has been officially dated as 1904 by the Veteran Car Club. According to our information, this Talbot has not previously taken part in the Brighton Run: the successful buyer will still be in time to enter this car for next November's Run, in which it will surely be the outstanding "debutante".

£350,000 - 450,000
€430,000 - 550,000



1250

Coachwork in the manner of Morgan & Co

1906 MINERVA 40-HP ROI DES BELGES

Registration no. LN 1776

Chassis no. 2003

Engine no. 2003



Few Edwardian cars rank as high as Minerva, Belgium's "Goddess of Automobiles". Its founder, Sylvain de Jong, was a Dutchman born in Amsterdam in 1868, who moved to Belgium in 1883, opening a company importing English bicycles six years later. He soon moved to England to study cycle manufacture, and returned to Belgium to capitalise on the low cost of labour, building bicycles in Antwerp under the "Mercury" trade mark. He spent time in America studying production methods, and in 1897 left Mercury to establish a new company producing cycles – the first Minervas. By 1899 production was running at 200 cycles a week, but he had greater ambitions and had taken on a de Dion-Bouton agency. Learning much from de Dion quality, in 1900 he began making Minerva motorbikes, which enjoyed many competition successes. At the same time, he began experimenting with prototype voiturettes, but the demand for two-wheelers meant that car production only got slowly under way from 1902.

The "Société Anonyme Minerva Motors" was founded in 1903, with De Jong and his friend David Citroën, a Dutch-born naturalised Englishman who had been Minerva's highly successful British agent since 1900, as directors, and a new factory equipped with the latest machinery was opened in Antwerp in December 1904 with 550 workers. Production began with a range of T-head cars with two, three and four cylinders and chain final drive, initially with armoured wood chassis, but soon with pressed steel frames.

In 1905 the agency was taken up by the Hon C. S. Rolls, who entered two 20-hp four-cylinder Minervas for the Isle of Man Tourist Trophy; they failed to finish, but the spark of competition had been kindled.

In 1906, when Minerva production reached 600 cars and 3000 motorcycles and engines and a four-storey building was added to the Antwerp factory, standard production Minervas took second place in the team prize in the Coupe de Liedekerke and won their class in the Circuit Touriste de la Semaine d'Ostende among other successes.

Late that year Minerva introduced the big pair-cast T-head 40-hp six-cylinder Type K of 6235cc, and – according to a list of models and serial numbers supplied to a past owner of the car offered here by a Mr T.G. Morris, a former Minerva employee, this is the third example of that model to be built (the first, he said, went to the chairman of the company, a Mr Siddeley). This car's first owner was Lady Geraldine Digby St Lawrence of 43 Eaton Square, London, the aunt of racers Algy and Kenelm "Bill" Lee Guinness. She bought the car through the then sole concessionaires for the model, Arnott & Holloway of 17 New Burlington Street, in London's West End. |



t has the unusual feature of a period twin-carburettor installation that hints at early competition use – a fuzzy photograph copied from the Guinness family album in the car's thick file shows the Minerva parked alongside other high-powered cars – including the famous 1905 200-hp Darracq record-breaker – from Algy Lee Guinness's personal stable, probably at Algy and Bill's farmhouse at Datchet, and it seems possible that Algy (who drove for Minerva around that time) could have borrowed his aunt's car for hillclimbs or other speed events.

An unusual feature is a four-speed gearbox – early Type Ks were normally fitted with a three-speed transmission – again hinting that this was a rather special car. The car has a leather-faced cone clutch and final drive to the live rear axle, which is located by a swinging arm torque rod and radius arms outside the chassis, is by an open propeller shaft.

In 1910 Lady St Lawrence sold her Minerva to a Mr A. Badder, who ran a garage at Old Windsor. He removed the car's Morgan-built Roi des Belges body and fitted landaulette coachwork, using the car as a hire car in the Windsor area, among other duties ferrying passengers from Old Windsor railway station to take tea with the Queen at Windsor Castle.

During the Great War, the Minerva was used for police work, and when found by VCC member Alan Edwards of Lyndhurst, Hampshire, at Mr Badder's garage in 1956, it still had blackout paint on the headlamp glasses as a precaution against Zeppelin raids. By the mid 1950s, the Minerva was no more than a chassis, the landaulette body having been scrapped some time earlier at the start of, as Mr Edwards commented at the time, "a rebuild which has been in progress ever since" (and was unfinished due to the fact that Mr Badder was then 87!).

Mr Edwards began a restoration of the car, though seemingly more concerned with a veteran New Orleans that he had been restoring "on and off" since 1955, and completely dismantled it, storing the components of the engine beneath his upstairs sitting-room table... He acquired the front portion of a Napier Roi des Belges body from Fairfax Wade-Palmer of the New Forest in exchange for a cabriolet body bought from prominent VCC member J.A.G. Burchell.

However, around the start of the 1960s Mr Edwards traded the Minerva with fellow enthusiast Alan Betteridge in part exchange for a boat. Betteridge had wings made for the car by a "strange panel beater in Southampton" and the rear axle was overhauled by Alan Southon of Phoenix Green around 1962 before the car – with its engine rebuilt and running – again changed hands in a trade deal with a company in the West Country.

The Minerva next surfaced in 1974, when it was in the hands of Paul Foulkes-Halbard of Crowborough, who was apparently selling it on behalf of his friend Bernard Garrett; Foulkes-Halbard sold it to Michael Banfield, who commenced a painstaking restoration, endowing the car with an immaculately crafted replica of its original Roi des Belges coachwork by Morgan & Company of Long Acre.

Now this unique and spectacular Edwardian is ready to write a new chapter in what Belgian historians Jacques and Yvette Kupélian have so eloquently described as the "glorious history [of a marque that in its day] represented the summit of world automobile manufacture ..."

£110,000 - 130,000

€130,000 - 160,000





1251

1910 RENAULT AX 8HP

Registration no. XK 7260

Chassis no. 23365

Engine no. AL 8841B



Dependability was Renault's aim in creating the 8-HP twin-cylinder Type AX, which made its debut in 1908. The magazine *Omnia* welcomed the new model in these terms: "The house of Renault set itself the task of creating a utility model, that's to say a modestly priced vehicle, easy and economical to maintain and well able to resist hard use ... The engine has two cylinders. The firm chose it because of its flexibility, its economy and its reliability ... It's by the general simplification of all the working parts, and by the use of high strength materials, that this manufacturer has managed to attain its goal because the lightness that results from these qualities has allowed it to use a low-powered engine that gives a sufficiently high speed and avoids the too frequent use of the gearbox. Hence economy of fuel, of tyres and of mechanism."

The Renault AX remains a highly popular Edwardian car, amply catered for by the Veteran Car Club, Renault Frères and the Light Car and Edwardian Section of the VSCC.

This charming little car was the first Renault AX that Michael Banfield acquired. He bought it in the mid-1990s from fellow VCC member Clifford Holder, and research by M Jean Malliet of the Club des Amateurs d'Anciennes Renault showed that it had left the Renault factory in Billancourt bound for Renault (England) on 9 June 1910. It has neat two-seater bodywork, complete with hood, by the little-known carrossier H. Avoiron of Rue de la Moselle, Paris 19, and has been officially dated by the Veteran Car Club. In running order, it comes complete with a buff logbook in which the first owner recorded is Theodore Roe Twallin of Bickley, Kent, who owned the car in 1954; he was succeeded by Victor Ellis of Hereford, who in turn sold the car to Allens Autos of Cheltenham.

A delightful and affordable entrée to Edwardian motoring, this little Renault is all set to enchant a new owner.

£22,000 - 25,000

€27,000 - 31,000



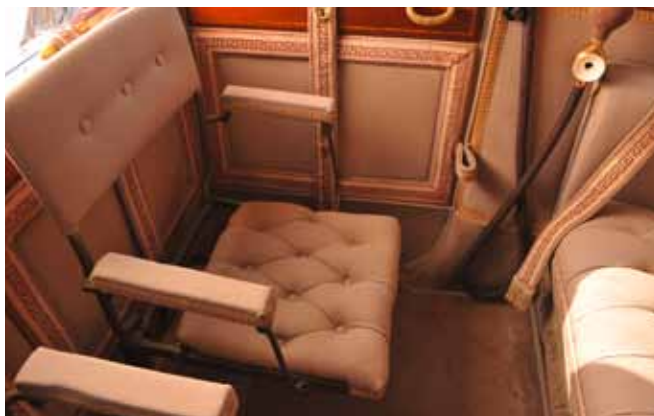
1252

**1914 ROLLS-ROYCE 40/50-HP SILVER GHOST LANDAULETTE
COACHWORK BY BARKER**

Registration no. LE 7478

Chassis no. 50YB

Engine no. 109E



The first owner of this impressive Rolls-Royce was Carlos Braun Menéndez, scion of a wealthy family of Chilean origin who had moved to Buenos Aires in 1908. The family's fortunes were based on ranching, trading and shipping, and they had substantial landholdings in Tierra del Fuego and Patagonia. Amazingly, Señor Braun Menéndez, who had been born in Puntas Arenas, Chile, in November 1895, was only 18 when he placed the order for his Silver Ghost with Pickford, Trown & Co, Motor Engineers and Engineers' Toolmakers, of Eccleshall Road, Sheffield, early in 1914!

Pickford, Trown, a company established in 1910 and headed by Ernest Hardy Pickford and Felix Trown, were agents for Rolls-Royce, Daimler and Chenard-Walcker, and were the sort of forward-looking company that would appeal to the entrepreneurial Braun Menéndez family, for they were also registered as "manufacturers and repairers of flying machines, aeroplanes, etc".

The specification for the Braun Menéndez Ghost called for a CAV electric lighting set with dynamo, a London-Edinburgh-pattern bonnet with louvres – presumably with the hotter climate in Argentina in mind – and brass fittings.

The Rolls-Royce was on test in chassis form on 24 May 1914 and – fitted with a handsome landaulette body by Royal coachbuilders Barker – was despatched by road to Pickford, Trown on 9 July and invoiced ten days later, with a note cautioning "not to be sold outside Yorkshire or at a discount."

However, young Señor Braun Menéndez would have a considerable wait before taking delivery of his Rolls-Royce, for – as he recalled in 1972 – "the shipment from the UK was delayed for two years due to the First War ban on that type of export. It was, nevertheless, shipped in 1916 after representations to the British Government."

Señor Braun Menéndez kept his Rolls-Royce for over half a century before selling it to noted collector and dealer Ben Paul Moser of Santa Barbara, California in 1969. Mr Moser, a Rolls-Royce and Bentley enthusiast, already had several Ghosts, and sold the car on to a San Francisco collector named Rossi. He in turn sold the car in 1972 to John Wilkins of Canterbury, Kent, who had the car restored bodily by Antique Automobiles, confiding the engine and chassis to Silver Ghost expert J.N. Harley. Michael Banfield purchased the Ghost in 1974 and rallied the car extensively in Britain and Europe throughout the 1970s, '80s and '90s. In good running order, it has been impeccably restored to 1914 condition, with additional work being carried out by the reputed restorer Brentclass in 1981. It was selected to represent "The Edwardian Formal Car" class in the Cartier Style et Luxe Concours at the 1997 Goodwood Festival of Speed.



This car represents the Edwardian Silver Ghost at its peak: the model had its origins when Rolls-Royce rushed into the six-cylinder market with the 30 hp of 1905-06, whose engine was based on components developed for the smaller, lighter 10 hp twin and 20 hp four. Like so many early sixes, it suffered from periodic vibration. Henry Royce realised that forming a six from three pair-cast cylinder blocks was inferior to combining two three-cylinder units, and applied that lesson to his next six-cylinder car, the 40/50-hp, which appeared in late 1906.

The new power unit was far more robust: its crankshaft was almost twice the diameter of that of the 30-hp, and full pressure lubrication was adopted. The chassis was stronger, too, with a four-speed gearbox (third was direct, fourth an overdrive "sprinting gear"), leather-faced cone clutch and platform rear suspension. Royce's passion for perfection was shown in the way that the brakes were compensated by a miniature differential gearing in an aluminium housing, while the rear axle casing was, in Royce's words, "sewn together with a ring of tiny bolts"

The public launch of the 40/50-hp six took place at the 1906 Olympia Motor Show, where a Pullman limousine and a polished chassis were shown. It was Claude Johnson who really put the new model on the map when he took the 12th car of the type, christened The Silver Ghost, on a 2000-mile RAC-observed run (which included the course of the forthcoming Scottish Reliability Trial) and then launched the car on a 15,000-mile RAC-observed trial which it completed triumphantly with only one involuntary stop, when the petrol tap shook closed after 629 miles.

The car famously only needed the replacement of £2 2s 7d-worth of parts to as-new condition after the equivalent of three years' motoring. Thereafter 40/50 Rolls-Royces have been known as "Silver Ghosts" in its honour.

Late in 1909 the engine was increased in size from 7036cc to 7426cc and the power output raised to 60 bhp. Around the same time the overdrive four-speed gearbox was replaced by a three-speed unit with direct drive on top gear in the interests of top-gear flexibility.

In 1911 a new pattern car with a tapered bonnet, cantilever rear springs and an increased compression ratio ran from London to Edinburgh using only top gear and then recorded a speed of 78.26 mph at Brooklands. This model went into production as the "London-Edinburgh". In 1913-14, a four-speed transmission with direct-drive top was introduced.

By then, Rolls-Royce had established a formidable reputation as "the Best Car in the World". With a formal body by perhaps the best British coachbuilder of the day, and an unusual history, this handsome Silver Ghost is the epitome of that enviable accolade.

£350,000 - 500,000

€430,000 - 610,000





1253

1966 JAGUAR PROTEUS C-TYPE REPLICA

Registration no. TBA

Chassis no. 170604DN

Engine no. K5 9135-8



Michael Banfield's fascination for the Jaguar marque began in the 1950s, when he tried to persuade his father to buy one of the Ecurie Ecosse racing Jaguars when the highly successful Merchiston Mews, Edinburgh, team sold off its retired D-Types. Banfield Senior was oblivious to the D-Type's charms and dismissed it as "looking like a sausage"...

Undaunted, Michael was eventually to assemble an impressive stable of Jaguars and, though the price of the Le Mans C- and D-Types and the ultra-rare XKSS road car that had been created out of the last remaining unsold D-Types had soared out of sensible reach, he compensated for that early disappointment by buying well-made replicas of these three iconic "leaping cats" as "fun cars" alongside his E-Type Coupé and Mk II Saloon.

His first replica was this C-Type, bought in December 1986 from Chris Drake Collector Cars of Brook Mews North, London W2. The C-Type, which had won Le Mans first time out in 1951 and won again in 1953, when it was the first car to average 100 mph for the entire 24 hours, was the first of the classic racing Jaguars to be replicated.

Michael's choice of C-Type replica was this Proteus, one of the first C-Type replicas built by a company that has become a leader in the field. Founded in Lancashire in 1985 by Jim Marland, Proteus based their replicas on a tubular steel chassis clad in glass fibre bodywork. This car is powered by a Jaguar 3.8-litre XK unit and is finished in Ecurie Ecosse Flag Blue. Extremely well-presented, it is road-ready and licensed until May 2015. It is classed as an historic vehicle and consequently qualifies for the nil rate of road duty.

£35,000 - 45,000

€43,000 - 55,000



1254

1967 JAGUAR RAM D-TYPE REPLICA

Registration no. TBA

Chassis no. PAE/003/09/90

Engine no. ZA8135-8



With its phenomenal record of three Le Mans victories in the mid-1950s, the Jaguar D-Type has long been the leaping cat of choice for replica builders. Reckoned to be one of the very best D-Type replicas available, the RAM D-Type body/chassis kit made by L & R Roadsters was praised by Kit Cars & Specials magazine for its "undisputed mechanical integrity... one of the most desirable replicas we have yet laid our hands on". Rather than the monocoque structure of the original, the RAM was built on a strong tubular-steel backbone spaceframe chassis designed by Adrian Reynard. This was the basis that in 1990 Michael Banfield commissioned Puma Automotive Engineering of Leeds to work on in building the replica of the D-Type Jaguar that he had yearned for in the 1950s.

Features of the RAM specified by Michael, with its steel-braced glass fibre bodywork replicating the longnose passenger-carrying style with full-width windscreen and long fin first seen on the victorious works Le Mans cars in 1955, were a 3.8-litre Jaguar straight six with triple Weber carburettors, four-speed all-synchromesh gearbox with overdrive, XJ12 Powr-Lok limited-slip differential and servo-assisted front brakes.

Instrumentation was comprehensive – speedometer, rev counter, oil temperature and pressure gauges, ammeter, fuel, water and oil temperature and oil pressure gauges – and a battery isolator switch was an indispensable part of the electrical equipment, which included a heavy-duty dynamo, sealed-beam headlights and amber indicators front and rear. Both seats were fitted with safety harnesses.

Finished in British Racing Green with tan leather upholstery, this well-presented authentic-looking D-Type replica is road-ready and licensed to November; taking its date from its donor vehicle, it classes as an historic vehicle and therefore qualifies for the nil rate of road duty.

£32,000 - 40,000

€39,000 - 49,000



1255

1967 JAGUAR RAM XKSS REPLICA

Registration no. TBA

Chassis no. TBA

Engine no. R1669-9



Surprising as it may seem today, Jaguar had difficulty selling all the D-Types it originally built, and when by the winter of 1956-57 and the anticipated target of 100 cars produced was in sight, the decision was taken to convert the 25 unsold D-Types into a new model, the XKSS roadster. Announced in January 1957, the XKSS was a D-Type shorn of its rear fin with a specially-made windscreen, a full-width cockpit, extra interior trim, folding soft top and side curtains, nearside door, chrome bumpers and a luggage grid on the tail. But production was dramatically brought to a halt when fire gutted the part of Jaguar's Browns Lane factory where the conversion was taking place, destroying nine cars and the associated tooling. In the end only 16 XKSS roadsters were produced, most of which went to the United States. Most famous of these was the "Green Rat" owned by legendary film star "King of Cool" Steve McQueen, bought secondhand in 1958 from a TV personality. Today, the value of these cars mirrors their exclusivity, made even more exclusive by the fact that some XKSS roadsters have been "back-converted" into D-Types.

To complete his trio of replicas of iconic '50s Jaguars, Michael Banfield commissioned the construction of a RAM XKSS replica – again built on an Adrian Reynard-designed tubular-steel backbone spaceframe chassis and clad in steel-braced glass fibre bodywork – from Puma Automotive Engineering at the same time as he ordered his D-Type replica.

His specification was exacting: to the basic equipment of 3.8-litre Jaguar straight six with triple Weber carburettors, four-speed all-synchromesh gearbox with overdrive, XJ12 Powr-Lok limited-slip differential and servo-assisted front brakes, he called for an alternator and halogen headlights, the electrical system to be protected by a battery isolator switch. Amber indicators front and rear were another given, while the comprehensive instrumentation included speedometer, rev counter, oil temperature and pressure gauges, ammeter, fuel, water and oil temperature and oil pressure gauges.

The body was finished in Jaguar Indigo Blue with biscuit leather interior trim and both seats were fitted with safety harnesses. A lockable glove box was another special feature. Michael took delivery of his XKSS replica in 1991; it remains in the pristine condition that characterised all his road-going cars and is currently licensed until November 2014. Since it takes its date from its donor vehicle, it classes as an historic vehicle, qualifying for the nil rate of road duty.

£35,000 - 42,000
€43,000 - 52,000



1256

1963 JAGUAR E-TYPE SERIES I 3.8-LITRE FIXED HEAD COUPÉ

Registration no. TBA

Chassis no. 860859

Engine no. R8496-9



Announced in 1961 to succeed the XK150, the E-Type, with its spectacular monocoque bodywork, was an obvious descendent of the Le Mans-winning D-Type cars of the mid-1950s; its performance (some 150 mph was possible) was unmatched at the price – £2100 before tax. Its dramatic launch at the Geneva Salon in the spring of 1961 was as sensational as that of the XK 120 more than 12 years earlier. Here again was a road car that looked like a racer, with the clear bloodlines of its thoroughbred forebear the D-type apparent in its sleek profile. Moreover, it had independent rear suspension - the first time this had been seen in a production Jaguar – allied to the puissant 3.8 litre “Gold Top” XK engine previously seen in the most powerful XK 150S model and all-round disc brakes.

Both roadster and coupé – the first “fast back” Jaguar since the SS 1 Airline of the early 1930s – were shown at Geneva, but it was the more dramatic fixed-head coupé that gained the most plaudits.

In its road test of a prototype E-Type coupé by its Editor, former Pathfinder pilot Maurice Smith DFC, on the eve of the Salon, Autocar wrote: “It offers what drivers have so long asked for, namely sports-racing car performance and handling, combined with the docility, gentle handling and appointments of a town car.”

In 1962 minor but significant improvements were made to the E-Type, notably increased leg room for taller drivers, and these carried through into 1963, when Michael Banfield’s cherished 3.8-litre E-Type coupé – which he acquired in August 1982 – was built. Running well and of course rated as an Historic Vehicle, this well-presented Jaguar is a fine example of the first generation of the iconic E-Type.

£40,000 - 50,000

€49,000 - 61,000





1257

1993 JAGUAR SOVEREIGN 4.0 SALOON

Registration no. L276 XLK

Chassis no. SAJJHALD3AJ686761

Engine no. CNA179347



In the early 1970s Jaguar began work on the successor to the much-loved XJ6 saloon launched in 1968. Many shapes were proposed, even calling on Italian styling houses Ital Design and Bertone, but it wasn't until 1981 that a final design was agreed.

Visually different from the Series Three XJ6 saloon, the all-new XJ6 – popularly known as the “XJ40” – took several more years to come to fruition, and it was not announced to the public until October 1986 and didn't go into full production until July 1987, six years after the first prototype had been driven and seven years since the programme had been approved. Initially it was available with two engine options – 2.9- and 3.6-litre versions of the new “AJ6” straight six developed to replace the old XK6 unit – but these were replaced in 1990 by 3.2- and 4.0-litre versions.

Naturally, Jaguar enthusiast Michael Banfield wanted the pick of the crop, and his personal XJ40, acquired through dealers H.R. Owen in December 1995 with just 28,000 miles on the clock, was a top-of-the-range ex-Jaguar Car Company 4.0-litre Sovereign executive model.

Finished in Westminster Blue with a magnolia leather interior, the standard features of the Sovereign included air conditioning, six-speaker sound system and adjustable rear suspension, while rectangular single unit headlamps replaced the quad lamps of the standard XJ6. Running well but having recently failed an MoT (information available in the vehicle's file), this classic Jaguar saloon is all set, with a little attention, to cosset its new owner.

£1,500 - 2,500

€1,800 - 3,100



1258

1990 MERCEDES-BENZ 814 LOW LOADER LORRY

Registration no. H918 SHH
Chassis no. 67401325509534
Engine no. 36690520985946



Powered by a 5958cc diesel engine, this low-loader cab-over-engine lorry was acquired secondhand in 2003 by Michael Banfield as a transporter for vehicles from his collection. With a rated capacity of 7500 kg, it is fitted with a tilt and slide body and winch. In running order, it has recently been MoT tested, and is currently taxed.

£4,000 - 7,000

€4,900 - 8,600

Offered from the Michael Banfield Collection

Left

1902 De Dietrich 16hp
'Paris-Vienna Type' Roi des Belges
£750,000 - 850,000

Right

1927 Bentley 3/4 ½-Litre
Four-Seat Tourer
£220,000 - 280,000



Bonhams

Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2014 is already destined to be another outstanding auction with many desirable motor cars already consigned. To secure your place into this landmark sale, please contact the department.

Further entries invited

GOODWOOD FESTIVAL OF SPEED SALE

Friday 27 June, 2014



For further enquiries
please contact:

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

Europe
+32 (0) 476 879 471
eurocars@bonhams.com

USA
+1 415 391 4000
usacars@bonhams.com

30,000km from new
1958 Mercedes-Benz 300SL Roadster
€850,000 - 1,000,000

1911 Benz 45/60 hp Four-Seater
Toy Tonneau with Victoria Hood
Coachwork by Demar of New York
€900,000 - 1,500,000

1936 Mercedes-Benz 540K Cabriolet A
€1,800,000 - 2,400,000

*Offered direct from the Mercedes-Benz
Motorsports Department*

Mika Häkkinen's 2005 DTM Race Car
2005 AMG-Mercedes 4-Litre V8 C-Class
€400,000 - 600,000

*The 1954 Paris Salon de l'Automobile
and 1955 London Motor Show*
1954 Mercedes-Benz 300 SL 'Gullwing' Coupé
Refer Department

1915 Mercedes 22 50
€625,000 - 725,000

The ex-Rolf Meyer
1935 Mercedes-Benz 500K Cabriolet
Coachwork by H. J. Mulliner
€600,000 - 800,000

1909 Mercedes 35hp open tourer
€480,000 - 680,000



Bonhams

The Mercedes-Benz Auction

Saturday 12 July 2014
Mercedes-Benz Museum
Stuttgart, Germany

Bonhams is delighted to announce this new and exclusive auction in association with Mercedes-Benz Classic. The auction will be held within the stunning surroundings of the award-winning museum.

Further entries invited



A remarkably original example, three owners from new
1955 Mercedes-Benz 300SL 'Gullwing' Coupé
€1,200,000 - 1,500,000

For further enquiries
please contact:

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

Europe
+32 (0) 476 879 471
eurocars@bonhams.com

USA
+1 415 391 4000
usacars@bonhams.com

Bonhams

QUAIL LODGE AUCTION



15 August, Carmel, CA
Consignments now invited

For further information, please contact:
+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com

*Exceedingly original and preserved condition
Prominent ownership and fewer than 3,400 miles from new*
1973 Ferrari 365GTS/4 Daytona Spider
Coachwork by Scaglietti - Design by Pininfarina

International Auctioneers and Appraisers – bonhams.com/quail

PETER MONAMY (LONDON 1681-1749)

*The Royal Yacht Peregrine and another
yacht in the Medway off Gillingham,
Kent, passing Upnor Castle (detail)*
signed

oil on canvas

68.6 x 156.3cm (27 x 61 9/16in).

£60,000 - 80,000

CONTACT

+44 (0) 207 468 8211

alistair.laird@bonhams.com



Bonhams

LONDON

THE JOHN ROBERTSON COLLECTION

New Bond Street
Wednesday 9 July 2014

bonhams.com/oldmasters

AT THE CENTRE OF THINGS
FOR 80 YEARS



JOIN US IN OUR ANNIVERSARY YEAR!

AS A COMPETITOR OR SPECTATOR AT OUR RACE, HILL CLIMB AND SPRINT EVENTS IN YOUR PRE AND POST WAR CARS

12-13 APR	SILVERSTONE 'SPRING START' RACE MEETING	6 JULY	SHELSLEY WALSH HILL CLIMB
4 MAY	CURBOROUGH SPEED TRIALS	19 JULY	DONINGTON PARK RACE MEETING
11 MAY	WISCOMBE PARK HILL CLIMB	1-3 AUG	PRESCOTT SPEED HILL CLIMB Featuring 80th Anniversary Hill Climb (Fri)
7 JUNE	CADWELL PARK RACE MEETING	7 AUG	SANTA POD RACEWAY 80th ANNIVERSARY STRAIGHT-LINE SPRINT
8 JUNE	HAREWOOD HILL CLIMB (VSCC Classes at BARC Hill Climb)	13-14 SEPT	LOTON PARK HILL CLIMB
14-15 JUNE	BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL including VSCC Speed Trials at Mercedes Benz World (Sat)	28 SEPT	SNETTERTON RACE MEETING
28-29 JUNE	PEMBREY SPRINT AND PRE-WAR TEAM RACE (Sat) RACE MEETING (Sun)	5 OCT	CASTLE COMBE AUTUMN CLASSIC (Pre-war Sports-Cars)
		25 OCT	GOODWOOD AUTUMN SPRINT

FOR MORE INFORMATION AND TO JOIN,
VISIT www.VSCC.co.uk



THE VINTAGE
SPORTS-CAR CLUB

The Old Post Office
West Street Chipping Norton
Oxfordshire OX7 5EL

t +44 (0)1608 644777
e info@vsccl.co.uk
www.vsccl.co.uk

SUPPORTED BY

Bonhams



The private bank for historic motor racing

Proud sponsors of leading historic motoring events worldwide



www.efgmotorracing.com

Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Bogotá and Montevideo. www.efginternational.com



The Endurance Rally Association
Home of the Peking to Paris Rally



Join us on the 2015 Trans America

7-28 June 2015 - NOVA SCOTIA TO SAN FRANCISCO

Entries to our second **Trans-America** are now firming up. We welcome Lord Steel and wife Judy in a Jaguar XJS – David drove our Monte Carlo Challenge three times and also drove a Ford Zephyr to Marrakesh with us on the first ever classic rally to enter Morocco. We have entrants from Belgium, Holland, Switzerland, Germany and America – a great start! Our all new route drives from Halifax, Nova Scotia, Canada and finishes driving through the Nevada Desert into San Francisco – a route of terrific variety and contrasts.

Drive from sea to shining sea, through the spectacular sights of the 'land of the free and the home of the brave'.

Contact Philip Young or visit our website and begin the adventure

T: 01235 831221 E: admin@endurorally.com www.endurorally.com



Supported by:

Bonhams

1793

Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

- > **Polygon Transport**
Unit 2H, Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

Tel +44 (0)2380 871555
Fax +44 (0)2380 862111
Email polygon@polygon-transport.com
Web www.polygon-transport.com

Valued Polygon clients

Bonhams 1793



Beaulieu



NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *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 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*. 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. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) 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 parts 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. *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*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of 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. Nor does the *Seller* owe or agree to owe you as a *Bidder* 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. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot*

or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* 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 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 normally 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

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration 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 (only available on lots with a low estimate greater than £400)
If you wish to bid at the *Sale* by telephone, please complete a Telephone *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 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*. 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
Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent
Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. 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 or the identity of his principal) 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. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

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.

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*. 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*. You should be alert to this possibility of changes and ask if there have been any.

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* of *Lots*:

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked “AR” in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. 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 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

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

- The following symbols 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 EU: *VAT* is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: *VAT* is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, 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*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

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;

Bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques 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, notes or travellers cheques;

Sterling travellers cheques: you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using travellers cheques;

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

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Union Pay cards: these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are subject to a 2% surcharge.

Credit cards: Visa and Mastercard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

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

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

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 licencing 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 EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

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 10 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. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

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 'S58' 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

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA 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

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded 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 and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

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 Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- 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 Artists Resale Right Regulations 2006. 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 or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, 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

CONTRACT FOR SALE

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.

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

1 THE CONTRACT

- 1.1 These terms 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 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);
- 2.1.4 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 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*, 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* and the contents of any *Condition Report* which has been provided to the *Buyer*.

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 that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which 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 made by or on behalf of the *Seller* including by *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 when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. 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* after 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 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*.

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 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 *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*.
- 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 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.
- 7.4 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*.
- 7.5 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		sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.		waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> 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.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .		
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> 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 <i>Seller</i> , addressed <i>c/o Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (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.
8.1.3	to retain possession of the <i>Lot</i> ;				
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> 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 <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> 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.
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 <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> 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;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , 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 <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> 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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> 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 <i>Seller</i> or to <i>Bonhams</i> by you.			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.
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> 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 <i>Seller</i> becomes liable to pay the same until payment by you.	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 <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> 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.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all			10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> 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.
		10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express		

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

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
 - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
 - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
 - 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

- 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*, 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*.

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, 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 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 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	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (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.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> 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
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	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 <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> 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:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> 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 <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) 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 <i>Lot</i> or part thereof;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	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 <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
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 <i>Sale</i>) until all sums due to us have been paid in full;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , 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	10.2	Our duty to you while the <i>Lot</i> 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 <i>Lot</i> or to other persons or things caused by:
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;	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.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , 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 <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9	FORGERIES		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> 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 <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension strung 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 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 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.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control 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.

- 11.4 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.
- 11.5 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.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 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.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 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.
- 11.12 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.

12 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

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 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 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has 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 for 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.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"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 Artists Resale Right Regulations 2006.

"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 *"indemnify"* 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.

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."

Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A.
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

UK
Philip Keith
+44 2920 727 980
U.S.A.
Fredric Backlar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A.
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A.
Frank Maraschiello
+1 212 644 9059

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+1 415 861 7500

Books, Maps & Manuscripts

UK
Matthew Haley
+44 20 7393 3817
U.S.A.
Christina Geiger
+1 212 644 9094

British & European Glass

UK
Simon Cottle
+44 20 7468 8383
U.S.A.
Suzy Pai
+1 415 503 3343

British & European Porcelain & Pottery

UK
John Sandon
+44 20 7468 8244
U.S.A.
Peter Scott
+1 415 503 3326

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
Mark Dance
+44 8700 27361
U.S.A.
Hadji Rahimpour
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A.
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A.
Paul Song
+1 323 436 5455

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A.
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

UK
Stephanie Connell
+44 20 7393 3844
U.S.A.
Catherine Williamson
+1 323 436 5442

Furniture & Works of Art

UK
Fergus Lyons
+44 20 7468 8221
U.S.A.
Jeffrey Smith
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A.
Tanya Wells
+1 917 206 1685

Islamic & Indian Art

Claire Penhallurick
+44 20 7468 8249

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A.
Jeff Olson
+1 212 461 6516

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A.
Susan Abeles
+1 212 461 6525
AUSTRALIA
Anellie Manolas
+61 2 8412 2222
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

UK
Veronique Scorer
+44 20 7393 3962
U.S.A.
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
+44 20 7393 3872

Modern, Contemporary & Latin American Art

U.S.A.
Alexis Chompaial
+1 323 436 5469

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

UK
Tim Schofield
+44 20 7468 5804
U.S.A.
Mark Osborne
+1 415 503 3353
EUROPE
Philip Kantor
+32 476 879 471

Automobilia

UK
Toby Wilson
+44 8700 273 619
U.S.A.
Kurt Forry
+1 415 391 4000

Motorcycles

Ben Walker
+44 8700 273616
Automobilia
Adrian Pipiros
+44 8700 273621

Musical Instruments

Philip Scott
+44 20 7393 3855

Native American Art

Jim Haas
+1 415 503 3294

Natural History

U.S.A.
Claudia Florian
+1 323 436 5437

Old Master Pictures

UK
Andrew Mckenzie
+44 20 7468 8261
U.S.A.
Mark Fisher
+1 323 436 5488

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

U.S.A.
Judith Eurich
+1 415 503 3259

Portrait Miniatures

Jennifer Tonkin
+44 20 7393 3986

Prints

UK
Rupert Worrall
+44 20 7468 8262
U.S.A.
Judith Eurich
+1 415 503 3259

Russian Art

UK
Sophie Law
+44 20 7468 8334
U.S.A.
Yelena Harbick
+1 212 644 9136

Scientific Instruments

Jon Baddeley
+44 20 7393 3872
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

UK
Michael Moorcroft
+44 20 7468 8241
U.S.A.
Aileen Ward
+1 800 223 5463

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Toys & Dolls

Leigh Gotch
+44 20 8963 2839

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Paul Maudsley
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530
HONG KONG
Nick Biebuyck
+852 2918 4321

Whisky

UK
Martin Green
+44 1292 520000
U.S.A.
Joseph Hyman
+1 917 206 1661
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A.
Doug Davidson
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street •
London W1S 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street •
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

South East England

Brighton & Hove
19 Palmeira Square
Hove, East Sussex
BN3 2JN
+44 1273 220 000
+44 1273 220 335 fax

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight
+44 1273 220 000

Representative:
Kent
George Dawes
+44 1483 504 030

West Sussex
Jeff Burfield
+44 1243 787 548

South West England

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro
36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter
The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Winchester
The Red House
Hyde Street
Winchester
Hants SO23 7DX
+44 1962 862 515
+44 1962 865 166 fax

Tetbury
22a Long Street
Tetbury
Gloucestershire
GL8 8AQ
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

East Anglia

Bury St. Edmunds
21 Churchgate Street
Bury St Edmunds
Suffolk IP33 1RG
+44 1284 716 190
+44 1284 755 844 fax

Norfolk

The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle
The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford •
Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

Yorkshire & North East England

Leeds
30 Park Square West
Leeds LS1 2PF
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
New House
150 Christleton Road
Chester, Cheshire
CH3 5TD
+44 1244 313 936
+44 1244 340 028 fax

Carlisle
48 Cecil Street
Carlisle, Cumbria
CA1 1NT
+44 1228 542 422
+44 1228 590 106 fax

Manchester
The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey
39 Don Street
St.Helier
JE2 4TR
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

Edinburgh •
22 Queen Street
Edinburgh
EH2 1JX
+44 131 225 2266
+44 131 220 2547 fax

Glasgow
176 St. Vincent Street,
Glasgow
G2 5SG
+44 141 223 8866
+44 141 223 8868 fax

Representatives:
Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Cardiff
7-8 Park Place,
Cardiff CF10 3DP
+44 2920 727 980
+44 2920 727 989 fax

EUROPE

Austria - Vienna
Tuchlauben 8
1010 Vienna
Austria
+43 (0)1 403 00 01
vienna@bonhams.com

Belgium - Brussels
Boulevard
Saint-Michel 101
1040 Brussels
+32 (0)2 736 5076
+32 (0)2 732 5501 fax
belgium@bonhams.com

France - Paris
4 rue de la Paix
75002 Paris
+33 (0)1 42 61 1010
+33 (0)1 42 61 1015 fax
paris@bonhams.com

Germany - Cologne
Albertusstrasse 26
50667 Cologne
+49 (0)221 2779 9650
+49 (0)221 2779 9652 fax
cologne@bonhams.com

Germany - Munich
Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
+49 (0) 89 2420 7523 fax
munich@bonhams.com

Greece - Athens
7 Neofytou Vamva Street
10674 Athens
+30 (0) 210 3636 404
athens@bonhams.com

Ireland - Dublin
31 Molesworth Street
Dublin 2
+353 (0)1 602 0990
+353 (0)1 4004 140 fax
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 (0)2 4953 9020
+39 (0)2 4953 9021 fax
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Rome
+39 (0)6 48 5900
+39 (0)6 482 0479 fax
rome@bonhams.com

Netherlands - Amsterdam
De Lairessestraat 154
1075 HL Amsterdam
+31 20 67 09 701
+31 20 67 09 702 fax
amsterdam@bonhams.com

Spain - Madrid
Nuñez de Balboa no.4 - 1A
Madrid
28001
+34 91 578 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
Switzerland
+41 76 379 9230
geneva@bonhams.com

Representatives:
Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

Spain - Marbella
James Roberts
+34 952 90 62 50
marbella@bonhams.com

Portugal
Filipa Rebelo de Andrade
+351 91 921 4778
portugal@bonhams.com

Russia - Moscow
Anastasia Vinokurova
+7 964 562 3845
russia@bonhams.com

Russia - St Petersburg
Marina Jacobson
+7 921 555 2302
russia@bonhams.com

MIDDLE EAST

Israel
Joslynn Halibard
+972 (0)54 553 5337
joslynn.halibard@bonhams.com

NORTH AMERICA

USA

San Francisco •
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles •
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York •
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362

California
Central Valley
David Daniel
+1 (916) 364 1645

District of Columbia/ Mid-Atlantic
Martin Gammon
+1 (202) 333 1696

Southern California
Christine Eisenberg
+1 (949) 646 6560

Florida
+1 (305) 228 6600

Georgia
Mary Moore Bethea
+1 (404) 842 1500

Illinois
Ricki Blumberg Harris
+1 (312) 475 3922
+1 (773) 267 3300

Massachusetts
Boston/New England
Amy Corcoran
+1 (617) 742 0909

Nevada
David Daniel
+1 (775) 831 0330

New Mexico
Leslie Trilling
+1 (505) 820 0701

Oregon
Sheryl Acheson
+1(503) 312 6023

Texas
Amy Lawch
+1 (713) 621 5988

Washington
Heather O'Mahony
+1 (206) 218 5011

CANADA

Toronto, Ontario •
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 341 9238
info.ca@bonhams.com

SOUTH AMERICA

Argentina
Daniel Claramunt
+54 11 479 37600

Brazil
Thomaz Oscar Saavedra
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong •
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Hongyu Yu
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya Central Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8757 2897 fax
summer.fang@bonhams.com

AUSTRALIA

Sydney
76 Paddington Street
Paddington NSW 2021
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Cnr Williams Road
& Lechlade Avenue
South Yarra VIC 3141

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

The Bonhams Motoring Network

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
veterancars@orange.
net

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
astondb@hotmail.co.uk

Somerset / Dorset
Mike Penn
The Haynes
Motor Museum
Sparkford, Nr. Yeovil
BA22 7UI
Tel: (01963) 440 804
Fax: (01963) 441 004

Devon / Cornwall
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
veryoldmj@gmail.com

East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel / Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
rhadfield10@gmail.com

Midlands
Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 856 024
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
rheauction@btinternet.
com

Home Counties
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancashire, Cumbria & Yorkshire
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Gloucestershire
George Cohen
Manor Farm
Chillington
Ilminster
Somerset
TA19 0PU
Tel: (01460) 526 46
george.cohen@
bonhams.com

Wales
Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Am Kuechengarten 2
Domaene Rotenkirchen
D-37574 Einbeck
Germany
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

Denmark
Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@
bonhams.com

The Netherlands
Saskia Magnin
de Lairessestraat 123
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
saskia.magnin@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 391 4000
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Nick Smith
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 323 436 5470
Fax: +1 323 850 5843
nick.smith@
bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
Christine Eisenberg
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544
christine.eisenberg@
bonhams.com

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and East Coast
Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest
Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227
tom.black2@
comcast.net

Rest of the World

Australia
Damien Duigan
Unit 14,
888 Bourke Street
Waterloo
NSW 2017
T: +61 (0) 2 8412 2232
damien.duigan@
bonhams.com

Argentina
Daniel Clarmunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.clarmunt@
bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya Central
Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.
com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@
bonhams.com

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------

Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

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 e-mail from info@bonhams.com.

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐

Please contact me with a shipping quote (if applicable) ☐

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 ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:	Date:
-----------------	-------

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

Bonhams

Sale title: THE MICHAEL BANFIELD COLLECTION	Sale date: 13 - 14 JUNE 2014
Sale no. 22201	Sale venue: IDEN GRANGE, KENT
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 (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send you marketing material and news concerning Bonhams and partner organisations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

MOTOR CAR INDEX

Lot No	Year	Model
1200		Mobile Fire Escape Ladder
1201		Drake & Fletcher Hand Pump Trolley
1202	c. 1900	Baker & Sons Hand Pump Trolley
1203		Victorian two-wheeled Hose Cart
1204	1840s	Tilley Horsesdrawn Manual Fire Pump
1205		Tasker Manual Fire Pump
1206	c.1870	Shand Mason Patent Curricl Fire Escape Ladder
1207	c. 1910	Delahaye Fire Engine
1208	1917	Leyland DEU4 Fire Engine
1209	1913	Merryweather Fire Engine
1210	c. 1914	Merryweather Hatfield Fire Engine Trailer Pump
1211	1929	Merryweather Hatfield Fire Engine Trailer Pump
1212	1914	Dennis Fire Engine
1213	1926	Morris-Commercial Fire Engine
1213A	1918	AEC YC-Type chassis
1214		Thornycroft solid-tyred light lorry chassis
1215		Peerless truck axles
1216		Kelly-Springfield chassis
1217	1918	Daimler CB-type chassis
1218		Maxwell solid-tyred chassis
1219		Maxwell solid-tyred chassis
1220	1920s	Tilling-Stevens TS7 London bus chassis
1221	1919-20	AEC K-Type chassis and body
1222		Dennis chassis
1223	c. 1930	Thornycroft Lorry
1224	1924	Thornycroft Type Q Tipper Lorry
1225	1915	Daimler B-type lorry
1226	c. 1911	Renault Lorry
1227	1913	Wolsley CR-Type Lorry
1228	c. 1915	FWD Lorry
1229	1915	Hallford WD Lorry
1230	1915	1915 Fiat 18P Box Van
1231	1918	Crossley 20/25-hp RFC Van
1232	1914	Leyland S-Type "Subsidy B" 30cwt Dropside Lorry
1233	1910	Karrier A6 Flatbed Lorry
1234	1917	Maxwell Commercial Delivery Car
1235	1915	Peerless TC4 4-Ton Open Back Lorry
1236	1917	Pierce Arrow R-8 Open Back Lorry
1237	1917	Garner Model 15 Van
1238	1919	Garford Model 25 Open Back Lorry
1239	1960	Bedford TK KDLC 1 Low Loader Lorry
1240	1929	Chevrolet LQ International 14-Seater Coach
1241	1915	Fiat Tipo 2B Station Bus
1242	1922	Tilling-Stevens TS3A Petrol-Electric Open top Double Deck Bus
1243	1922	AEC S-Type open-top double-deck bus
1244	1932	Leyland Titan TD2 Double Deck Bus
1245	1935	Austin 12 LL type Taxi
1246	1914	FN 1250 Car
1247	1910	Renault AX 8HP
1248	1904	Mors 24/32-hp Roi des Belges
1249	1904	Talbot CT4V-B 12/16-hp Brougham
1250	1906	Minerva 40-hp Roi des Belges
1251	1910	Renault AX 8HP
1252	1914	Rolls-Royce 40/50-hp Silver Ghost Landaulette
1253	1966	Jaguar Proteus C-Type Replica
1254	1967	Jaguar RAM D-Type Replica
1255	1967	Jaguar RAM XKSS Replica
1256	1963	Jaguar E-Type Series I 3.8-Litre Fixed Head Coupé
1257	1993	Jaguar Sovereign 4.0 Saloon
1258	1990	Mercedes-Benz 814 Low Loader Lorry





1793

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax

