

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 31 October 2014



Bonhams

LONDON

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 31 October 2014 at 13:30

101 New Bond Street, London

VIEWING

Thursday 30 October 14:00 to 16.30
Friday 31 October from 09.30

SALE TIMES

Friday 31 October:
Automobilia 13:30
Motor Cars 15:30

SALE NUMBER

21903

CATALOGUE

£25.00 + p&p

BIDS

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

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
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

CUSTOMER SERVICES

Monday to Friday 08.30 to 18:00
+44 (0) 20 7447 7447

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 214
Back cover: Lot 222

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 Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling Global CEO,
Patrick Meade Global CEO,
Geoffrey Davies, Jonathan Horwich,
James Knight, 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,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Sophie Law, 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 on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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 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.

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 2% 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.
* VAT on imported items at 5% on Hammer Price.

- 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.

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.

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. 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.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee to telephone bid. These forms are found in the back of the 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 and faxed/emailed to us no later than 48 hours before the sale.

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 on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale.

For Motor Cars, payment can be taken up to 6pm on Friday 31 October at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport will be present at the sale and can quote a price to deliver the vehicle to you. Their contact details can be found on the collections page.

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 the sale. They can assist with any insurance requirements for agreed value road risk, storage and transportation cover. Contact 0844 824 1134.

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

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tim.schofield@bonhams.com

Rob Hubbard
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rob.hubbard@bonhams.com

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East Coast

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Administrator

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Additional contacts

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ben.walker@bonhams.com

Automobilia

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toby.wilson@bonhams.com

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adrian.pipiros@bonhams.com

Julian Roup
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+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

Administrator
Robert Burner
+44 (0) 20 8963 2802
robert.burner@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 5pm on the day of the sale. 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 3 November 2014 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

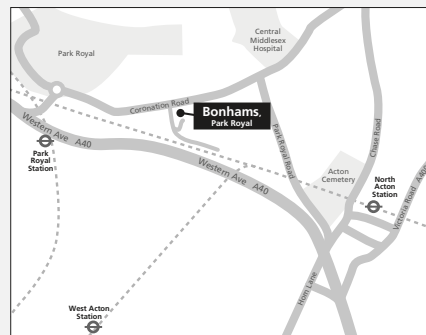
All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

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.

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 sale, or on Saturday the 1st November between 8:30am and 9:30am. All remaining unpaid lots will be uplifted by Polygon to their storage facility (please see Guide for Buyers).

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 Polygon Transport to local store.

Vehicle Removal charges
£240 + VAT per vehicle

Vehicle Storage charges
First 14 days
£14 + VAT per motor car per day

Thereafter
£10 + VAT per motor car per day

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).

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

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood

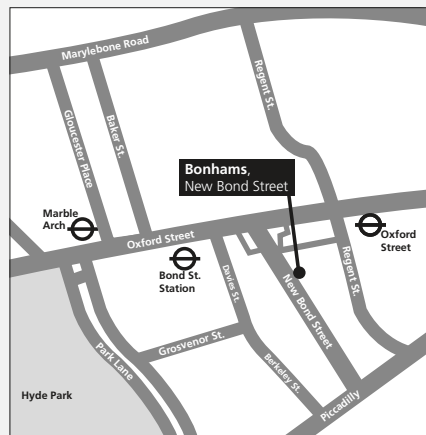
Directions to New Bond Street

By Underground

The nearest underground stations are Bond Street (Jubilee Line/Central Line) or Oxford Circus (Bakerloo Line/Central Line/Victoria Line).

Address

101 New Bond Street
London
W1S 1SR

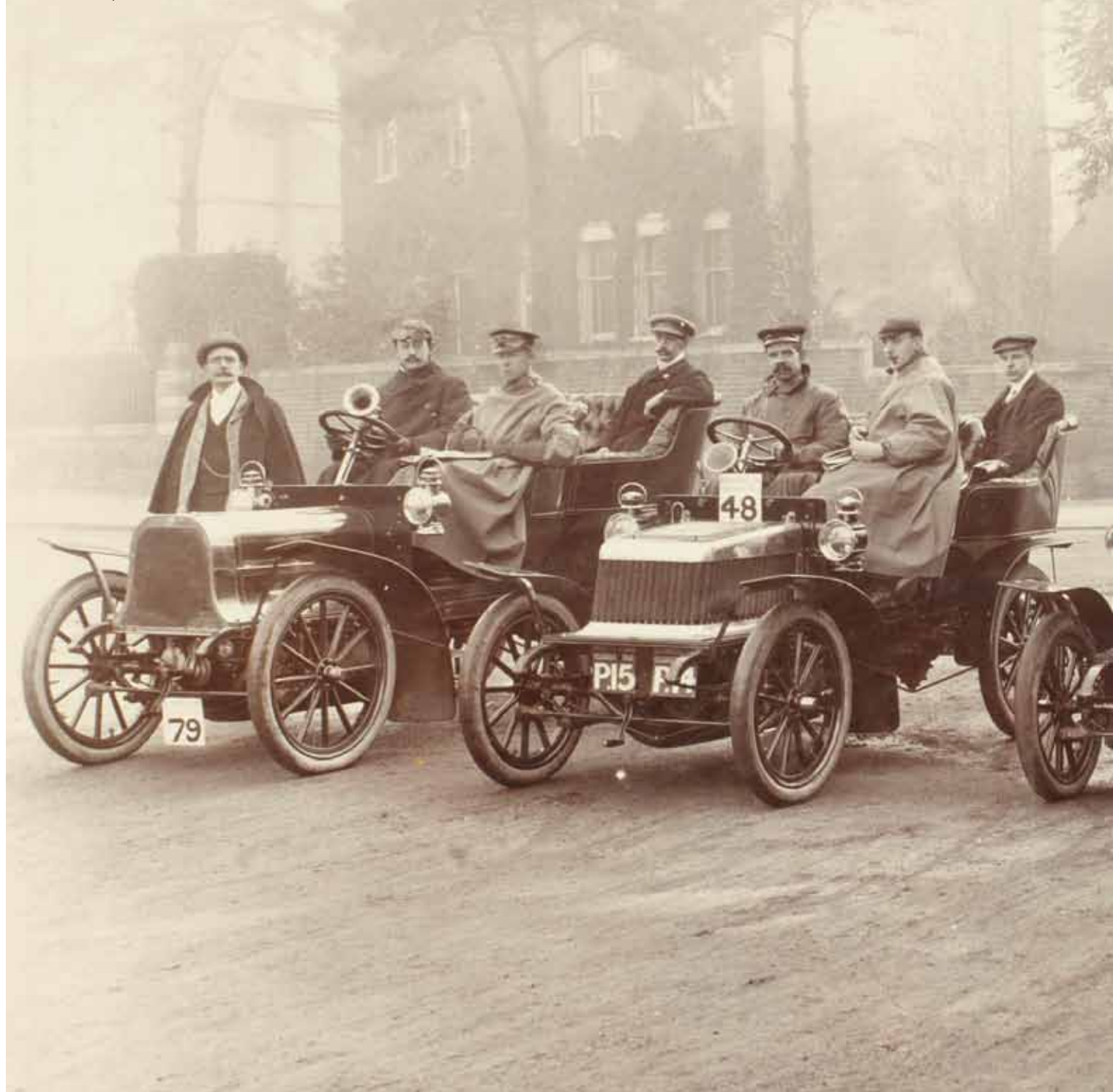


Automobilia

Lots 1 - 162 at 13:30
Friday 31 October 2014

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

Not all imperfections are stated. All lots sold as viewed







10



14



13

1 •

FREDERICK R SIMMS, 1863-1944

'The Father of the British Motor Industry'. A copy of 'The Simms Papers' as stored by The National Register of Archives, plus a copy of 'The Simms Story' by Nixon, 1955; together with Petroleum Motor-Cars, by Louis Lockert, 1898 and Manchester Association of Engineers, record of papers read and the discussions that followed during 1897, much on steam but includes Beaumont on motor vehicles for roads, folding illustrations, original binding.

(3)

£250 - 300

€320 - 380

2 •

MOTOR VEHICLES AND MOTORS BY W. WORBY BEAUMONT,

two volumes printed by Archibald Constable & Co. London, comprising Volume 1, 1900 and Volume 2, 1906, both bound in brown cloth covers, some wear and slight loose spine but overall good.

(2)

£400 - 600

€510 - 760

3 •

GERALD ROSE: 'A RECORD OF MOTOR RACING', 1909,

published under the Authority of the Royal Automobile Club, clothbound hard-backed covers, 322 numbered pages, with 144 illustrations and 7 maps, some wear to covers and spine, 4to, together with a VCC reprint of the Emancipation Day notice flyer published by The Motor Car Club.

(2)

£700 - 800

€890 - 1,000

4 •

EMILIO POLO: LA HISPANO-SUIZA - THE ORIGINS OF A LEGEND, 1899-1915,

including rare works drawings, photographs and illustrations, all models in detail, complete with dust jacket, 507 pages; together with a Hispano-Suiza share certificate, embossed by the Company, signed by the President, with Brown, black and red artwork; and Livre D'Or Hispano-Suiza, publicity book issued by Hispano-Suiza in 1924, reviews V8 aircraft engine, their cars 1904-14 and competition success, full leather binding, 144 pages.

(3)

£250 - 300

€320 - 380

5 •

ALLEN ANDREWS: THE MAD MOTORISTS, 1964,

together with Elisabeth Nagle: Veterans of the Road, 1959 and Elisabeth Nagle: Old Cars the World Over.

(3)

£100 - 150

€130 - 190

6 •

DE DION-BOUTON MOTOR CARRIAGES, 6TH EDITION, 1910,

Their mechanism and how to drive them, includes detailed list of all models 1899 to 1909, 137 pages; together with De Dion-Bouton Motor Carriages, 3rd edition, circa 1906 for the 6 and 8 singles plus 10 and 12 twins, includes the new four cylinder, 132 pages; and De Dion-Bouton Motor Carriages, First edition, circa 1904, for the 6 and 8 single, plus 10 and 12 twins, 110 pages.

(3)

£250 - 300

€320 - 380

7 •

LORD MONTAGU: CARS AND HOW TO DRIVE THEM, 1902,

Together with Automotor and Horseless Vehicle Pocket Book, 1900; C.W. Brown: A.B.C of Motoring, 1901; Boyce: Car Interior Restoration; Motoring Annual, 1903, B. H. Diplock: A New System of Heavy Goods Transport on Common Roads, 1902

(6)

£250 - 300

€320 - 380

8 •

A COLLECTION OF VETERAN MOTORING BOOKS,

comprising Gérard Lavergne: The Automobile – Its Construction & Management (revised and edited by Paul N. Hasluck); F. Strickland: A Manual of Petrol Motors and Motorcars, 1907; Max Pemberton: The Amateur Motorist, by Hutchinson, 1907; Charles Jarrott: Ten Years of Motors and Motor Racing 1896 – 1906, by Foulis, 1956 John Henry Knight: Motor Repairing for Amateurs, by Iliffe; ten issues of 'Complete Hints and Tips for Automobilists', from The Autocar, together with some modern reproductions of The Autocar 'Special Red Letter Day Number', No. 55. Vol. I, November 1896 and others.

(Qty)

£250 - 350

€320 - 450

9 •

REGISTER OF HEAVY MOTOR CARS, 1905-1920, ((2))

the Official Register of these kept by the town of Reading in copper plate handwriting. Registration number, name, and address of owner, make and model, colour and other technical details. Two volumes containing 220 entries, October 1905 to December 1920.

£250 - 300

€320 - 380

10 •

H.O. DUNCAN: THE WORLD ON WHEELS;

bound as a single volume, in brown canvas with leather spine and gilt tooling, an illustrated account of mechanical road transport from the earliest days, covering the invention and development of petrol and steam motorcycles and motorcars, 1,200 pages, 4to.

£600 - 700

€760 - 890

11 •

BAUDRY DE SAUNIER MOTORING BOOKS,

comprising L. Baudry de Saunier: l'Automobile Theorique et Practique, 1899; L. Baudry de Saunier: L'Art de bien conduire une automobile, 1907, (spine torn, covers loose on both.

(2)

£200 - 300

€260 - 380

12 • ♦

LA VIE AU GRAND AIR; SIX BOUND VOLUMES FOR 1898 TO 1904,

a near complete run of issues for the French periodical in period bindings, from issues No. 1-277 (March 1898-December 1903), and issues 285-303 (February 1904-June 1904), containing illustrated reports on various motoring events and other cycling, transport and sporting subjects, some volumes bound with covers and advertisements, some scuffing and wear to bindings.

(6)

£900 - 1,200

€1,100 - 1,500

13 •

THE AUTOCAR, VOLUME 1 NUMBER 1, SATURDAY NOVEMBER 2ND 1895,
small 4to, together with Volume 1 numbers 19, 21, 27, 29, 37, 39, and 61, Volume 2 number 1 and 5 other veteran issues of The Autocar, together with a 25th Anniversary souvenir booklet.

(Qty)

£300 - 400

€380 - 510

14 •

THE AUTOCAR 'SPECIAL RED LETTER DAY NUMBER', VOLUME 1 NUMBER 55, SATURDAY NOVEMBER 14 1896,
28pp and covers, printed in red, small 4to, complete with single sheet supplement.

(2)

£350 - 500

€450 - 640

15 •

LA VIE AUTOMOBILE, 1905,
two matching volumes, 7 January 1905 to 30 December 1905, complete with indices, bound with decorated endpapers in mottled boards and leather spines.

(2)

£250 - 300

€320 - 380

16 • ♦

LA VIE AU GRAND AIR, SPRING 1898-DECEMBER 1907,
Issue number 1 to number 484, believed complete run, bound as 9 volumes, each with tooled red Moroccan leather spines and decorated end boards and fly leaves, some library wear, each 4to, some pages worn or loose, majority in good order.

(9)

£1,800 - 2,000

€2,300 - 2,500

17 •

THE WILSON-PILCHER SALES CATALOGUE, 1903,
for the 10H.P petrol car, embossed green card covers, 8vo.
£350 - 450
€450 - 570

18 •

SIX VETERAN TRADE CATALOGUES,
comprising Moseley's Motor Tyres, 1907, red and black printed covers, 56pp, 'The Lubrication of Motor Vehicles and Cycles' by Price's Patent Candle Company Limited, 1900, 36pp, Price's Motor Car Lubricants leaflet, 1902, The William's Counter Skid Company booklet 1902-02, Collier Tyres 1903, embossed grey covers, 16pp and a 1903 Bleriot catalogue, fully illustrated, cord tied card covers, all 8vo or smaller.

(6)

£300 - 400

€380 - 510

19 •

A 1903 PEARSON TWO-FOLD LEAFLET,
for the 3 1/4 and 4 B.H.P 'Pearson' motorcycle, foxed.
£100 - 150
€130 - 190

20 •

A BELSIZE MOTOR CARS SALE CATALOGUE, CIRCA 1903
for the 15-20H.p 3-cylinder model, 4pp.
£100 - 150
€130 - 190

21 •

A FIAT MOTORS LTD SALES CATALOGUE, CIRCA 1903,
English text, 12 pages,
£300 - 350
€380 - 450

22 •

A 'NOTE BENE' MERCEDES SALES CATALOGUE, 1908,
the Milnes-Daimler Ltd Works Representatives Mercedes cars catalogue in brown embossed covers, cord tied, 12pp with detail of 45 and 35Hp 1908 chassis.
£200 - 300
€260 - 380

23 •

FIVE BRITISH MOTOR CAR SALES CATALOGUES,
comprising 1903 Primus Motor Cars for Botswoods Motor Carriage Works, Ipswich, printed September 1902, decorated green card covers, 52 pages, Martini Cars ~9Licence Rochet-Schneider) 1904, white covers, 21 numbered pages, keene's Automobile Works, circa 1903, detached covers, 8pp, The continental Automobile Company, 1903, light grey covers, pages detached, with letter and price list, and Pivot Cars, 1905, white covers (discoloured), 8 pages, sizes from 8vo to 4to.
(Qty)
£350 - 450
€450 - 570

24 •

A CLEMENT 1900 CATALOGUE,
French text, 32pp depicting the entire range of cycles, Moto-cycles and Voiturettes, and a Leon Buat Voiturettes leaflet, c1900.
(2)
£250 - 300
€320 - 380

25 •

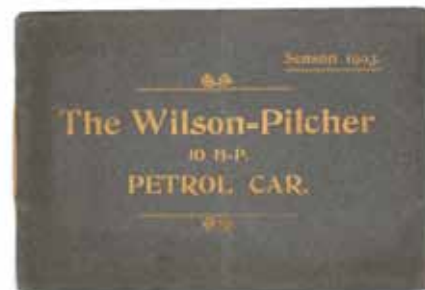
ASSORTED BRITISH MOTOR CAR SALES CATALOGUES,
comprising The Rex 1904, 4to catalogue of cars, commercial vehicles and motor cycles, covers worn, The Wilson-Pilcher 1903, 16pp, The Velox Motor Car 1903, pictorial printed covers worn, 20pp, and Hornbicks 1903, blue card front covers, pictorial back cover worn and torn, together with two Glaskin & Co. typed sheets relating to their Combined Automatic Silencer and Radiator cooler.
£350 - 400
€450 - 510

26 •

FOUR WOLSELEY SALES CATALOGUES AND PUBLICATIONS,
comprising 'The Automobile 1770-1903', grey card covers (9 torn), 28 pages, 'A Wolseley in the Making', 1912, tan card covers, 36 pages, Wolseley Cars, circa 1903, tan card covers, 16 pages and 'The Advertisement of Mr Max R Lawrence', leaflet.
(4)
£300 - 400
€380 - 510



16



17



18 (part)



24



35

27 •

A 'DAIMLERS' 1903 SALES CATALOGUE,
grey card covers, issued as a souvenir of
the Automobile Exhibition, Crystal Palace,
February, 1903, 12 pages, with Royal errata
printed in red, and separate printed price list
(folded).

(2)

£200 - 300

€260 - 380



36 (part)

28 •

**PRINTED VETERAN SALES BROCHURES
AND EPHEMERA,**

comprising Franklin 1905 catalogue, Orient
Motor Buckboards 1905 British Agents
catalogue, a 1902 Dyke's List, The Autocar
July 6 1903 issue, The Motor World October
5 1907 issue, The Austin Advocate February
1913 and April 1919 issues.

(7)

£280 - 350

€360 - 450

29 •

**A 1904 BAT MOTOR-CYCLE SALES
CATALOGUE,**

cream covers, 29pp, covers and pages
detached, each 8vo, together with a Lincona
Motor cycle belt catalogue, circa 1903.

(2)

£150 - 200

€190 - 260

30 •

**THREE EUROPEAN MOTOR CAR SALES
CATALOGUES,**

comprising George Baudier, circa 1900,
French text, 8pp, 'Automobilien' W. J. Stokvis
of Arnhem, circa 1902, Dutch text, 12pp and
Delaunay Belleville 1905 sole English Rights
Burlington Carriage Co., covers foxed, 16
pages.

(3)

£250 - 350

€320 - 450

31 •

**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.

£500 - 600

€640 - 760

32 •

**A 1903 HUMBER VETERAN
MOTOR-CYCLE MANUFACTURER'S
SALES CATALOGUE,**

orange covers, 16pp.

£250 - 300

€320 - 380

33 •

A 1904 DECAUVILLE CATALOGUE,

English text for the American market, green
paper cover, 32 pages, 8vo.

£350 - 450

€450 - 570

34 •

**A PANHARD & LEVASSOR ILLUSTRATED
LIST OF SPARE PARTS, 1903,**

embossed black covers, 64pp, small 4to,
English text, together with a reprinted Panhard
& Levassor 1892 pamphlet French text.

(2)

£500 - 600

€640 - 760

35 •

**AN ALBUM OF EARLY MOTORING
POSTCARDS,**

over 70 assorted pictorial postcards, majority
French, depicting various early 20th Century
motoring subjects including Grand Prix de
l'ACF, Circuit de la Sarthe, touring postcards
with a humorous theme, and a good selection
of portrait postcards of race drivers in their
vehicles including Szisz, Jenatzy, A.Clement,
and others, the album small 4to.

(Qty)

£900 - 1,200

€1,100 - 1,500

36 •

**FOUR ITEMS OF EPHEMERA RELATING
TO EDWARDIAN MOTORING ATTIRE,**

comprising two interesting postcards
depicting male and female stylish headgear,
the goggles lifting to reveal their faces, two
'La Chauffeuse' and 'Le Chauffeur Amateur'
printed decorative cards after Peko, 28
x 14cm, together with a coachworker's
notebook (partially used), a typed brief history
of the motor car and two early technical
publications.

(Qty)

£250 - 350

€320 - 450



41

37
A COLLECTION OF LONDON TO BRIGHTON VETERAN CAR RUN EPHEMERA,

comprising London to Brighton programmes from the 1950s, 1960s and 1970s, VCC rally programmes from the 1930s, results forms, press badges, regulations and other Veteran books, an early Autocar and other items; together with an Automobile Association, large solid brass badge 1906-1911, this is the reproduction classic badge offered to members only in 1994 and a Veteran steering wheel, cast iron 6 spoke with mahogany rim. (Qty)

£250 - 300

€320 - 380

38 ♦

FIVE EARLY MOTORING FRAMED PRINTS,

comprising one after Frank Patterson, depicting a village scene featuring an early veteran car, 21 x 16cm, and four other smaller reproduction 'Motoritis' prints after Chas Crombie, of humorous motoring scenes produced for Perrier relating to the 1903 Motor Car Act, each mounted, framed and glazed.

(5)

£250 - 350

€320 - 450

39 ♦♦

SEVEN HAND COLOURED POCHOIR LITHOGRAPHS, PUBLISHED BY MABILEAU & CO., FRENCH 1900'S,

comprising three after E. Montaut, one depicting a car and an Airship, the others depicting a Zeppelin and two Antionette Mono-planes; three aviation prints after Gamy and one amusing print 'L'Atterissage au Couvent' after Calmont, each printed on paper, mounted, framed and glazed.

(7)

£700 - 900

€890 - 1,100

40

A CALEB C SMITH PHOTOGRAPH DEPICTING J. W. STOCKS ON HIS LAND'S END TO JOHN O'GROATS 8HP DE DION BOUTON,

conservation mounted, framed and glazed

£250 - 350

€320 - 450

41

A PAIR OF 1903 ARGENT ARCHER MOTORING PHOTOGRAPHS DEPICTING 12HP WOLSELEY CARS,

each monochrome in original photographers mount, depicting Callam and passenger on Wolseley number 66A waiting their turn at Castlewellan, 6 x 8, and Girling on Wolseley number 76 at Phoenix Park, 5½ x 9½, both with photographer's stamp, on Argent Archer mount, framed and glazed.

(2)

£600 - 800

€760 - 1,000

42

A RARE EMANCIPATION RUN PHOTOGRAPH, 1896,

sepia tone 6 x 8 depicting three Panhard et Levassor vehicles, taken at the White Hart in Reigate on Tuesday 17 November 1896 as the participants of the original London to Brighton run stopped for lunch on their way back from Brighton. The two cars shown had come first and second in the Paris-Bordeaux-Paris race in 1895, the lead car Harry Lawson's "Old Number 5" was the pilot car for the run, driven by Otto Meyer accompanied by Roger Wallace QC (soon to become the chairman of the Automobile Club of Great Britain, when founded in 1897). The second car driven by Merkel with two passengers, one of whom is thought to be the Earl of Winchelsea (who symbolically tore up the red flag prior to the Emancipation Run), on the right, partially obscured, is a Harrods delivery van, driven by E Hankinson, the photograph with some loss and wear, mounted, framed and glazed.

£700 - 900

€890 - 1,100



39 (part)



40



42

THE ARGENT ARCHER ARCHIVE

Albert Argent Archer (1860-1932)

Born and educated in Shoreditch, London, he began his working career as a draper's assistant, but his keen interest in photography and all things mechanical, took his career down another path. He is listed on the 1881 census as a Photographer, living at 93 Priory Park Road, Kilburn. During his time there he filed for and was granted British patent number 2175/95 in 1895 for actinic lamps, a term used in early photography for lamps producing light that would expose the monochrome films. Archer opened his first studio on Lime Street, London, in 1888, before moving to Bath Street, Kensington Road and then to Kensington High Street. His studio specialised in motoring and military photography but the firm became best known its motoring subjects as the popularity of motoring grew. Argent Archer became the photographer for 'Cycle & Motor World' in 1897 and he was fined 2/- for taking photos of a group in a motor car in Hyde Park without permission on April 29 1902 which was reported in the Photographic Chronicle May 29 1902. p 348. In the 1901 census Albert Argent Archer is recorded as a photographer living at 89 Abbey Road, St John's Wood, St Marylebone. In 1907 his studio moved to a 'new and up-to-date premises' that specialised in 'high-class portraiture at moderate prices', as well as offering exterior and interior photography and the taking of family and wedding groups, however he had borrowed heavily to make the move and on 11 April 1911 he was declared bankrupt and the contents of his studios were sold off. He passed away on 20 October 1932 in Hammersmith Hospital from heart disease, leaving behind him the most incredible photographic record of veteran motoring.



43

43

ARGENT ARCHER'S 1903 PHOTOGRAPH ALBUM COVERING THE GORDON-BENNETT RACE, PHOENIX PARK TRIALS AND CASTLEWELLAN RACES, IRELAND 1903,

album number 1. loose leaf with green clothbound hard covers, front board applied with leather label, the inside with envelope for order forms, hand written title page with price for ordering whole book, 75 photographs of the Gordon-Bennett, 64 photographs of Phoenix Park Trials, 30 photographs of Castlewellan Races, various sizes 4 x 6, 5½ x 7½, 9 x 11 inches, each pasted to card pages, the inside cover with another order form envelope, pages worn and brittle, some loose, some pages have spaces where images have been removed, the album large 4to.

£3,000 - 4,000

€3,800 - 5,100



44

44

ARGENT ARCHER'S PHOTOGRAPH ALBUM OF THE 1000 MILE CRYSTAL PALACE RELIABILITY TRIALS, SEPTEMBER 18 TO 28, 1903,

album number 2, loose leaf with maroon Rexine front cover (loose), front board embossed with studio name, hand written title page with printed details, 250 assorted images, from 4 x 6 to 9 x 11 inches, each pasted to card pages, with eight hand written divider pages, pages worn and brittle, the album spine restitched with many pages out of order, large 4to.

£3,000 - 4,000

€3,800 - 5,100

45

**ARGENT ARCHER'S PHOTOGRAPH
ALBUM 'SOUVENIR OF AUTOMOBILE
CLUB 1,000 MILE TRIAL, 23 APRIL TO 12
MAY 1900',**

album number 3, loose leaf with maroon
Rexine front cover (detached), front board
embossed with studio name, 31 assorted
images, majority 9 x 11 inches, each pasted
to card pages, pages worn and brittle, the
album large 4to.

£4,000 - 5,000

€5,100 - 6,400



45

46

**ARGENT ARCHER'S PHOTOGRAPH
ALBUM COVERING THE SCOTTISH
TRIALS, 1905,**

album number 4, loose leaf with maroon
Rexine covers, front board embossed with
studio name (detached with flyleaf), pencil
written title page on flyleaf, 89 assorted
images, majority sizes 4 x 6, and 9 x 11
inches, each pasted to card pages, pages
worn and brittle, all detached from spine and
covers, the album large 4to.

£800 - 1,200

€1,000 - 1,500



46

47

**ARGENT ARCHER'S PHOTOGRAPH
ALBUM COVERING TWO HILL CLIMBS,
UNDATED, CIRCA 1904**

album number 6, loose leaf with maroon
Rexine covers, front board embossed with
studio name, 89 assorted images, sizes 4 x 6,
5½ x 7½, 9 x 11 inches, each pasted to card
pages, pages worn and brittle, some loose,
some pages have spaces where images have
been removed, the album large 4to.

£1,500 - 2,000

€1,900 - 2,500



47



48

48

ARGENT ARCHER'S PHOTOGRAPH ALBUM COVERING THE BEXHILL SPEED TRIALS, MAY 1902,

album number 7, loose leaf with maroon Rexine covers, front board embossed with studio name, 46 assorted images, majority 4 x 6 or 9 x 11 inches, each pasted to card pages, pages worn and brittle, some loose, some pages have spaces where images have been removed, the album large 4to.

£1,500 - 2,000

€1,900 - 2,500



49

49

ARGENT ARCHER'S PHOTOGRAPH ALBUM COVERING THE BLACKPOOL MOTOR RACES, OCTOBER 14 & 15 1904,

album number 8, loose leaf with maroon Rexine covers, front board embossed with studio name, 57 assorted images, majority depicting cars on the start line, 4 x 6, 5 x 9 or 9 x 11 inches, each pasted to card pages, pages worn and brittle, some loose, one page has space where image has been removed, the album large 4to.

£800 - 1,200

€1,000 - 1,500



50

50

ARGENT ARCHER'S PHOTOGRAPH ALBUM COVERING SOUTH HAILING HILL CLIMB AND BEXHILL MOTOR TRIALS, JUNE 1905,

album number 9, loose leaf with maroon Rexine covers, front board embossed with studio name, two hand written title pages, 36 assorted images, sizes 4 x 6, 5½ x 7½, 9 x 11 inches, each pasted to card pages, pages worn and brittle, some loose, some pages have spaces where images have been removed, some pages removed from back of album. the album large 4to.

£800 - 1,200

€1,000 - 1,500



51 ♦♦

A COLLECTION OF ARGENT ARCHER GLASS PLATE NEGATIVES,

comprising 102 fullsize 10 x 12 inch plates (3 cracked) and 62 smaller halfsize 6 x 8 inches, depicting speed trials, 1000 mile trial cars in Brighton, car portraits with and without driver and riders, commercial vehicles and other motoring views, contained in modern photographic boxes.

(Qty)

£3,000 - 4,000

€3,800 - 5,100

End of archive



53

54

55

56

57



52

Other properties

52

AN AUTOMOBILE CLUB OF GREAT BRITAIN & IRELAND ENAMEL SIGN, PRE-1907,

single-sided, with Art Nouveau floral design in maroon, green, black and white enamel, some chips and weathering to edges, 51 x 51cm.

£350 - 450

€450 - 570

53

A DECORATIVE 2 LITRE PETROLEUM PRIMING TAP KETTLE,

Viola flower pattern enamel, some slight chips to the base & handle, with brass filling cap and spout cap with chain.

£350 - 450

€450 - 570

54

A 2 LITRE PETROLEUM PRIMING TAP KETTLE, CIRCA 1900,

stove enamel with hand-tinted pictorial winter village scene to front, some slight chipping on the body, brass filling and spout cap together with the wooden carrying handle.

£350 - 450

€450 - 570

55

A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, CIRCA 1898,

marked in decorative flowing script, the enamel decorated in early Indian blue straw-pattern, complete with lid, spout cap with chain.

£400 - 500

€510 - 640

56

AN UNUSUAL 'SPIRITUS' 1½ LITRE CAPACITY MOTOR SPIRIT PRIMING TAP KETTLE, CIRCA 1902,

in Honeycomb pattern enamel with decorative script to the front, complete with filling cap, spout cap and chain.

£400 - 500

€510 - 640

57

AN EARLY 2 LITRE PRIMING TAP KETTLE, FRENCH, CIRCA 1900,

marked Petrole on the front body with gold decoration, complete with enamel filling cap and brass spout cap with chains.

£400 - 500

€510 - 640

58

A 3-LITRE 'PETROLEUM' PRIMING KETTLE,

with handle and ring-pull spout bung, loop handle with wooden grip, brass cap, and spout with copper cap on chain, painted red, some loss to paint, 36cm high.

£300 - 400

€380 - 510

59

AN ENAMEL 1-LITRE PRIMING TAP KETTLE,

in red enamel, with spout, handle, and brass cap, carry handle with wooden grip, marked 'Aceite' to body, 20cm high.

£250 - 300

€320 - 380

60

FIVE VARIOUS DARRACQ SPANNERS TO SUIT A VETERAN TOOL KIT,

comprising one 52 - 42mm, two 39 - 34mm, one 26 - 21mm and one 17 - 12mm open ended C-spanners.

(5)

£100 - 150

€130 - 190

61

AN INTERESTING BRASS OIL CAN WITH PUMP,

brass body with handle and spout arrangement, with cap and hand-operated pressure pump to top, 32cm high overall, offered together with a brass grease gun with loop handle and long spout, 41cm long, a brass and Bakelite battery switch with lever, two trumpet horns, one with bulb, and a brass ashtray with design in relief of a 1903 motoring scene.

(6)

£300 - 500

€380 - 640



58



59



65



63



66

62
A SMALL ALFRED DUNHILL OILER,
nickelled body and handle, with copper spout,
brass caps and 'Dunhill's Motorities' brass
plaque, 16.5cm long overall.

£250 - 300
€320 - 380

63 ♦
**ASSORTED TOOLS TO SUIT A VETERAN
CAR,**

including a wooden cased Starrett No.443
socket set, circa 1914, near complete fitted
with 26 hex-sockets (1 missing), two square
sockets, ratchet, extension, universal joint and
other items, together with other assorted tools
including a Dunlop Minor foot pump, bottle
jack, brass blow-torch, two oil cans including
Braime's, adjustable spanners including
King Dick, Whitworth, Terry and Superslim
C-spanners, feeler gauge, Enots grease gun,
wooden handled screwdrivers, pliers, tyre
levers, hammer, mallet, other tools, and a
Gladstone type leather tool bag with key.

(Qty)
£600 - 800
€760 - 1,000

64 ♦
**A QUANTITY OF TOOLS TO SUIT A
VETERAN CAR,**
including a Smith's 'Perfect' jack, a Braimes
'double-slide' oiler, a W H Bailey double-barrel
stirrup pump, grease guns including Nesthill,
two adjustable wrenches including Warren,
pliers, tyre levers, spanners, wooden handled
screwdrivers, and other tools, together with a
brown leather tool satchel.

(Qty)
£400 - 500
€510 - 640

65 †
**AN EARLY ROYAL AUTOMOBILE
CLUB FULL MEMBER'S BADGE, BY
ELKINGTON OF 22 REGENT ST, 1907,**
hollow-cast brass badge numbered B689,
with 'double-winged' Mercury, with good
enamelled Union Jack centre to front and
brass disc bearing right-facing King Edward
VII profile to rear, surmounted by Royal crown,
marked with Registered Design No.513135 to
side, believed to be a November 1907 issue of
the badge and with rare extended bracket for
radiator bar mounting, 17cm high, mounted to
a wooden display base.

£1,500 - 2,000
€1,900 - 2,500

66
**AN RAC FULL MEMBER'S BADGE BY
ELKINGTON, 1909-1911,**
hollow-cast nickel-plated badge, with double
wing Mercury, with Union Jack enamel centre,
some pitting and loss to plating, with drilled
hole to base obscuring member's number,
18cm high, mounted on a display base.

£500 - 700

€640 - 890

67
**A 1909-1911 RAC FULL MEMBER'S
BADGE BY ELKINGTON,**
hollow-cast 'Type 2' brass badge with single-
winged Mercury, numbered B1530, with
Union Jack enamelled centre, some chips
to enamel and small dent to one outer edge,
17.5cm high, mounted on a wooden base.

£500 - 700

€640 - 890

68
**A COMMERCIAL MOTOR USERS
ASSOCIATION RAC ASSOCIATE ENAMEL
BADGE,**
brass badge, with red and white enamel
CMUA quartered centre and blue enamel
surround surmounted by red enamel crown,
numbered 27128 to rear of base, 11cm high,
on a wooden base.

£180 - 240
€230 - 310



69
AN AA BICYCLE PATROLMAN'S ENAMEL IDENTIFICATION DISC,
circular disc in black on red enamel, bearing the AA emblem and numbered 319, 11.5cm diameter, with remains of leather strap.
£380 - 450
€480 - 570

70
A 1906 STENSON COOKE AA MEMBERSHIP BADGE,
brass with long shank and engraved 'Stenson Cooke' facsimile signature and numbered 1916, 23cm high overall, fixed to a wooden base.
£500 - 700
€640 - 890

71
AN EARLY BRASS 1906-08 'STENSON COOKE' AA BADGE,
inscribed with 'Stenson Cooke Secretary' facsimile signature to shank and numbered 264, with three drilled holes for mounting, 15cm high.
£250 - 300
€320 - 380

72
A 1907-1908 MOTOR UNION MEMBER'S BRASS BADGE BY GEORGE COLLINS,
Type 2 badge numbered 1873, with bolted wings to top and angled shank for mounting, 15cm high.
£500 - 700
€640 - 890

73
A 'CIRCLE OF 19TH CENTURY MOTORISTS' MEMBER'S BADGE FOR SIEGFRIED BETTMANN,
nickelled badge with blue enamelled shield emblem painted with the club design, engraved 'S.Bettman' to reverse, 56mm high.
£600 - 800
€760 - 1,000

Siegfried Bettmann moved from Germany to Coventry, England in 1885 and after brief periods with Kelley & Co. and the White Sewing Machine co. in 1886 he set up the Triumph Cycle Company, later the New Triumph Co.Ltd., and in 1902 went on to produce the first Triumph motorcycles, and diversifying into car production in the early 1920s.

74
A 'CIRCLE OF 19TH CENTURY MOTORISTS' MEMBER'S '30 YEARS' BADGE FOR A.E.BENNETT,
nickelled badge with blue and red enamelled shield emblem, engraved 'Arthur E. Bennett' to reverse, with mounting bracket, 10.5cm overall, old repair to red enamelling.
£400 - 500
€510 - 640

75

A 'CIRCLE OF 19TH CENTURY MOTORISTS' MEMBER'S BADGE FOR H.J.MULLINER,
nickelled badge with blue enamelled shield emblem painted with the club design, engraved 'H.J.Mulliner' to reverse, 56mm high, with mounting screws and bolts.
£700 - 900
€890 - 1,100

Henry Jervis Mulliner (1870-1967), born in Liverpool but raised in Chiswick, was the second son of Robert Bouverie Mulliner (1830-1902) from Northampton, the third son of Francis Mulliner (1789-1841) of Leamington Spa and Northampton. R B Mulliner had first established a thriving coachbuilding business in Liverpool in the mid 1850s then sold that to his brother and in the early 1870s started another in Chiswick on the outskirts of London.[1]

His son H J Mulliner incorporated his own company in 1897 while with Mulliner London Limited he found a special interest in the automobile side of that business and expanded in 1900 by buying from Mulliner London Limited the Mulliner showroom in Brook Street, Mayfair, London. The location was more convenient for his clients than Chiswick. One of the early clients was C.S. Rolls who had a body built on a Rolls-Royce Silver Ghost for his own use.

76

A 'CIRCLE OF 19TH CENTURY MOTORISTS' ASHTRAY,
brass tray mounted with enamelled '30 Years' badge of the winged wheel in red and blue enamel, some remains of nickel plating, 11.5cm high.
£400 - 500
€510 - 640

77

A STERLING SILVER 'THE MOTORCAR CLUB' LAPEL BADGE, HALLMARKED LONDON 1997,
modern replica of the club badge, with pin and clasp to reverse, 4.5cm high.
£100 - 200
€130 - 260

78

A 'VETERAN MOTORIST' STERLING SILVER LAPEL BADGE, HALLMARKED LONDON 1994,
depicting a Lady motorist, with pin and clasp to reverse, 5.5cm wide.
£100 - 200
€130 - 260

79

A 1903 AUTOMOBILE CLUB OF GREAT BRITAIN AND IRELAND STEWARDS ENAMEL BADGE AND GORDON BENNETT PIN BADGE,
gilt badge by West & Son of College Green, Dublin, with central design of allegorical figures in a veteran car, and green and white enamelling, with original cord, together with a Gordon-Bennett Trophy Ireland 1903 pin badge, both contained in a Quantrell-Lyndhurst jewellery case.

(3)

£550 - 750
€700 - 960



79



78



77



81



80

80
A HUMOUROUS BRONZE 'PARASOL' MASCOT, EDWARDIAN,
hollow cast with dark patina, depicting the ape sheltering in the shade of a large banana leaf, 7cm high.
£300 - 400
€380 - 510

81
AN EARLY MERCURY MASCOT,
nickelled mascot, in the form of the fleet-footed mythical figure on a sphere, holding aloft a bottle and with caduceus, some loss to plating and with patination, 20cm high, fitted to a nickelled collar mount for radiator cap fitting.
£200 - 300
€260 - 380

Mascots of this type were first adopted for use on cars in the late 1900's.

82
AN OIL ILLUMINATED TAIL LAMP BY IMPERIAL MOTOR INDUSTRIES LTD, CIRCA 1910,
nickel plated with flange mount, simple flat chimney, clear bevelled side lenses and 6cm diameter 'Ruby' lens, with Sherwood burner, 17cm high overall.
£250 - 350
€320 - 450



82



83



84

83
A PAIR OF SALSURY'S ANTI-CANDLE OIL ILLUMINATED LAMP CONVERTERS, CIRCA 1902,
each tube reservoir complete with wick adjuster, 17cm long overall, fitted with maker's plaque, designed to replace the candle in a sprung candle coachlamp or similar light.
(2)
£250 - 300
€320 - 380

84
A PAIR OF SUPRA LUXOR CANDLE ILLUMINATED TAIL LAMPS, CIRCA 1904,
each black painted case with clamp to rear, metal brightwork, 6.5cm diameter ruby lenses, candle holders with spring mounts.
(2)
£250 - 350
€320 - 450

85
AN AUTEROCH L4 REFLEX OIL ILLUMINATED NUMBERPLATE LAMP, FRENCH, CIRCA 1906,
model 300, polished brass body with loop handle and two tiered chimney, 4cm diameter 'ruby' lens and 10cm square angled clear 'numberplate' lens.
£250 - 350
€320 - 450

86
TWO LUCAS 630S SERIES OIL ILLUMINATED BACKLIGHTS,
comprising two near identical rear lamps, one badged 636 'backlight' and the other badged 634, each brass body with drum chimney, loop handle, rear flange mount, 4.5cm diameter bevelled 'ruby' rear lens and 7.5cm diameter clear flat lens.
(2)
£250 - 350
€320 - 450

87
A PHARE DUCELLIER SELF GENERATING ACETYLENE LAMP, FRENCH, CIRCA 1900,1
polished brass body, stirrup mounted with peaked chimney fitted with badge lettered 'Hors Concours 1900 Phare Ducellier Paris' and loop handle, above drum shaped generator with domed water reservoir to rear, polished reflector and 13cm diameter lens.
£300 - 400
€380 - 510

88
A RARE PAIR OF SALIBURY OIL ILLUMINATED REAR LAMPS, BRITISH, CIRCA 1906,
each brass body with loop handle, chimney with pierced decoration, flange mounting brackets, 5cm diameter 'ruby' lens and 5.5cm clear magnifying side lens.
(2)
£350 - 450
€450 - 570



91

87

86

89



90

101

88

85

89

TWO 'DEPENDENCE' OIL ILLUMINATED REAR LAMPS, PATENTED 1911,

each square bodied lamp with clear angled side lenses, flat chimney and loop handle, one badged 'J & R Oldfield Dependence' with 10cm diameter convex ruby lens the other badged 'Dependence' and 'Dunhill's Motorities' with 10cm diameter flat ruby lens.

(2)

£350 - 450

€450 - 570

90

A NEAR PAIR OF BLERIOT OIL ILLUMINATED MOTOR LAMPS,

both brass bodied with loop handle, tiered chimney, 12cm diameter bevelled convex lens and side flange mount, one badged 'Bleriot Paris, with sprung steel locking clip to reservoir (base bent) the other badged 'Bleriot London & Paris' with sliding brass collar clip to reservoir.

(2)

£400 - 500

€510 - 640

91

A PAIR OF OIL ILLUMINATED LAMPS BY LOUIS SAVIGNON OF LYON, FRENCH,

each polished brass body with loop handle and three tiered chimney, side flange mount, polished reflector, 16cm diameter clear lens, one with green shade.

(2)

£400 - 500

€510 - 640



94



95



96

92

A JOSEPH LUCAS 'MOTOR ACETYPHONE' NO.319 CARBIDE LAMP, brass body, with 3 inch convex lens (small break to lens), with peak, and emerald and ruby coloured faceted side lenses, (slight damage to emerald lens), 20cm high, together with a Lucas No.38 brass oiler, and a St Christopher brass mascot, 12.5cm high, on a display base.

(3)

£500 - 700

€640 - 890

93

A LUCAS NO.631 OIL-ILLUMINATING NUMBER-PLATE LAMP, brass body with loop handle, 3 inch clear lens with ruby-coloured side lens and tell-tale lens to rear, 26cm high, together with a nickelled single-twist bulb horn with bulb, 44cm long overall, and a 50lb/in 'E Type' pressure gauge, numbered 83136/9.

(3)

£500 - 700

€640 - 890

94

A PAIR OF LUCAS NO.754 OIL-ILLUMINATING SIDELAMPS, brass bodies with loop handles, with 4 inch starburst lenses (one with small crack to outer edge), some minor dents to bodies in places, each 31cm high overall.

(2)

£500 - 700

€640 - 890

95

A RARE PAIR OF THE 'BEDFORD' LIGHTS ACETYLENE HEADLAMPS BY A RUSSELL & CO OF WALSALL, CIRCA 1908, each brass bodied lamp with stirrup mounts, simple flat chimney, polished reflector and 'Sunlight' lens with central bulls-eye, one inner lens rim replaced.

(2)

£500 - 700

€640 - 890

96

THREE LUCAS 'KING OF THE ROAD' OIL-ILLUMINATING LAMPS, each nickel plated, comprising a pair of Lucas No.F 146 sidelamps, with 3 inch lenses and ruby tell-tale lenses, 22cm high, and a Lucas No.632 rear number plate lamp with ruby side lens and loop handle, 26cm high overall.

(3)

£500 - 600

€640 - 760

97

A LUCAS SELF-GENERATING ACETYLENE HEADLAMP, brass body with nickelled rim, 5.5 inch convex lens, numbered '580' to small copper plaque to rear, 29cm high, 30cm long.

£550 - 650

€700 - 830



98
TWO BRASS OIL-ILLUMINATING TAIL LAMPS,
comprising a J & R Oldfield lamp with loop handle, 2.5inch ruby convex lens and two clear bevelled side-lenses, stamped 'X 846' to rear, 22cm high, and an Astra lamp, unbadged, with loop handle, 2.75inch ruby lens and clear bevelled side-lenses, some minor dents to chimney, 26cm high overall.
(2)
£550 - 650
€700 - 830

99
A PAIR OF 'CAMELINAL' OIL-ILLUMINATING SIDELAMPS,
each brass bodied, with 3 inch lenses, bevelled side-lenses and ruby tell-tale lenses to rear, 20cm high.
(2)
£600 - 800
€760 - 1,000

100
A PAIR OF BLERIOT OIL-ILLUMINATING CARRIAGE LAMPS,
brass squared bodies painted black, each numbered 72, with 5inch clear bevelled lenses and faceted ruby-coloured side lens, each 37cm high.
(2)
£700 - 900
€890 - 1,100

101
A PAIR OF LUCAS W082 SELF-GENERATING ACETYLENE HEADLAMPS,
each brass body numbered 2517CE and 2521CE, mounted over twin-cylinder 'working' and 'spare' generators with stirrup mounts, loop handle, flat chimney, mirrored reflector and 17cm diameter concave lens.
(2)
£800 - 1,200
€1,000 - 1,500

102
A POLKEY LAMP FOR RESTORATION,
oil-illuminating, with 7½ inch convex lens, loop handle, and with interior glass chimney and other interior fittings, the body worn with some splitting to rim and elsewhere, chimney top and caps missing, for restoration, 47cm high overall.
£900 - 1,200
€1,100 - 1,500

103
A RARE LARGE PAIR OF 'THE POLKEY' OIL ILLUMINATED HEAD LIGHTS,
each polished brass body with flared reservoir and extended lens rim, press-cap lids to 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, (with one spare glass shade between the two lamps), 46cm high overall.
(2)
£3,000 - 4,000
€3,800 - 5,100



104



105



106

104

A RARE PAIR OF 'THE POLKEY' OIL ILLUMINATED HEAD LIGHTS,

each polished brass body with flared reservoir, press-cap lids to internal tubing for glass shade storage, four spare glass shades, decorative chimney, stirrup mounted, with curved handle to top, polished reflector with 7½ inch bevelled lens, each burner (slightly different in design) complete with wick adjuster and tubular glass shade, 46cm high overall.

(2)

£3,000 - 4,000

€3,800 - 5,100

105 †

AN EARLY FOUR-NOTE 'TENOR' 6 VOLT ELECTRIC BRASS TRUMPET HORN, BY CICCIA, FRENCH,

four brass trumpets of different sizes, with hinged connection to compressor unit bearing maker's plaque and numbered '1260', 43cm long overall.

£500 - 700

€640 - 890

106

A BOA CONSTRICTOR BULB HORN,

restored, in brass, the head with glass eyes and with tongue, with tight coiled body, complete with mounting brackets and replacement bulb, some minor dents to head, 217cm long overall.

£700 - 900

€890 - 1,100

107

A CYLINDRICAL OILER,

brass construction with sprung catch to lid and tube glass reservoir, 8cm diameter.

£100 - 200

€130 - 260

108

TWO OILERS,

each brass construction with sprung catch to lid and 'domed' glass reservoir, the larger 7cm diameter.

(2)

£200 - 300

€260 - 380

109

A FLOOR MOUNTED WARNING BELL,

double-gong with spring return foot operated lever.

£250 - 350

€320 - 450



110
A JONES SPEEDOMETER, NEW YORK, USA PATENT 1904,
 brass case, nickelled case with 5-50mph scale, mileage window with trip, 7.5cm diameter, with bevelled glass lens (scratched with some chips to edge).
£250 - 350
€320 - 450

111
A STEWART NO 7 SPEEDOMETER MILAGE RECORDER,
 by Stewart & Clark of London, nickelled dial with 5-50mph scale, 9cm diameter, alloy case with brass rim and mounting bracket, together with a small brass hygrometer, 5cm diameter with hand-numbered dial.
 (2)
£300 - 400
€380 - 510

112
A DISTANCE-METER AND SPEEDOMETER BY S SMITH & SON, PATENTED 1910,
 angled bronze block inset with left-hand distance meter with trip and 'Hundreds' window, measured in furlongs, 8cm diameter bevelled glass lens (cracked), right-hand speedometer 0-60mph outer scale with speed indicator needle and maximum speed needle, 8cm diameter bevelled glass lens, the block 19.3cm wide.
£600 - 800
€760 - 1,000

113
FOUR BOSCH 'V 1218C' SPARK PLUGS,
 each with Bosch ceramic insulator, new/old stock in boxes.
 (4)
£100 - 200
€130 - 260

114
A BOXED COIL BY W T M CO LTD, PATENTED 1907,
 wooden case with sloped lid, opening to interior, coil with three wiring points marked C, S and P+, the box 11.5 x 16 x 21.5cm.
£250 - 350
€320 - 450

115
A VETERAN CARBURETTOR,
 cast bronze barrel body, with control levers marked Gaz and Air, with drum float chamber.
£250 - 350
€320 - 450

116

FOUR CASED ELECTRICAL MOTORING ACCESSORIES,

comprising a small Brown Brothers trembler coil, an Arnold & Sons battery box with adjustable resistor, two trembler coils by Prested of Holloway, London, and two electrical component parts.

(Qty)

£250 - 350

€320 - 450

117

A NILMELIOR DUAL TREMBLER COIL WITH LID BY BASSEE & MICHEL OF PARIS, CIRCA 1904,

numbered 24, the case lid opening to twin tremblers number MY773, 8 x 19 x 21cm, some worn to case.

£300 - 400

€380 - 510

118

AN 'AUTOMOBILES MOTOBLOC' BRONZE CARBURETTOR,

Type 'O', cast bronze with integral chamber and other fittings, with brass plaque numbered '3783'.

£300 - 400

€380 - 510

119

A RARE CASED AUTO-TREMBLER, FRENCH, CIRCA 1900,

box with removable lid, this handy little instrument was designed to control multiple trembler coils without the need to separately time each coil, the case 3.5 x 7.8 x 9.2cm.

£400 - 500

€510 - 640

120

TWO TREMBLER COILS BY NILMELIOR OF PARIS,

each wooden case with lid and seemingly complete with contacts and fittings, each 17cm high, together with a brass Stenson Cooke Secretary car badge numbered 17586, a copper circular foot-warmer, 41cm diameter, two French St Christopher nickelled dashboard plaques, and a St Bartholomew dashboard plaque with rose and mauve coloured enamelling.

(7)

£500 - 600

€640 - 760

121

A BOSCH DR4 DUAL MAGNETO AND COIL STARTER, CIRCA 1912

the magneto in working order, number 425134, some wear to casting and part of ceramic insulator missing, the 4 Volt coil number 26412 with key, together with four photocopies showing wiring arrangements for the system.

(Qty)

£650 - 850

€830 - 1,100

122

A WOODEN RIMMED STEERING WHEEL TO SUIT A VETERAN CAR,

five spoked cast metal framework, 30cm diameter.

£250 - 350

€320 - 450

123

THREE VETERAN 'JELLY MOULD' LIGHT SWITCHES,

polished brass bodies with white ceramic bases.

(3)

£500 - 700

€640 - 890

124

A VETERAN 'TWIN' IGNITION SWITCH,

polished brass with two separately operated switches and white glazed ceramic insulating base.

£100 - 200

€130 - 260

125

TWO 'JELLY MOULD' VETERAN IGNITION SWITCHES,

each polished brass with black glazed ceramic insulating base.

(2)

£100 - 200

€130 - 260

126

TWO VETERAN DOOR CATCHES, FRENCH,

each brass construction with turned handle and 3cm wide sliding flat-bolt.

(2)

£100 - 200

€130 - 260

127

TWO 'JELLY MOULD' VETERAN IGNITION SWITCHES,

each polished brass with white glazed ceramic insulating base.

(2)

£100 - 200

€130 - 260

128

A PAIR OF VETERAN 'JELLYMOULD' IGNITION SWITCHES,

each polished brass switches and surrounds, with white glazed ceramic insulating base.

(2)

£150 - 250

€190 - 320

129

A PAIR OF MOUNTED 'JELLYMOULD' VETERAN IGNITION SWITCHES,

each polished brass, white glazed ceramic insulating base, mounted on wooden display base and wooden connecting handle.

£200 - 300

€260 - 380

130

THREE JELLY-MOULD LIGHT SWITCHES,

each brass, comprising a linked pair with cream ceramic bases, and a single switch with black base.

(3)

£250 - 350

€320 - 450

131 ♦

A CONCERTINA TYPE FOLDING LADDER,

260cm long when fully extended, suitable for conversion to running board mounted motoring type, together with an oblong brass running board mounted acetylene generator.

(2)

£250 - 350

€320 - 450



128



129



130



132



133



134



136



135



137



138

132 ♦

A DOHERTY VETERAN RADIATOR,
polished brass header tank with cap, surround
and squared core, 48cm high.
£350 - 450
€450 - 570

133 ♦

**A PANHARD-LEVASSOR RADIATOR BY G.
MOREAUX & CIE, CIRCA 1910,**
brass surround, complete with cap and drain
tap, bronze mounting brackets and twin
panelled core, 72cm wide x 55cm high.
£550 - 700
€700 - 890

134 †

**AN EDWARDIAN LEATHER-CASED SET
OF BARTHOLOMEW'S ROAD MAPS
FOR ENGLAND & WALES, BY EDWARD
STANFORD LTD,**
pigskin case with handle, nickelled locks and
catches, opening to interior fitted with full set
of 37 folded linen-backed maps with card
covers, the case 35cm wide, complete with
two keys.
£500 - 700
€640 - 890

135 †

**AN EDWARDIAN LEATHER-CASED SET
OF ROAD MAPS FOR ENGLAND & WALES,
BY SIFTON PRAED & CO., CIRCA 1905,**
brown leather case with handle to lid, brass
lock and catch, opening to interior fitted with
10 linen-backed folded road maps with maroon
canvas hard covers and including index
booklet, with measuring wheel housed behind
leather strap in the lid, the case 25cm high.
£300 - 500
€380 - 640

136 †

**AN EDWARDIAN LEATHER-CASED SET
OF BARTHOLOMEW'S ROAD MAPS FOR
SCOTLAND, CIRCA 1905,**
honey leather case, the lid with leather handle
and embossed 'J.B.Dugdale', leather straps
and buckles, opening to interior fitted with 29
folded linen-backed road maps and a green
leather bound contour road book of Scotland
published by Gall & Inglis, the measuring
wheel housed behind leather strap in the lid,
the case 28cm wide.
£500 - 700
€640 - 890

137 †

**A LEATHER-CASED COCKTAIL SET
FOR FOUR PERSONS, RETAILED BY
ABERCROMBIE & FITCH OF NEW YORK,
CIRCA 1909,**
of German manufacture, honey leather case
with leather handle, nickelled lock and catch,
opening to interior fitted with central gilt-lined
nickelled cocktail shaker containing four
stacking tumblers, two glass drinks bottles,
with mixing spoon, knife and corkscrew
housed behind leather straps in the lid, the
case 23cm wide, complete with key, split to
leather handle and some wear to one front
leather support.
£900 - 1,200
€1,100 - 1,500

138 †

**A LEATHER-CASED COCKTAIL SET
FOR SIX PERSONS, BY JAMES DIXON &
SONS, CIRCA 1910,**
light brown pigskin case with handle,
opening to reveal centrally placed Electro
Plated Britannia Metal 1-pint cocktail shaker
containing six stacking tumblers, surrounded
by set of three curved 7oz flasks, the case
20cm high.
£1,500 - 2,000
€1,900 - 2,500



140



155



146



139

141

142



143

139 ♦

A LOUIS VUITTON SUITCASE, CIRCA 1910,

tan leatherette case with brass lock, catches, and rivets, dark brown leather reinforced edging, opening to beige cloth-lined interior (lacking tray), the lid with Louis Vuitton ink stamp and numbered '114444' and retailers stamp, some staining to base of interior, the case 61cm wide and applied with travel labels.

£1,000 - 1,500

€1,300 - 1,900

140 Y

A CROCODILE SKIN VANITY POUCH WITH SILVER FITTINGS, BY FINNIGANS, CIRCA 1899,

crocodile skin pouch with nickelled catches, the interior fitted with five assorted bottles and jars with sterling silver caps, a clothes and shoe brush, silver handled shoehorn and button-hook, a pair of bone glove-stretchers, a note book and other accoutrements, 31cm wide overall, the case monogrammed 'S.A.W.', together with a Fujiama brass 'Edwardian Motorist' table lighter, a 'chauffeur's cap' leather money pouch, and a miniature filigree model of a veteran car, 5cm long.

(4)

£500 - 700

€640 - 890

141 ♦

A LOUIS VUITTON LEATHER SUITCASE, 1910S,

dark brown leather case with handle and leather reinforced corners, brass lock and catches opening to interior re-lined with beige cloth, old marks and stains to exterior and applied with travel labels, measuring 61 x 36 x 17cm.

£900 - 1,200

€1,100 - 1,500

142 ♦

A MOYNAT BLACK CANVAS CASE, FRENCH, CIRCA 1910,

with brown leather handle and edging, brass locks and catches, black painted metal handle to each end, opening to canvas lined interior with lift-out tray with straps, the inside of the lid applied with maker's label and red leather embossed pouch, the case 72cm wide, complete with key.

(2)

£500 - 700

€640 - 890

143 ♦

A 'VETERAN CAR' CHILD'S TRICYCLE WITH WICKER BASKET SEAT, CIRCA 1900,

wooden frame painted green, with radial spoked wheels, steering wheel and column turns front wheel, with wicker 'coachwork', measuring approximately 100cm long overall.

£300 - 400

€380 - 510

144

A VETERAN CAR JIG-SAW PUZZLE BY VICTORY,

wooden puzzle, number 107/3, depicting a 1900 Napier together with a BBC Record 'The Brighton Run', recorded 1970, both box and sleeve with some wear.

(2)

£100 - 200

€130 - 260



153



145



156



147



147



148



149

145
THREE MOTORING THEMED ASHTRAYS, comprising a copper J.Blake & Co Coachbuilders of Manchester and Liverpool ashtray with painted enamel centre of a Wolseley, another nickelled example for Simpson & Co.Ltd Carriage Builders with King George V Royal Appointment crest to base, and another in brass with Essex County & Southend-on-Sea Automobile Club enamelled badge to base.

(3)
£200 - 300
€260 - 380

146
AN R.M WRIGHT ADVERTISING VESTA CASE, EDWARDIAN, for the Lincolnshire agents for Wolseley, Napier, Humber, Fiat, de Dion, Gladiator, Argyle and Clement, the reverse depicting a safety bicycle, 1 x 3.6 x 6.5cm.
£220 - 280
€280 - 360

147
A 'VETERAN MOTORIST' CERAMIC CHARACTER JUG, BY ROYAL DOULTON, 1970s, glazed ceramic, in the form of a bust of a moustachioed veteran motorist with cap, goggles and scarf with bulb-horn handle, 19cm high, offered together with a brass Stenson Cooke Secretary AA badge, numbered 6803.

(2)
£250 - 300
€320 - 380

148
A ROYAL DOULTON 'SERIES WARE' MOTORING TANKARD 'DEAF' BY GEORGE HOLDCROFT, CIRCA 1906, hand-coloured transfer-printed design, the jug 14.2cm high.
£250 - 350
€320 - 450

149
A ROYAL DOULTON 'SERIES WARE' MOTORING CERAMIC JUG 'DEAF' BY GEORGE HOLDCROFT, CIRCA 1906, hand-coloured transfer-printed design, the jug 15cm high, chip to rim, crazed, with some staining under the glaze.
£250 - 350
€320 - 450



150



151



152



153

150
A SET OF SIX ROYAL DOULTON 'SERIES WARE' MOTORING PLATES BY GEORGE HOLDCROFT, CIRCA 1906, each hand-coloured under glaze, decorated with an early motoring scene, comprising 'Room for One', 'Blood Money', 'Itch yer on Gov'e'nor?', 'A Nerve-Tonic', 'Deaf' and one lacking printed title known as 'Where do you itch yer Oss?', 26-27cm diameter.
(6)
£800 - 1,200
€1,000 - 1,500

151
AN EDWARDIAN GENTLEMAN'S LEATHER MOTORING COAT, WAISTCOAT AND CAP, each in tan calf leather, comprising full-length double-breasted coat with collar, and pockets, single-breasted waistcoat, maker's labels indistinct, and a peaked leather cap with ear flaps by A W Gamage of Holborn, London.
(3)
£250 - 300
€320 - 380

152
ASSORTED VETERAN RELATED AUTOMOBILIA, comprising a pair of oil-illuminating tail-lamps, painted black, 23cm high, a cruet set in the form of a veteran motorcar, with cut glass condiments jars and another jar, 18cm long, a pewter dish with design in relief of a veteran motoring scene, a Daimler Coventry copper ashtray, a small wooden box, and brass jelly-mould switch, with black ceramic base (minor damage to underside).
(Qty)
£500 - 700
€640 - 890

153
A BRASS 'MOTORING LAMP' WATCHSTAND, in the form of a miniature oil-illuminating sidelamp, fitted with a Sir John Bennett Ltd. of London timepiece with white enamel dial with Roman numerals, complete with lens, the whole measuring 13cm high.
£500 - 600
€640 - 760

154
A 'CIRCLE OF 19TH CENTURY MOTORISTS' STERLING SILVER CIGAR BOX, hallmarked silver box with machine turned hinged lid and wooden lining, the lid applied with brass '30 Years' badge with blue enamelling, 18cm wide, some minor dents to case in places.
£500 - 600
€640 - 760

155
A VESTA CASE IN THE FORM OF A NAPIER RADIATOR BY P J ELSENMANN, continental silver marked 925, 5.3cm high.
£280 - 350
€360 - 450



159



160

161

161

156

A ROYAL AUTOMOBILE CLUB OF ESSEX CLOCK/POCKETWATCH STAND AND CALENDAR DESKPIECE,

nickelled front case with RAC Essex County inscribed emblem to upper left corner, with date window and month panel with two switch mechanism, textured green leather backing with stand, 12.5cm high, opening to green velvet lined interior fitted with Thomas Russell & Son of Liverpool 'Marine Timekeeper, nickel-cased pocket watch with white enamel dial and Roman numerals, and together with set of 6 double-sided month labels.

(8)

£400 - 500

€510 - 640

157 ♦

A DECORATIVE SPELTER FIGURE OF 'THE HULCAN TROPHY', AFTER HIPPOLYTE MOREAU, FRENCH,

hollow-cast, after a 1903 design, depicting a draped female allegorical figure standing above a veteran car and holding a victory leaf aloft, with cast marking 'Hip. Moreau France' to side of car, the bonnet with small plaque engraved 'Les Amis du Cafe Berthon J.Fasano', measuring 52cm high overall, mounted on a wooden base.

£800 - 1,200

€1,000 - 1,500

A similar figure is illustrated in John J Zolomij: The Motor Car in Art; see page 138.

158 ♦♦

A RARE PLASTER MAQUETTE OF THE FIRST MIESSE "LA TORPILLE" STEAM CAR, BELGIAN, 1896,

original maquette with painted 'terracotta' finish, of Jules Miesse at the wheel of his 3-cylinder "The Torpedo" steam-powered car, with painted lettering to rear of plinth 'Jules Miesse 1986', and inscribed to front of plinth 'Jules Miesse - Au Volant de sa premier automobile a vapeur, La Torpille - 1896', measuring 44cm long overall, with possible old repair or replacement head of driver and to left sidelamp.

£1,000 - 1,500

€1,300 - 1,900

This maquette is believed to have been one of several preliminary sculptures for a proposed later cast bronze version that was never realised.



162

159 ♦♦

A 'HULCAN TROPHY' SPELTER FIGURE AND CLOCK GARNITURE SET, AFTER HIPPOLYTE MOREAU, FRENCH,

comprising central hollow-cast spelter figure after a 1903 design, depicting a draped female allegorical figure standing above a veteran car and holding a garland aloft, with cast marking 'Hip. Moreau France' to side of car, above a base with integral clock with painted enamel dial, further mounted to a pink marble base with decorative foliate feet, 65cm high overall, flanked by a pair of spelter five-branch candelabras above urn bases, each mounted to similarly decorative pink marble bases, each 60cm high.

£1,000 - 1,500

€1,300 - 1,900

160

A 1909 RAGPATH HILLCLIMB WINNER'S SILVER MEDAL MOUNTED WITHIN A BOWL,

the silver medal with laurel wreath decoration, the obverse engraved '*Ragpath Side Hill Climb 18th Sept. 1909 Prize for fastest time On the Hill Given in conjunction with The N.E.A.A. Silver Cup Won by Mr W.E. Galloway on 20H.P Stanley Car*', the reverse with North Eastern Automobile Association design in relief, 6cm diameter, mounted within a sterling silver three-handled pierced bowl by E S Barnsley & Co., hallmarked Birmingham 1909, 13cm diameter overall.

£380 - 450

€480 - 570

The 1909 Ragpath event is believed to be the last Hill Climb race where steam cars were permitted to compete alongside petrol engined vehicles. Records state that W E Galloway claimed victory in his steam-powered 20Hp Stanley Model H two-seater achieving a fastest time of the day of 75.4 seconds, ahead of S F Edge's 60Hp Napier.

161

A 1911 COVENTRY & WARWICKSHIRE M.C. STERLING SILVER AND ENAMEL WINNER'S TROPHY AND ASSOCIATED BADGE,

small three-handled pierced bowl by E S Barnsley & Co., hallmarked Birmingham 1911, the base with blue enamel surround and engraved to underside '*Aintbury Hill Climb W.E. Galloway 1st On Time 1911*', 9.5cm diameter, together with a 1912 miniature enamel Coventry and Warwickshire Motor Club badge, mounted to a sterling silver base by Levi & Salaman, hallmarked Birmingham, 8.5cm diameter.

(2)

£500 - 700

€640 - 890

162

TWO COMMEMORATIVE LONDON TO BRIGHTON EMANCIPATION RUN MEDALS AWARDED TO R.O. SHUTTLEWORTH,

the first presented by The Autocar for the 1928 Emancipation Day Anniversary Demonstration Run, bronze medal struck with design in relief to obverse, the reverse engraved '*R.O.Shuttleworth 1897 Panhard Levassor*', 72mm diameter, in original fitted case by George Collins, the second presented by the Daily Sketch 1929, sterling silver medal by Thomas Fattorini, hallmarked Birmingham, with gold surround, also struck with design in relief, engraved to reverse '*R.O.Shuttleworth October 20.1929*', 35mm diameter, in original Fattorini fitted case.

(2)

£600 - 700

€760 - 890

163 - 200

NO LOTS

Motor Cars

15.30pm

Lots 201 - 224

Images of each lot can be found
at: www.bonhams.com/cars







201
1904 PHOENIX 4½HP TRICAR
 Registration no. AR 6098
 Engine no. 165



Taking its name from the Phoenix Cycling Club, of which company founder J Van Hooydonk was a member, the Phoenix Motor Company was established in London in 1903 before moving to Letchworth, Hertfordshire in 1911. The firm first produced motorcycles and then tricycles before introducing a conventional but short-lived light car as early as 1904, designed by its works manager, Albert E Bowyer-Lowe, Phoenix's first true car - a twin-cylinder 10hp voiturette - appeared in 1908 and continued in production until 1915 alongside a more modern 11.9hp four. Although somewhat old fashioned in appearance with its coal scuttle bonnet and dashboard-mounted radiator, the latter resumed production after WWI and was produced until 1922 when it was superseded by the Meadows engined 12/25. Cars continued to be produced in small numbers until 1924 when the company went into liquidation, while a tiny handful left the factory in 1925. The Letchworth works was later used for the manufacture of Ascot and Arab cars.

This Phoenix tricar with basket forecar body is powered by a twin-cylinder Peacock engine with a bore/stroke of 53x108mm for a capacity of 477cc and a maker's rating of 4½hp. It was previously owned by Joseph Baily of Royston (1997), Anthony Brown of High Wycombe (2003) and Christopher Thomas of Wales (2006). A many-times London to Brighton Veteran Car Run participant, 'AR 6098' last completed the Run in 2004 and comes with a Finisher's Certificate. Being a three-wheeler, the Phoenix is also eligible for the Sunbeam MCC's Pioneer Run. Additional accompanying paperwork consists of a quantity of old MoT certificates (most recent expired 2010), a V5C registration document and VCC Dating Certificate No. 376 listing a Brown & Barlow carburettor as non-standard equipment. There are numerous copy articles concerning Phoenix vehicles on file also. 'AR 6098' is entered in this year's London to Brighton Veteran Car Run and has a start number of '282.

£15,000 - 20,000

€19,000 - 25,000

No Reserve



202

1899 LOCOMOBILE TYPE 2 3 1/2 HP SPINDLE-SEAT RUNABOUT

Registration no. EL 205

Engine no. 827



This Locomobile steam car is believed to be one of the first 200, which had the narrow body and a Mason engine. Car number '770' is powered by a 3 1/2hp two cylinder, double-acting steam engine with slide valves operated by Stephenson's link motion. Steering is by central tiller, final drive is by a single block-chain and the contracting brakes operate on an open-type differential. This car was originally supplied to the Mayor of Olean in New York State and used until 1910 when the boiler was allowed to run dry, causing terminal damage.

The car remained in storage remarkably intact, changing hands in 1939 and then in 1975 being discovered by American steam car enthusiast Chuck Figge. Four years of meticulous restoration saw the Locomobile returned to full working order and in 1979 it was brought to England to participate in the London to Brighton Run. John Paterson then bought the car from Chuck Figge and it subsequently completed several more Brighton Runs and took part in the VCC's Golden Jubilee Rally in 1980. In the early 1980s it failed a boiler inspection and has been unused since. The vehicle is featured in an article entitled 'The Chicken Coop Special, a story about the location and procurement of an 1899 steam car by Chuck Figge' published in the *Horseless Carriage Gazette* (May/June 1977 edition) and recently reprinted in *Steam Car World* (Vol. 4, No. 4, 2014).

Its owner having died, the Locomobile was offered for sale (in a partially dismantled state) at Brooks' Beaulieu auction in July 2000 (Lot 837) and purchased there by the current vendor, a prominent member of the Veteran Car Club. Made by John Gould, a new boiler has been fitted recently and is still unused. Other noteworthy features include a super-heater, water pre-heater and a double Ottaway burner with new venturi tubes. The base plates and spacers have been replaced. We are advised that some finishing of pipe-work may be required but otherwise the boiler is ready for commissioning, inspection and final lagging. New tyres were fitted recently.

Manufactured in 1899, 'EL 205' commands an early start on the London to Brighton Run and is eligible for the VCC's 'Class 1' and 'Steam' awards, and the Steam Car Clubs' Rallies. The car comes with a V5 document and a very comprehensive history file.

£28,000 - 32,000

€36,000 - 41,000

203

1904 DE DION BOUTON 8HP MODEL V COUPÉ
COACHWORK BY LEON MOLON, LE HAVRE

Registration no. R 7425

Engine no. 15432

Bonhams
London to Brighton
Veteran Car Run



Sunday 2 November

Car no. 348



This car was restored in the 1960s by the renowned De Dion specialist Mr R J Seaton of Bournemouth where it acquired the period Molon coupé body. It was dated by the VCC (Certificate No. 1208) on 02/09/64 and subsequently sold to VCC member Reg Taverner. Reg entered the car for all Brighton Runs from 1966 to 1988, which apart from one occasion it successfully completed. It was, however, withdrawn three times. During this period the car appeared at many VCC events and was also used for films, appearing in at least one episode of *'Upstairs Downstairs'* as well as other programmes for the BBC and ITV.

Upon Reg Taverner's death, the De Dion was purchased by the current vendor in September 1992. The VCC confirmed the car's 1904 date and Dating Certificate No. 1208 was reissued on 4th April 1993. 'R 7425' was then sent to Brentclass Restorations for extensive work on the engine, the gearbox being rebuilt and the transmission system overhauled at the same time, while two of the wheels were dismantled and reassembled with new fellows.

The car has entered and completed all London to Brighton runs from 1993 to 2010 bar two (pennants and medals on file). In some years it has been very convenient to raise the windows against the cold, and on some of the very wet Runs it has been possible to wear no more than a jacket and flannels. Throughout the same period 'R 7425' has been used regularly for VCC singles and twins events, most particularly the very popular 'Creepy Crawly'. Other events attended include tours of Brittany and the more demanding tour of Sky. In May 2000 the car entered the arduous re-enactment of the 1000-Mile Trial of 1900, which it completed entirely without assistance.

In 2009 the gearbox was removed to inspect the brake material (photograph on file) and only one Brighton Run and a few extra miles have been covered since its adjustment and reinstallation. The interior has recently been re-trimmed using Bedford cord and silk passementerie specifically manufactured on a Jacquard loom, while the interior mahogany trim was replaced using period timber. The paintwork is described as in generally good condition and the car comes with a complete set of lights, including very rare small opera lights. Offered with the aforementioned Dating Certificate, current MoT/tax and V5 registration document, 'R 7425' is entered in this year's London to Brighton Veteran Car Run and has a start number of '348'.

£70,000 - 80,000

€89,000 - 100,000





204

1899 PEUGEOT TYPE 26

Registration no. BS 8358

Chassis no. 925

Engine no. 570



Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with wheeled transport in 1885 when it added cycle manufacture to its portfolio. Amongst the world's oldest surviving motor manufacturers, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous *Bébé* light cars in 1900. Step by step Peugeot modernised its designs, adopting the steering wheel in 1901 on the Type 36 and front-mounted engines on all of its new models in 1902. Singles, twins and four-cylinder cars were produced at this time, some with chain and others with shaft drive, the latter becoming universal after 1909.

This early Peugeot, car number '925' with engine number '570', was delivered to Toulouse on 11th October 1899 as stated in a letter from Peugeot on file, this information being taken the original factory records, which still exist. Nothing is known of its early history but is believed to have been in the Lips Collection and then bought by a German collector before it was imported into the UK in April 2001 by its current owner a prominent member of the Veteran Car Club.

This model, retrospectively designated by Peugeot as the Type 26, was announced in the French and British motoring press in the summer of 1899. It is pictured and described in *The Autocar* (1st July 1899), *La Locomotion* (20th July 1899) and *La France Automobile* (17th Sept 1899) and is also shown in contemporary Peugeot literature (copies on file.) This was one of the few models with a single drive chain.

The horizontal 3CV twin-cylinder engine, designed by Peugeot, is located at rear and superseded the Daimler design used in Peugeot's very early cars. Probably fitted with hot-tube ignition originally,

it is now fitted with a replica trembler coil distributor, connected to the oscillating shaft that activates the exhaust valves and driven from a figure of eight groove in the centre flywheel. The inlet valves are of the atmospheric type, while the internal governor was removed earlier in the car's life. An electric water pump has been sympathetically fitted as the existing pump proved unreliable (it is in the accompanying box of spares). Steering is by the Peugeot handlebar system linked by a chain to the mechanism mounted on the chassis by the front axle. The clutch and foot brake remain in their original positions, with the brake pedal on the left.

This Peugeot is dated by the Veteran Car Club and also has a Science Museum Certificate and a letter from the Society of Automotive Historians. The car number '925' has been found in 19 locations, most notably in the centre of the removable bodywork covering the engine. There may be others yet to be discovered. The stamping of the car number on most mechanical parts is a feature of Peugeots of this era and indicates this example's high degree of originality. The engine number is stamped on the middle of the right-hand chassis tube above the step.

'BS 8358' was driven on many Veteran Car Club events in the 2002-2004 seasons but has not been used since. As a 1899 car, it will command an early start on the London to Brighton Run and is classified by the VCC as a 'Class 1' car. Eligible for many of their annual awards, it is highly suitable for the famous VCC 'Creepy Crawly' and 'Snail Trail' rallies. Although not overly fast, it is said to be a lively performer and good hill-climber. There is a pair of (inner and outer) fitted covers suitable for use while towing included in the sale, and the car also comes with current road fund licence and a V5C document.

£65,000 - 75,000

£83,000 - 96,000



205

1898 DAIMLER TWIN-CYLINDER 6HP WAGONETTE

Registration no. Not UK registered (see text)

Engine no. 1148



A cornerstone in the infant motor industry, the Daimler Motor Syndicate Ltd., founded in 1896 as part of H J Lawson's mighty motor empire, sold their first cars based on Panhard-Levassor chassis, and employed German-built Canstatt Daimler engines. British car manufacture at that stage lagged behind its European mainland counterpart and although Lanchester, at nearby Birmingham, had commenced manufacture in 1895 it was Daimler, exploiting Gottlieb Daimler's motor patents, who really carried the flag for Great Britain in those pioneering days starting manufacture at the Motor Mills factory Coventry in 1897. Early cars featured twin cylinder engines and had tiller steering, hot tube ignition, a four speed gearbox and chain final drive. The Prince of Wales, later King Edward VII, took delivery of his first Daimler in 1900 and Daimler was to remain the marque of choice of the royal household until the 1950s.

This archetypal Victorian vehicle was first registered in Shropshire under the 1903 Motor Car Act and its very early history is not recorded. In about 1931 it was rescued from a Shropshire orchard by a Surrey enthusiast, (believed to be H.Garrett-Adams), no doubt inspired by the formation of The Veteran Car Club of Great Britain just one year earlier and the great interest in The Emancipation Run re-enactments at that time. The planned restoration was never completed by that owner and a chance conversation with the local postman in 1938 put Francis Hutton-Stott, a pillar of the early days of the 'old car' movement, (Past President of The Veteran Car Club of Great Britain and founder of The Lanchester Register), in contact with the wagonette and its owner. 1148 was to join the Hutton-Stott collection and its restoration continued.

The *Motor* magazine of 5th April 1944, reviewing the Hutton-Stott motor car collection, reported on the acquisition of 1148 as follows:

'At that time the car was exactly 40 years old, but its specification seemed to diverge somewhat from standard. It turned out it had been "modernised" and super-tuned in 1902 by Frank Morris (sic) of King's Lynn. Morris (sic) was a specialist in bringing 19th century Daimlers up to 20th century standards by fitting higher compression engines and other "mods". He must be the earliest "hotter upper" in the trade. The Daimler was completely dismantled and was being reconstructed to its 1898 condition with contemporary parts, when the war started. Morris's wheel steering, side gear lever, radiator and bonnet have now been replaced by tiller steering, turn type gear controls on the dash, and an original Daimler bonnet without radiator.'

It would seem from inspection that the present eight seater wagonette body had remained intact under a Morris-styled disguise, this is supported by photographs of the car prior to restoration. As Hutton-Stott focused his collection more on the Lanchester marque 1148 passed in the 1950s into the ownership of another Veteran Car Club stalwart, S.J. 'Jimmy' Skinner, who embarked on further restoration which was completed in the 1970s. 1148 was subsequently acquired by Irish collector Denis Lucey, later passing to his friend and compatriot Sullivan, residing in Hawaii. From Sullivan it passed into a Japanese collection circa 20 years ago, where it has remained since.



The car is now presented to original specification in all major respects although it has been converted from hot tube to electric ignition, probably by 'hotter upper' Morriss of King's Lynn in 1902. More recently an incorrect radiator has been removed and the vehicle relies on its large rear mounted water tank in line with original specification. The number 1148 is stamped on the engine cylinder head. '1148' was dated by The Veteran Car Club in the very earliest days of dating (Certificate no.57) and attributed a date of 1897, quoting car number 1026. Recent inspection has not yet revealed that number. The rear axle forgings are clearly stamped 'Kirkstall Forge, Leeds, 1898'. Similar dated stampings appear on other VCC dated surviving contemporary Daimlers. It should be noted that The British Motor Company Ltd. plate on the inside of the bonnet, showing no.3412, may not be relevant to this car as it is recorded that this bonnet was replaced during Hutton-Stott's ownership – see above.

Following the long period of museum storage overseas the car has more recently returned to the UK and has been carefully researched and gently recommissioned by leading Victorian vehicle specialist Richard Peskett. Fuel, oil and pressure lines have been cleaned, new inlet valve springs fitted along with new trembler coils and wiring. The oil pressure system has been checked and cleaned and it is reported that the car starts easily and runs well. Further careful inspection is recommended to identify any further remedial work which may be required before the vehicle is used extensively.

This eight seater Victorian wagonette generally has that comfortable feel of a well matured restoration and is nicely equipped with a contemporary floor gong, giving audible warning of approach, (in practice normally accompanied by suitably chosen words from driver or passengers), a candle tail lamp and a fine matching pair of candle power Daimler Motor Company front lamps. The original registration number AW 98 surrendered circa 30 years ago when the car left the United Kingdom has been applied for with the DVLA.

British built Victorian vehicles rarely come to the open market and here is just such a vehicle from the most distinguished Daimler marque that has continued in motor car manufacture at the heart of the British Motor Industry for no less than 118 years. Imagine the thrill of driving British-built 1148 - seven passengers aboard - across the finishing line of the world's premier veteran car event - The London to Brighton Veteran Car Run.

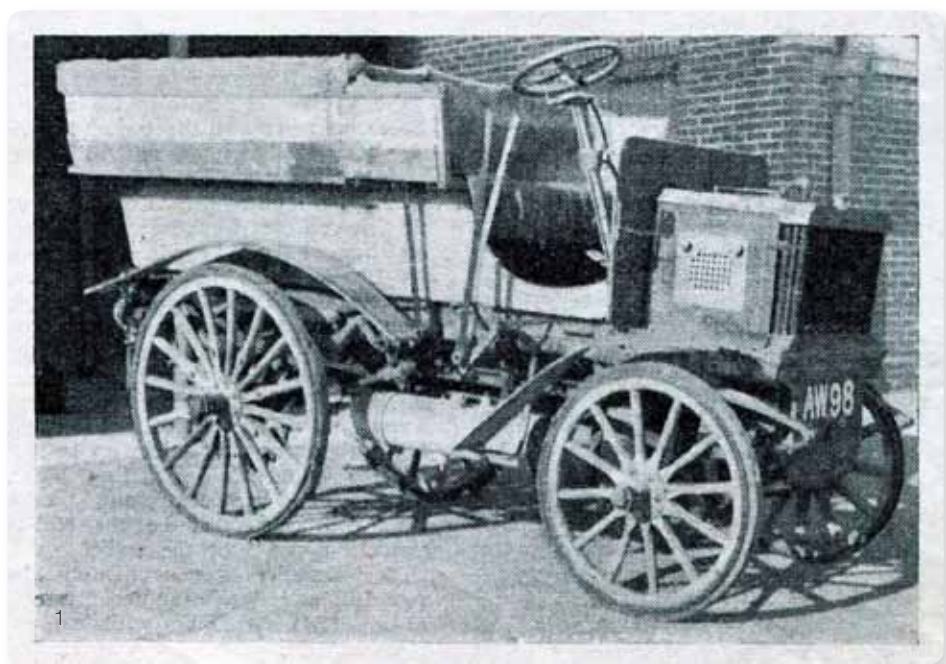
Please visit <http://www.bonhams.com/departments/MOT-CAR/> to view a video of the car running.

£200,000 - 250,000

€250,000 - 320,000



1, As acquired by Hutton-Stott,
circa 1938





206

**1903 MALICET ET BLIN 8HP FOUR-SEATER
REAR-ENTRANCE TONNEAU**

Chassis no. 6

Engine no. 13379



The old established Parisian engineering firm of Malicet et Blin were manufacturers of gearboxes, steering boxes and differentials as well as water pumps, drive shafts and rear axles which they sold to the burgeoning list of motor manufacturers in Paris and its environs and indeed further afield. They also manufactured and supplied motor car chassis with or without engines, so essentially their engineering expertise served well an industry where out-sourcing of components was becoming commonplace.

This car, confirmed by the Veteran Car Club of Great Britain Dating Committee in 1997 (certificate no. 2146) as a Malicet et Blin from 1903, is powered by an 8hp single cylinder De Dion Bouton engine, driving through a Malicet et Blin three speed and reverse gearbox, with steering box and rear axle differential from that manufacturer. It was discovered in distressed condition in Belgium in 1966 but with all mechanical components in place. A slow and painstaking restoration by two leading members of the Belgian VCC began in 1966 and was completed in 1989, this restoration embracing building the handsome four seater coachwork in period style. In 1990 the car was officially dated by the VCC of Belgium, (certificate no. 1061), at which time a FIVA International Identity Card was also issued.

This car took part three times as an overseas entrant in the London to Brighton Veteran Car Run in the period 1990-1994 and, in the hands of the immediately preceding British owner, completed 13 successive Brightons from 1995-2007. The current vendor purchased the car at Bonhams' New Bond Street Sale in November 2008 (Lot 305).

The car is strikingly liveried in dark blue and black, with fine yellow coachlining and black deep-buttoned leather upholstery. It is equipped with a good set of four petroleum spirit lamps by Phares Besnard, brass bulb horn and rear view mirror.

This exceedingly rare car, the only one of its kind recorded in the current VCC of GB Members Handbook & Car List, is offered with a comprehensive range of essential spares for the Brighton motorist, including trembler coil, inlet valve assembly, exhaust valve and spring, inner tubes, spark plugs and a tailored tonneau cover. There is also a fascinating history file including a photographic record of the restoration. 'BS 8212' is currently taxed and has a V5C registration document. That this car comes from fastidious ownership is evidenced by its overall first class presentation in all areas and impressive London to Brighton record – it has now successfully completed 19 successive Runs (1995-2013) and has a valid entry for the 2014 event.

As well as eligibility for The London to Brighton Veteran Car Run and all events organised for members of The Veteran Car Club, it is also eligible because of its De Dion Bouton engine for participation in events run by the De Dion Bouton Club UK.

£75,000 - 90,000

€95,000 - 110,000



207

*Formerly part of the George Milligen Collection,
London to Brighton-eligible*

**1905 GARDNER-SERPOLLET 18HP TYPE L PHAETON STEAMER
COACHWORK BY KELLNER, PARIS**

Registration no. AH 100

Chassis no. 1013

Engine no. 1307

Bonhams
London to Brighton
Veteran Car Run



2014

Sunday 2 November

Car no. 399



'In effect, the steam car in France meant Serpollet and to the cognoscenti Serpollet was to the steam car what Lanchester, Bugatti, Maybach or Lancia were to the petrol car... Of the three principal steam cars of the Edwardian period Serpollet was the most advanced in the scientific sense; next to it in ingenuity and engineering refinement comes the White, but those who have driven both give the preference to the French car not only because it provides so clever an answer to the engineering problems but because it is rather less heavy in hand than the American machine.' – Lord Montagu and Anthony Bird, 'Steam Cars 1770-1970'.

The late George Milligen was no ordinary Norfolk farmer. Born into a privileged family, his father being a successful industrialist, George's decision to embark on a farming career was a bold one and from the outset he saw the advantages of mechanised farming at a time when the horse was still a most frequent sight on Norfolk farms. This foresight undoubtedly contributed to George's success in his farming career and this in turn enabled him to indulge his passion for all things mechanical, provided that they intrigued his inquisitive mind. Around his East Ruston Manor Farm at Stalham, the mildly eccentric Milligen was a familiar sight in any one of his amazing collection of early motor cars, whether at high speed at the wheel of his 1929 Supercharged Mercedes-Benz SSK, tooting along in his 1909 AX Renault, or more spectacularly keeping the pressure up on one of his steam vehicles. His collection of the latter embraced not only the 1896 Salvesen Steam Cart, now such a regular sight on the Brighton road, the 1909 15hp White Steamer and this highly spectacular London to Brighton-eligible Gardner-Serpollet.

Léon Serpollet had developed his multi-tube flash boiler in 1888, significantly advancing steam vehicle technology and efficiency. With backing from fabulously wealthy American Frank Gardner, who had built his own petrol-engined cars in Paris between 1898 and 1900, Serpollet was to spearhead steam car production in Europe. Early in the 20th Century, Serpollets were making their mark in the great Continental City-to-City races, establishing a reputation for reliability, if not for winning speeds. In the Paris-Vienna Race in 1902 all five Serpollet cars entered completed the 615-mile race. In that same year Serpollet took the World Land Speed Record at just over 75mph and in hill climbs its cars proved to be formidable competition. In 1904 Serpollet introduced the Type L, designed more in line with the then current convention. The boiler remained at the back of the chassis while the four-cylinder engine was placed longitudinally under a bonnet at the front behind a large circular condenser with the appearance of a petrol-engined car radiator.

The history of this car prior to 1946 is not fully recorded but during the war the fact that it would run on paraffin and not on rationed petrol meant that it could be used regularly for journeys of up to 50 miles per day. In 1946 it was in the ownership of one H. Garrett-Adams, passing in 1949 to Paul Fotheringham-Parker of Portman Square, London. In 1950 the car passed to Alec Hodsdon, steam guru and harpsichord maker of Lavenham, Suffolk, who also owned a 1900 Gardner-Serpollet previously belonging to the aforementioned Garrett Adams. In 1957, a relatively youthful George Milligen purchased this car from Alec Hodsdon.



George's own notes record: 'Car no: L1O13 Engine no 1013 coach body tulip phaeton 5 seater by Kellner. Acquired from Alec Hudson from Lavenham in Suffolk for £450 in 1957. AH 100 allotted by request in 1959. Heating of burner from cold by calor gas instead of methylated spirit.'

Milligen campaigned this car actively in the 1950s and 1960s, and fitted a new generator incorporating stainless tubes. A new water tank was fitted in 1960 with an increased capacity of 24 gallons and therefore giving a total water capacity of 34 gallons. Milligen ventured furthest from home in 1959, participating in the VCC Scottish Rally that year in the Gardner-Serpollet. The Serpollet was described as steaming strongly through the Trossachs, with Milligen on occasion delighting in his own personal pyrotechnic displays to the consternation of other competitors but to his personal great amusement. It was on that Scottish Rally, starting in Edinburgh and finishing in Glasgow, that Milligen visited the collection of John Sword at East Balgray Farm, near Kilmarnock, little knowing that from the two subsequent Sword Collection sales in 1962 and 1965 he would add significant cars to his own collection. 'AH 100' now has that fabulous patina that is only acquired from careful attention over 50 or more years in single ownership. Clearly it was a highly original car when it came into Milligen's ownership, and that originality has been carefully respected.

The car was officially dated 1904 by the Veteran Car Club on 26th June 1950 (Dating Certificate No. 908). That dating relied on the knowledge that this model was introduced in 1904. The Dating Certificate records the fitting of a White two-speed rear axle, presumably work carried out by Hodsdon to enhance the car's performance. During restoration it was discovered that this 'improvement' was anything but, so an exact replica of the Serpollet item, from the original Serpollet drawings, was commissioned, resulting in a top speed of over 45mph at reduced revs. The stainless steel boiler tubing as fitted by Milligen did not produce the intended heat and was replaced by a newly-made steel tube boiler capable of producing temperatures of more than 900 degrees Fahrenheit.

The coachwork is liveried in vertical green and black striping (peculiarly referred to as Dutch Pink), with fine red coachlining. Forward illumination is provided by an outstanding pair of Polkey oil headlamps with Powell & Hanmer oil side lamps. Dashboard equipment includes a fuel tank pressure gauge, fuel burner pressure gauge and the essential steam pressure gauge to monitor ultimate performance. The car is a delight to drive and is completely self-regulating due to the Donkey pump system as can be seen from the accompanying video.

Like all cars from the Milligen Collection, the Gardner-Serpollet comes with a detailed notebook. George recorded all trips from 1959 to 1963. It is noted that the car participated in the London to Brighton Run in 1984, 1985, 1986, 2010, 2011, 2012 and 2013, finishing every time save in 2011 when the crankshaft broke. The failure was discovered to be a direct consequence of the installation of the White back axle.



It has subsequently been replaced by a crankshaft made according to original factory drawings but with the added improvements of modern materials and hardening processes. With its London to Brighton Veteran Car Run history and its previous VCC dating, this car qualifies under present rules for 'Grandfather Rights', enabling it to participate in London to Brighton Runs.

Time moves on and with some reluctance this fine French steam car now comes to the open market once more. This is the only surviving shaft drive Serpollet and only one other Type L - a chain drive version - survives in long-term captivity in The French National Motor Museum at Mulhouse. Here is a well-known and distinctive steam car, featured in Georgano's Encyclopaedia, Bird and Hutton-Stott's *'The Veteran Motor Car Pocket Book'* and many other motoring publications. Few contemporary cars have the presence or performance of this steam car and opportunities to acquire cars of this significance rarely arise.

'AH 100' has been housed on the Isle of Man with respected steam engineer Chris Wedgwood who has returned the car to its original appearance, performance and reliability. Chris will be available to make the run with and/or tutor any purchaser with its operation and ongoing maintenance. It is offered with a copy of the VCC Dating Certificate; a V5 registration document; an old-style buff logbook; other related documents and photographs; various notes on steam cars from Milligen's files; the aforementioned notebook; and the all-important George Milligen provenance. A box of Gardner-Serpollet related items can be collected by arrangement with the vendor. The car is registered for this year's Regent Street Concours d'Élégance as well as for the London to Brighton Run. It was awarded the distinction of historically most important car in the London to Brighton Run in 2010.

Please visit <http://www.bonhams.com/departments/MOT-CAR/> to view a video of the car running.

£340,000 - 360,000

€430,000 - 460,000



208

1903 CADILLAC MODEL A

Chassis no. 1447

Engine no. 1447



Numbered '1447', this outstanding early Cadillac is very likely one of those ordered at the 1903 New York Show and is unique in that it comes with three alternative bodies - two-seat runabout, four-seat tonneau and C-cab van - thus making it outstandingly versatile and eligible for a variety of prestigious events including both the London-to-Brighton Run for private cars and that for historic commercial vehicles. The Cadillac was restored by one of its previous owners, Charlie Moore, and in 1975 became the very first car to receive a CCCA National Senior Award. A further measure of its quality may be gained from the fact that '1447' was used as a display vehicle by the Automobile Association of America during its 100th anniversary celebrations in 2002. We are advised that marque specialist Mr Greg Tockett has stated that it is one of the most accurate and certainly one of the finest surviving 1903 Cadillacs.

Charlie Moore kept the restored Cadillac on display in his living room and eventually sold it to the respected collector John McMullen, who exhibited it at the prestigious Amelia Island Concours d'Élégance. It later passed to Vern Maleug of Vista, California and then in 1993 to Richard Anderson of Seattle, WA.

Every aspect of this car has been restored and the van body constructed using period pictures of 1903 bodies for guidance. Only two such bodies exist, the other being on a Cadillac that is commercial only. This car is the only Cadillac Model A that has all three bodies: runabout, tonneau and delivery van. The engine and transmission also have been restored and '1447' is finished in its original livery of black with dark red accents, complemented by a matching top and diamond tufted leather seats.

In 2007 the car passed into the ownership of UK-based collector, Michael Bradbrook. Further preparation was then carried out by N P Veteran Engineering Ltd and the Cadillac was entered in that year's London-to-Brighton Veteran Car Run and again in 2009. Presented in generally very good condition, this unique early Cadillac is offered with Society of Automotive Historians and Science Museum dating documentation; old State of Washington Certificate of Title; London-to-Brighton programmes (x2); copies of historical and technical literature; and UK V5C registration document.

£80,000 - 100,000

€100,000 - 130,000



209

1901 DE DION BOUTON 4½HP TYPE G 'VIS-À-VIS'

Engine no. TBA



Following the success of its tricycles and quadricycles, the De Dion-Bouton company introduced a new generation of four-wheeled vehicles in 1899 with a rear-mounted engine driving the rear wheels via a train of gears. With the new car came the renowned De Dion rear axle, which would find favour with many makes over the years. Originally powered by a 3½hp engine, it was upgraded with a 4½hp in 1900 and this example has the latter power unit.

This De Dion has a long association with East Anglia. It resided in the Suffolk area from its earliest days and is known to have been registered there as 'BJ 1721'. After the war the car was given to long-term owner, the late Hugh Smith of Holt in Norfolk by Ralph Barker of Ralph Barker Engineering of Northumberland Street, Norwich, having suffered from the hostilities and being in need of attention. Hugh was a brilliant self-taught engineer, who set about restoring the car to its original specification and, after years of painstaking work and effort ensuring that every detail was correct, he completed the task at the end of the 1970s. Upon completion, the De Dion was blessed in Holt Parish Church in July 1980 and a photograph of it in the church is included in the paperwork.

Hugh Smith died in 1988 and his De Dion was auctioned together with his many other cars and spares on 22nd March 1989. It found its way into a museum collection in Japan before returning to the UK in 1999 where it was again auctioned, on this occasion by Brooks at its RAF Museum, Hendon sale in April 2000 (Lot 727). The De Dion was purchased by the current owner two years later from the buyer at that sale. It participated in every London to Brighton Veteran Car Run from 2000 to 2011 in addition to those when owned by Hugh Smith in the 1980s, as well as many other rallies both in the UK and Europe, such as the Schnaufferl Wanderfahrt and Teuf Teuf Club 'Rallye des Ancetres'.

Hugh Smith's restoration has aged gently and remains in generally very tidy order today. The car has been rewired and the ignition coil has been rewound this year. In recent years a considerable amount of attention has been paid to the rear suspension and drive train, with new axle end tubes (stub axles) being fitted, together with new stud bushes and refurbished drive shafts, all this work being carried out by specialists Archer's of Dunmow. It comes with several spares, such as inlet and exhaust valves, a heavy-duty cover and a purpose-built small trailer (which can be collected by arrangement with its seller). It is dated by the VCC (Certificate No. 2331) and taxed until June 2015. Although no longer necessary for pre-1960 vehicles, a valid MoT certificate will be with car at the time of the sale.

£70,000 - 80,000

€89,000 - 100,000





210

1901 RENAULT 4½HP TYPE D SERIES E TWO-SEATER VOITURETTE

Registration no. A 2743

Chassis no. 023

Engine no. 4749



This early De Dion-engined Renault was supplied new in 1901 by Roadway Autocar Co Ltd of London, who were sole agents for Renault Frères and Mors cars and imported 12 Renaults that year. A contemporary advertisement on file shows that different detachable rear sections were available, including a rear-entrance tonneau. There is a spigot for a step, located in the centre rear of the chassis behind the number plate on 'A 2743' and identical to the two on either side of the car illustrated, indicating that a rear-entrance tonneau possibly was used at some time. The coachwork is by E Vicart Fils, Levallois (Seine).

Around 1908 the Renault was driven, and possibly owned, by Captain Basil Emery, son of the Archdeacon of Ely Cathedral. A photograph on file, acquired in 2007 from descendants of Captain Emery, shows him and his fiancée in the car outside Ely Cathedral (see above illustration). A career Army officer, William Basil Emery had served and been decorated in the Boer War and by 1911 had been promoted to the rank of major. He went on, as a brigadier general, to serve with Allenby in Palestine and finished his career as Colonel Commandant in Constantinople. He died in 1945.

During the 1920s, the car was used by a Mr Barnes for his business as a chimney sweep in Reading, and its rear section was enlarged at this time. In 1927 the Renault was acquired by Vincents (Coachbuilders) also of Reading, who restored, maintained and rallied the car until 1975. William Vincent entered 'A 2743' in the London to Brighton Run in 1927 and also in 1928 when it was successful in reaching the finish



line. A photograph from the 1928 Run shows the 'old crock', driven on trade plates, passing the White Horse in Reigate (part of the original route). The car was entered in the 1971 London to Brighton Run and driven by Vincents' employee, Frank Gear. Frank remembers the car being displayed in the company's Castle Street showrooms, although his Brighton Run was not successful, as he describes (see history file).

In 1970 the car was officially dated as of 1901 manufacture by the Veteran Car Club and given Certificate No. 1217. It was noted on the certificate that the boot had been enlarged. Vincents subsequently restored the boot to original specification and also changed the colour from blue to what is believed to be the original dark green, with contrasting red coachlining. Other noteworthy features include brass oil side lamps, a brass oil rear lamp, bulb horn and buttoned red upholstery. 'A 2743' was the last of Vincents' Veteran cars to be sold, in 1975.

The Renault was then successful in the 1979 London to Brighton Run (start number '92') driven by a Mrs R M Snapper, wife of the then owner Mr M Snapper of Kingston Hill, Surrey, who kept it until 1983. The car was subsequently owned from 1983 to 1994 by Mr James Burrows, who displayed it in his Renault showrooms in Amersham and then rallied it during his retirement. Subsequent owners Mike Rowlett of Henley-on-Thames followed by Mr David Lawson of Chorley, Lancashire continued the restoration and maintenance and in 2005 Mr Lawson successfully completed the London to Brighton Run. The current vendor purchased the car at Bonhams' New Bond Street auction in November 2006 (Lot 203).

His first major event with the Renault was the 2007 'Creepy Crawly' in Norfolk, followed by that year's London to Brighton Run, though the latter was spoiled by a puncture that destroyed the tyre, causing a retirement. The 2008, 2009, 2011 and 2012 Runs were completed successfully but the car missed the 2010 event as its gearbox was undergoing an overhaul and did not participate in 2013 because of a non-car related issue. 'A 2743' has an entry for the 2014 Run and has an early starting number of 74, thus ensuring an early start to clear London's traffic before it builds up. The accompanying history file contains the aforementioned documentation and the car also comes with sundry invoices, current road fund licence, current MoT and a V5C.

This charming Renault voiturette is eligible for all events organised by the Veteran Car Club of Great Britain including the increasingly popular Singles and Twins events, Renault Frères rallies and, of course, the London to Brighton Veteran Car Run.

£50,000 - 70,000

€64,000 - 89,000

211

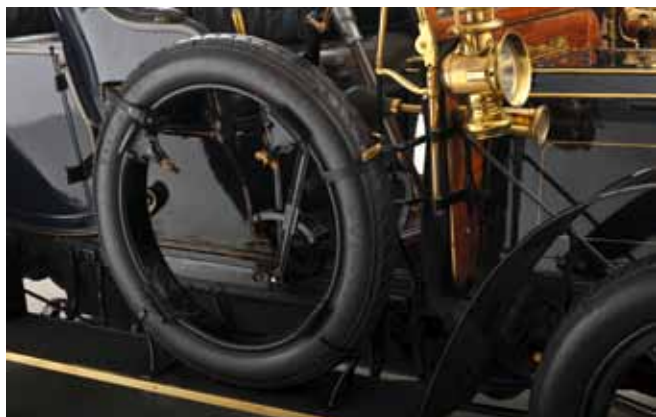
***Originally the property of Olry Roederer of
the champagne house Louis Roderer, Reims***

1904 CGV 6¼-LITRE TYPE H1 FOUR-CYLINDER SIDE-ENTRANCE PHAETON

Registration no. 6394 D

Chassis no. 2054

Engine no. 2054

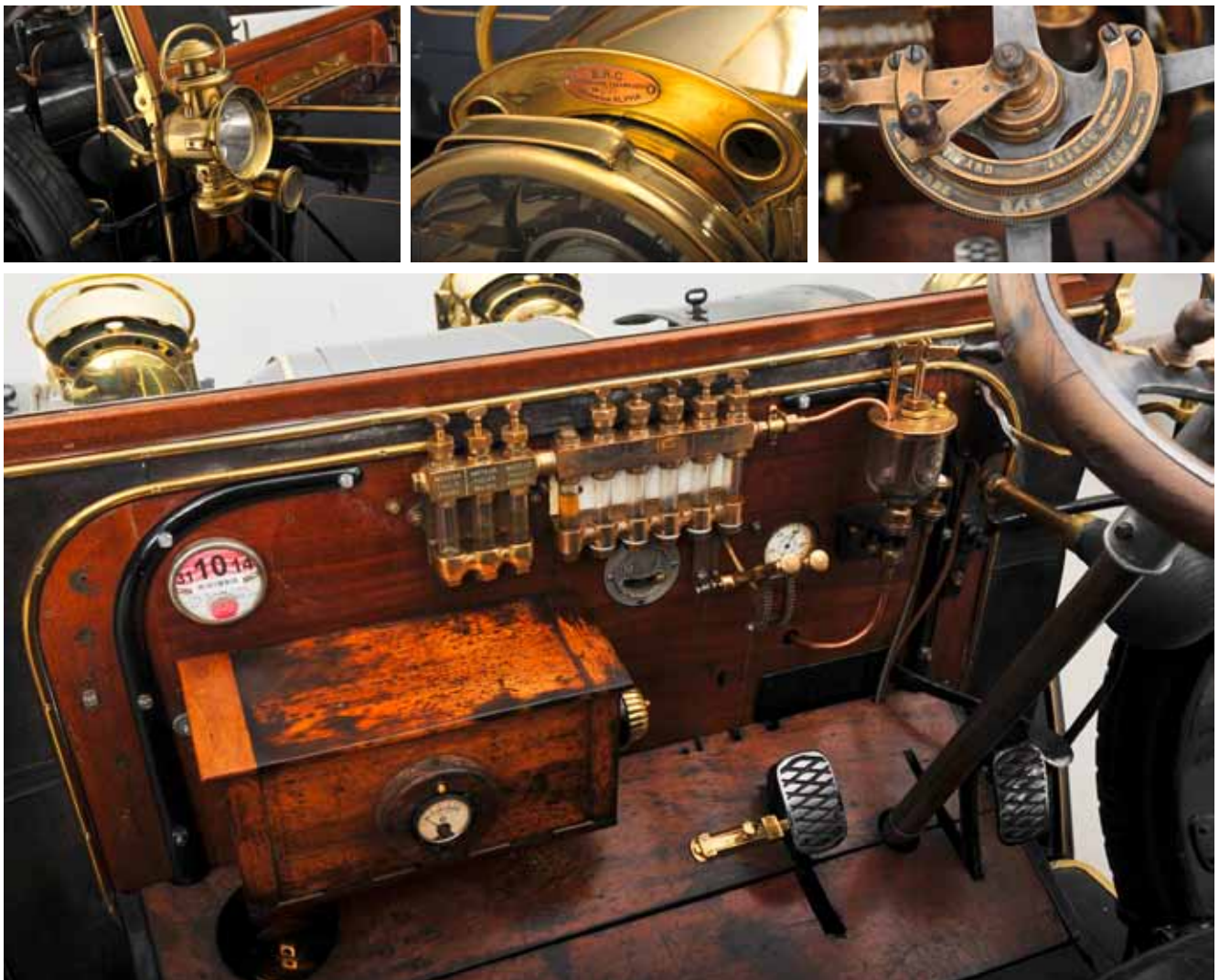


Established in Puteaux, Seine in 1901, CGV took its initials from those of its three founders: Messrs Fernand Charron, Léonce Girardot and Émile Voigt, all of whom had been successful racing drivers for Panhard. Of the trio, Charron had enjoyed the greatest success, winning the Marseilles-Nice and Paris-Amsterdam-Paris races in 1898 as well as the inaugural Gordon Bennett Cup of 1901. Prior to the foundation of CGV, Charron and Girardot had been partners in a Panhard dealership and CGV's first automobiles were designed along similar lines, albeit noticeably lower-slung. The first CGV was powered by a 3.3-litre 15/20hp four-cylinder engine driving the rear wheels via a four-speed gearbox and chain final drive. A steel-reinforced wooden chassis was used, featuring transverse-leaf springing at the rear. Amazingly, the fledgling firm then produced the world's first straight-eight engine, which was exhibited in a prototype model at the 1902 Paris Salon. There was immense interest but it never entered production.

CGV soon acquired a reputation for quality and an equally distinguished clientele, which included the King of Portugal, various lesser European royals and members of the British aristocracy. It was imported into the USA and sold there as the 'American CGV' while a limited number were actually assembled in New York and delivered with locally built coachwork. By 1905 the early models' atmospheric inlet valves had been dropped and the range had expanded to include 'T-head' fours of up to 9.8 litres, some with shaft drive. Despite CGV's success, the partnership was in crisis: Girardot and Voigt left to pursue other projects and for 1907 the cars were badged as 'Charron', continuing as such when Fernand Charron left to join Clément-Bayard in 1908.

The right-hand drive CGV offered here is an example of the H1, a four-cylinder 6¼-litre car whose T-head engine was rated at 25CV under the French system but would have been judged a 32.8hp unit by the RAC method. Transmission is by means of a cone clutch, four-speeds-and-reverse sliding-pinion gearbox, and twin chain final drive. The chassis is of CGV's combined steel/timber construction, with suspension by semi-elliptic leaf springs at the front and semi-elliptic plus transverse springs at the rear. Brakes – of the internal expanding type – are fitted to the rear wheels only and there is also a transmission brake. Wooden artillery wheels are fitted. *L'Autocatalogue* of 1928 (published while Charron was still in business) states that 79 Type H (5.7-litre) and H1 cars were built between December 1903 and the end of 1904 with numbers ranging from '2001' to '2079'.

This particular car, number '2054', was purchased new in 1904 by one of CGV's typically wealthy patrons: Olyry Roederer of the champagne house, Louis Roederer, Reims. Producer of the famous and exclusive Champagne Cristal, Louis Roederer is today one of the few surviving independent *maisons de champagne*. At time of the CGV's purchase, French law required that all cars should carry a plaque recording the owner's name and address, and Olyry Roederer's is given as a château to the north west of Paris. Sadly, Roederer died in November 1904 so did not have the opportunity to enjoy the car for long.



The CGV then disappeared from view, re-emerging in 1968 when it was advertised for sale in *L'Automobilist* magazine's September/October edition by one Bill Tallet of 6 rue du Pôle Nord, Paris. It is understood that the car had been extracted from the Roederer château. John Wilkins purchased the CGV and brought it to the UK, and in November 1969 sold it on to the noted collector and enthusiast Bryan Goodman, who kept it until 2000.

When rediscovered in the late 1960s, the CGV had been updated with an Edwardian straight-sided body, a not uncommon means by which early but technologically advanced cars were kept stylistically up-to-date. This body, which carried coachbuilder Henri Binder's plates, was removed and sold at auction in 1972. To replace it, a more appropriate body in Veteran-period style was built with reference to *'The Coach Builders and Wheelrights Art Journal'* and illustrations in contemporary CGV brochures. A mechanical restoration was carried out at the same time. Bryan Goodman used the CGV for the next 30-or-so years on numerous old-car events in the UK and for rallies and tours abroad, including returning the car to its native land in 1998.

In 2000 the CGV was sold to the immediately preceding owner, during whose custodianship a thorough mechanical and cosmetic refurbishment was undertaken by specialists NP Veteran Engineering of Heathfield, East Sussex at a cost in excess of £60,000. Works carried out included comprehensively overhauling the engine, transmission, steering and suspension; rebuilding the wheels; re-trimming the interior in black leather; renewing the hood; and making tonneau covers and a windscreen.

The car was repainted in its current livery of dark blue with black mudguards, and fitted with fine brass BRC 'bull's eye' headlamps and W&G Du Cros sidelights. The only notified deviations from factory specification are a starter motor, later carburettor, and flashing indicators.

Its owner continued to use the CGV on rallies throughout the UK, Ireland and continental Europe, and also participated with it annually on the London to Brighton Veteran Car Run, driving to events and enjoying 100% reliability. Because of his advancing years, he eventually sold the CGV, which was purchased by the current vendor at auction in Paris in February 2006. Since then, its owner has used the CGV on numerous Veteran Car Club events and participated successfully in every London to Brighton Run from 2006 to 2013. He reports that the car can cope with six persons aboard, takes steep hills easily in its stride, and has never once let him down. The rear wheels were renewed in 2014.

Accompanying documentation consists of a V5C registration document, FIVA identity card, VCC Certificate No. 2040 and an MoT certificate valid until July 2015, together with four files of historical and other information detailing monies spent, events entered, etc. Presented in lovely condition, this rare CGV Phaeton represents an exciting opportunity to acquire one of the finest and most powerful Grand Touring cars of its era.

£390,000 - 440,000
€500,000 - 560,000





212*

1902 ROCHET 4½HP TYPE D

Chassis no. 1369

Engine no. 2627



Not to be confused with the Rochet Frères and the Rochet-Schneider, both built in Lyons, the Rochet was built in Paris by Compagnie Générale des Cycles et Autos at 74 Rue de la Folie, Regnault, Paris XI. Like so many pioneer motor car builders Rochet had entered the automobile industry from the cycle industry – a logical progression. Edouard Rossel of Lille provided the designs for the first Rochet cars which were conventional forward-engined, twin cylinders with four-speed gearboxes and double side-chain drive to the rear wheels. By 1900 the company was offering a 12hp car and unusually, in 1902, reversing the trends of most motor manufacturers, the company marketed a small rear-engined car adopting a 4½hp, single-cylinder Aster engine, driving via a cone clutch through a Bozier gearbox - a delightfully neat piece of engineering design and finesse.

There is little doubt that Rochet were keen to follow the commercially successful design formula which had been adopted by De Dion Bouton for their early voiturettes. Rochet even copied the vis-à-vis seating configuration as used by De Dion Bouton, itself drawn from the horse-drawn carriage era. Although a most sociable design, allowing driver and passengers to sit facing each other, it was arguably not conducive to road safety and this configuration was short-lived.

This exceptionally attractive French voiturette is smartly presented in red livery with black body mouldings and fine red coachlining and furnished with buttoned red upholstery and equipped with nickel fittings. The vis-à-vis coachwork bears the plate of Bergeon & Cie, Carrossiers of Bordeaux. The car is equipped with a practical hood – useful on those occasional wet drives down the A23 – and this has recently been re-covered. Driving equipment includes also a double-twist bulb horn and oil side lamps. '1369' has been VCC dated and carries a dating plate for Certificate no.2240, issued in November 1998.

Driving is simplicity itself, the 80 x 90mm, 452cc Aster engine, driving through the two-speed Bozier gearbox. Originality has been carefully maintained in all major respects although a discreet electric water pump has been fitted for convenience. The car has previously been owned by Robert Hadfield, past Chairman of the Veteran Car Club of Great Britain in whose hands it completed the London to Brighton Veteran Car Run in 2003 and 2004. The vendor purchased '1369' from Bonhams LBVCR sale in 2010, and has since completed four Runs without issue. This quintessentially French veteran car comes with a quantity of invoices from present and past ownership, along with a French edition of the owner's manual. Entered for the 2014 Bonhams London to Brighton Veteran Car Run, '1369' will carry number 112 with a 7.14am start time.

Registered in Switzerland, the Rochet will be subject to 5% import duty if remaining within the European Union.

£50,000 - 60,000

€64,000 - 76,000

Lot 213

No Lot



214

**1901 PANHARD ET LEVASSOR TWIN-CYLINDER 7HP
REAR-ENTRANCE TONNEAU
COACHWORK BY HENRI LABOURDETTE**

Registration no. TBA

Chassis no. 2881

Engine no. 2881



Presented in excellent condition, the early Panhard et Levassor offered here retains its original tonneau body by Henri Labourdette of Paris, one of the oldest of French coachbuilders with a reputation for quality second to none. Established as a carriage maker in 1858, Labourdette built its first motor car bodies in 1899/1900 on Panhard et Levassor chassis and remained in the front rank of European coachbuilders until WW2. This particular car is powered by a 1,650cc twin-cylinder engine rated at 7hp, which drives via a three-speed gearbox and chain final transmission. Particularly worthy of note is the magneto ignition, an advanced feature specified by the original owner in preference to the standard hot-tube ignition, which is recorded on the surviving factory build sheet. Other noteworthy features include a single Ducellier headlight, a pair of Neverout sidelights, bulb horn and a brass luggage rack, the latter mounted on the roof. The provision of an electric starter is the only notified deviation from factory specification.

René Panhard was a qualified engineer whose Paris-based business made woodworking tools and built Deutz engines under license. With his partner, Émile Levassor, he experimented with horseless carriages using engines licensed from Daimler. In 1891, Panhard et Levassor offered for sale what was arguably the world's first production car, using a built-under-license Daimler engine. Both Daimler and Benz had made automobiles before Panhard but these had been individual 'prototypes' rather than models intended for series production. Above all, the firm was responsible for bequeathing the automobile world the *Système Panhard*, which embodied the now familiar layout of a front-mounted engine driving the rear axle via a clutch, gearbox and differential. The modern motor car had been born.

After Emile Levassor's death in 1897, René Panhard re-organised his company as a joint stock corporation to attract wealthy investors, while Commandant Arthur Constantin Krebs succeeded Levassor as technical and production manager. Krebs began work by designing a series of four-cylinder engines with nominal power outputs ranging from 8CV to 20CV. His Paris-Amsterdam racer of 1898 featured a tilted (as opposed to vertical) steering column and this innovation was soon carried over to the production cars. Racing developments continued to influence the production Panhards, which soon featured front-mounted radiators, first seen on the Paris-Bordeaux racer of 1899. Battery/coil ignition and Krebs' own diaphragm carburettor were features of Panhard et Levassor engines by the end of 1901.

Panhard et Levassor swiftly established a reputation for fine engineering, excellent craftsmanship, superior reliability and outstanding performance, qualities that placed the company at the forefront in early motor sport, notably the great Continental city-to-city races of the time. Little wonder therefore that such notables and sportsmen as the Hon C S Rolls, René de Knyff, Maurice Farman, Léon Girardot and Fernand Charron were associated so closely with the marque. As early as 1898 Charron had driven a Panhard et Levassor to victory in the Paris-Bordeaux race, covering the course at an average speed of 26.9mph, while in 1899 Girardot's 12hp car covered the 201 miles of the Ostend-Paris race to win at an average speed of 32.5mph. Significantly, it was with a Panhard et Levassor that Charles Rolls chose to commence his competitive career, driving one of the French manufacturer's cars on the 1,000 Miles Trial of 1900. In that same year Rolls used his Panhard to give the Duke and Duchess of York (later King George V and Queen Mary) their first ride in an automobile.



Surviving Panhard factory records show that this particular car, chassis number '213', was delivered new on 5th June 1901 to Michel Plancard in Carcassonne, Toulouse. On 3rd December 1901 the car was registered to Jacque Gustave with the number '11 T', signifying that it was the 11th car registered in Toulouse. The history file contains a period photograph of the Panhard with the first owner's family.

Having spent some time stored in the basement of a castle in Carcassonne, the car was rescued by Dutch dealer Jan Bruin and shipped to the USA in the 1990s. Shabby but running, it was sold to Rick Rawlings. Treated to a full and sympathetic restoration, retaining the tonneau's original leather, the Panhard successfully completed the London to Brighton Veteran Car Run's 100th anniversary event in 1996. The car subsequently passed to the private collection belonging to Richard J Solove, who acquired it to participate in the London to Brighton Veteran Car Run with his family. In 2007 the Panhard was one of several cars offered from the Solove Collection and sold at auction.

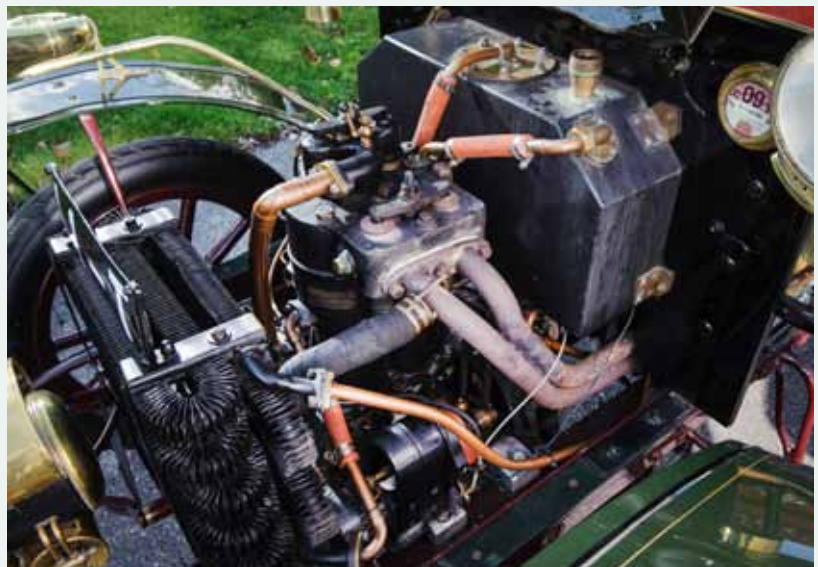
In 2009, the Panhard was offered for sale at the Pebble Beach auction where it was purchased by the current vendor. Since acquisition the car has been fastidiously maintained by Richard Peskett and successfully completed another two London to Brighton Runs, finishing in the first dozen cars last year. Richard informs us that it has required little work apart from new batteries (fitted this year), professional conservation of the original leather tonneau, and new upholstery to the front matching that in the rear.

Possessing an entry for this year's Run and presented in superb condition, this early example of the Système Panhard is offered with recent VCC dating certificate, V5C registration document and current MoT/tax. It should be noted that the registration 'A 72' is being retained by the vendor.

£200,000 - 250,000

€250,000 - 320,000





215^N

**1902 RENAULT 8HP TYPE G
TWO-SEATER**

Chassis no. 114

Engine no. 7201



Founded in 1898 by Louis Renault and his brothers Marcel and Fernand, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¾hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. At a time when automobile design had yet to crystallise, Renault's front-engined, rear-drive design presaged that of the modern car, while other advanced features included wire-spoked wheels shod with the newly invented Dunlop inflatable tyre. Few changes were found necessary before the Type A was ready for presentation to the public in 1899. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

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

From the outset Renault engineering was of the highest quality, as exemplified by this 8hp De Dion-engined Type G, which is typical of the first generation of Renault automobiles. Chassis number '114' was in the Mahy Collection in Brussels, Belgium during the 1960s, moving to the Gerard Vaasen Collection in Holland around 1980. From 1998 onwards it formed part of the Broos Collection in Holland, passing to the current vendor in 2013.

The car has Renault's trademark twin, side-mounted, gilled tube radiators while the two-seater coachwork is in the style of the period. It is most attractively presented in dark green livery with deep-buttoned black leather upholstery, and is equipped with a magnificent pair of brass side lamps by C Ouyard et Cie, Paris and a Ducellier rear light. The supplying dealer's plate is still attached. Restored *circa* 2000, most of the wood being replaced while all the original metalwork was retained, the car is presented today in generally excellent running and driving condition. Accompanying documentation consists of correspondence, historical information, technical diagrams, starting instructions (in Dutch) and Netherlands registration papers.

This delightful smaller Renault is well catered for by both the Veteran Car Club and the Renault Frères and, of course, is eligible for the London to Brighton Run.

£60,000 - 80,000

€76,000 - 100,000



216^N

The people's choice at The LBVCR Regent Street Concours 2005

1900 CLEVELAND SPERRY SYSTEM ELECTRIC

THREE-SEATER STANHOPE

Registration no. (Irish) NI 3

Body no. 8746



Elmer A. Sperry arrived in Cleveland in the later years of the nineteenth century to assist in setting up an electric street railway company. His credentials had already been established as he had previously invented electric arc lamps and he had been at the forefront of design of advanced electrically-driven mining equipment. Intrigued by the new fangled horseless carriage, he saw the future not in steam engines or the internal combustion engine but in electrically powered vehicles – he may yet be proved right! His Sperry Engineering Company built its first electric carriage in 1898 and, joining forces with the Cleveland Machine Screw Company in 1899, Sperry entered motor car production.

Coachwork, chassis design and suspension followed closely horsedrawn vehicle principles but here was a state-of-the-art, self-propelled vehicle, running almost in silence, that was capable, allegedly, of 18mph. Also it was simplicity itself to drive with one multi-functional lever taking care of steering, acceleration, braking and isolating the electric current – a far cry from the complexity of driving many of its steam and internal combustion engine competitors. Initially marketed as Cleveland, Sperry System cars, later models were simply known as Sperry and in 1900, venturing into Europe, the Sperry won a gold medal at the Paris Exposition. Sperry patents were sold in 1901 to the American Bicycle Company and from 1902 to 1904 the Cleveland Machine Screw Company was to build a short-lived petrol-engined car.

This is one of two known surviving Cleveland electric vehicles listed in the Veteran Car Club of Great Britain Handbook, the other car residing unused in The Hull Museum, having arrived there on the dispersal of Edmund Dangerfield's The Motor museum at Crystal Palace in 1914.

This car was acquired at auction in London some 25 years ago, becoming part of a small collection of cars in Ireland from whom the present owner acquired the car in 1991. It has been the subject of an ongoing restoration during the 1980s and 1990s. The original electric motor has been replaced by another period motor and during its lifetime chain drive has replaced the direct gear transmission. The stop voltage controller has been replaced by a solid state controller however the owner advises that the dismantled original control box – available for inspection – is offered with the car. The car carries a distinctive Irish registration number, NI 3, which was first owned by Sir Horace Plunkett – an ancestor of the present owner, founder of The Irish Agricultural Coop and son of Lord Dunsaney of County Meath.

Since restoration this car has taken part in many shows and rallies including the IVVCC Gordon Bennett Rallies, the RIAC Pioneer Run, and has successfully completed the London to Brighton Veteran Car Run on no less than four occasions. In 2005 it was selected for the prestigious award, the Peoples Choice, at the Regent Street Concours d'Elegance, preceding the run that year. In 2002 the car was awarded a Certificate of Eligibility by Veteran Car Services Ltd., attributing a date of 1900 – see correspondence on file. The car is currently registered in The Republic of Ireland and is offered with an accepted entry for the 2014 London to Brighton Veteran Car Run as well as the prestigious Regent Street Concours. The vendor will be happy to assist the successful purchaser with technical advice and driving instructions prior to the run.

£48,000 - 52,000

€61,000 - 66,000



217

**1903 CLÉMENT 12/16HP FOUR-CYLINDER
REAR-ENTRANCE TONNEAU**

Chassis no. AC4R

Engine no. 166

Bonhams
London to Brighton
Veteran Car Run



2014

Sunday 2 November

Car no. 617



Already a successful maker of bicycles and pneumatic tyres – he owned the Dunlop patents in France - Adolphe Clément diversified into automobile manufacture in 1899, taking an interest in the existing Gladiator concern. Rear-engined tricycles and quadricycles were made at the Gladiator works in Levallois-sur-Seine before Clément began building a conventional front-engined light car around 1901. Clément's early vehicles were powered by Aster, Panhard and De Dion engines, all three makes being at the forefront of automobile development.

By January 1903 Clément et Gladiator claimed to have an annual capacity of 1,200 cars but in October that year Adolphe Clément broke his connection with the company and set up a new factory in Levallois-Perret, manufacturing cars under the 'Clément-Bayard' name. At the beginning of that same year Clément had introduced the 2,121cc 12/16hp model. One of the most advanced cars of its day, the 12/16 featured a pair-cast four-cylinder 'L-head' engine, four-speed transmission and a channel steel chassis at a time when many of its rivals still relied on the old-fashioned flitch-plated wooden frame. An ingenious pressurised lubrication system fed oil from the pump-fed cooling system to oil baths for the engine's big-end bearings.

This particular car's first owner - Don Francisco Serramalera Abadal, familiarly known as Paco Abadal - ranks among the highest in the annals of the pioneering years of motoring in Spain. Born in 1875, Abadal won fame as a cycle racer in the closing years of the 19th Century, competing in events organised by the Sociedad de Velocipedistas de Cataluña and the Sportsmen Club de Barcelona. When motor vehicles began to arrive in Spain at the beginning of the 20th Century, he bought and raced a 1¾hp Clément tricycle.

In 1902 Paco Abadal opened the Auto-Garaje Central at 343 Calle Consejo de Ciento in Barcelona, selling cars, motorcycles, bicycles and accessories. His clients soon included Spain's youthful King Alfonso XIII. In April 1905, Paco introduced the King to the new Hispano-Suiza marque for which he had held the concession since November 1904 (and after whom, thanks to Abadal's influence, one of its most famous models would be named). Abadal's business prospered and in 1908 its headquarters relocated to larger premises in the Calle Aragon while additional branches were opened at Calle Sepulveda, Plaza Letamendi and Carretera de Sarria. He also started a coachbuilding business under the name of Carrocería Francisco Abadal y Cia. When Hispano-Suiza cancelled his contract in 1913, Abadal introduced a pair of sporting luxury cars under his own name. Close copies of the Hispano-Suiza 'Alfonso XIII', these 15/30hp and 45hp models were built for him by Impéria of Belgium until the outbreak of war in 1914.





The Clément parades through the streets, Barcelona to Sitges Rally, Spain, 9th February 1959



Paco Abadal brought his clients the pick of French automobiles and was personally responsible for their collection and delivery. In July 1903 a press report noted: 'Sr Abadal, owner of the Auto-Garaje Central, has arrived in our capital driving a magnificent 12hp Clement, completing the journey from Paris to here without the slightest difficulty. The car has been purchased by a well-known inhabitant of our city, well aware of the fact that our friend Abadal has had several orders for this particular model.'

We are advised that this car, chassis number '4010', has been certified by the Asociación Cultural Paco Abadal as being the one driven by Paco Abadal when he won the 6.5km Vista Rica (Rabassada) hill climb in Barcelona in a record 9min 43sec on 26th February 1904. Abadal was pictured on the front cover of the magazine *Los Deportes* at the wheel of his victorious Clément. He subsequently sold the car, fitted with a coachbuilt rear-entrance tonneau body, to a customer in Madrid where it was registered as 'M-95' when number plates were introduced in 1907; it still carries that historic registration.

The Clément survived the turmoil of the Spanish Civil War and around 1950 was acquired by the pioneering Spanish collector Juan Puigcerver of Barcelona, who is understood to have found it in a scrap yard on the outskirts of Madrid. Puigcerver kept the car for some 30 years before it entered the Vilanova Brothers' Collection, also in Barcelona.

An older (circa 1970) restoration, the Clément is finished in blue with cream coachlining and has been re-trimmed in leather to the original pattern, with the old upholstery preserved underneath. It comes with a detachable canopy and windscreen as well as a custom made cover and has a full lighting set: BRC lenticular parabolic acetylene headlamps and a Besnard generator plus Blériot paraffin side lamps.

Since 1959 the Clément has been a regular entrant in the Barcelona to Sitges Run and has also taken part in the Tour du Lac Leman in Switzerland. It was the oldest car in the 1998 International Madrid-Lisbon rally and in 2006 successfully completed the London to Brighton Veteran Car Run. The Clément has also been displayed at the Museu de la Ciència i de la Tècnica de Catalunya as part of an exhibition celebrating the life and work of Paco Abadal.

Since acquisition by the vendor the car has benefited from extensive renovation, which has been undertaken by 'Tattersall's Veteran to Classic', automotive and manufacturing engineers of Greetland, West Yorkshire. Works carried out include fitting a starter motor and ring gear; reconditioning the steering box and sorting the steering geometry; reconditioning the suspension; fitting a water temperature gauge; connecting the gearbox greaser; refurbishing the drip-feed oiler; and re-manufacturing the crankcase breathers (see bills totalling £11,588 on file). With four cylinders, four-speed transmission and four seats, as well as a proven record of reliability, this recently refurbished historic Veteran represents the ideal acquisition with which to enjoy future London to Brighton Runs and is offered with an entry in this year's Run, start number 617.

£350,000 - 400,000

€440,000 - 510,000





218
1903 OLDSMOBILE MODEL R 'CURVED DASH'
 Registration no. BS 8396
 Chassis no. 15508
 Engine no. 15508



Known as the 'Curved Dash' for obvious reasons, Ransom Eli Olds's gasoline-powered runabout was first offered for sale in 1901, following a fire at the factory that had destroyed every other prototype. Over 11,000 of the three Curved Dash models ('R', '6C' and 'B') were constructed before production ceased in 1907, making it the first volume produced American automobile. The Model 'R' runabout was powered by a single-cylinder, 1.6-litre engine of 114x152mm bore/stroke, mounted horizontally at the rear and producing 4½ horsepower at 600rpm. Later '6C' and 'B' models benefited from a more-powerful (7hp) 1.9-litre engine, and all featured two-speed transmission and chain final drive.

Several improvements to the design were made during the course of production, but the engine's basic layout remained unchanged. Two mechanically operated overhead valves were set side-by-side at 90 degrees to the cylinder axis, and the rocker arms had roller ends. An ignition contact-breaker was mounted on the end of the camshaft, and sparks provided by a trembler coil. By 1902, the mixer-type carburettor had been replaced by a float-less design, while a manually adjustable valve in the exhaust system vented exhaust gases via the silencer box or more or less straight to the atmosphere, the two settings presumably being intended for town and country use respectively. Cooling water was contained in a reservoir above the engine and circulated by a crankshaft-driven pump, mounted on the side of the chassis. The radiator's copper piping wound its way back and forth beneath the floor.

Despite appearances to the contrary, the suspension's leaf-springs which linked the front and rear axles were not true half-elliptics like those fitted to the later model 'B' cars. On the 'R' and '6C' models, only the bottom leaf ran from front to rear, so it would be more accurate to describe these as four quarter-elliptics. Steering was by means of a tiller, a common enough method in the early 1900s, while there was a choice of brakes: one acting on the transmission, the other on the differential. The wheels were un-braked.

Restored 10-15 years ago, this 'Curved Dash' Oldsmobile was imported into the UK from the USA in 2004. The car was bought by the current owners through Bonhams in 2007, and since then they have installed a new crank shaft and new ignition trembler coil. The car starts readily and runs well, although the reverse gear hub has been removed, and it comes with a VCC dating certificate, current road fund licence and a Swansea registration document. The car enjoys the benefit of an accepted entry of the 2014 London to Brighton Veteran Car Run.

£35,000 - 40,000
€45,000 - 51,000



219

1900 MARLBORO STEAM 'RUNABOUT'



Given that the Marlboro Automobile & Carriage Company existed for barely three years (1900-1903) it is perhaps surprising that any of the relatively few cars it produced should have survived. The company was founded in the eponymous Massachusetts town by Orrin P Walker, who chose a Mason steam engine to power his chain-driven runabout, which was built in two- and four-seater versions, the latter on a slightly longer wheelbase. By January 1901 around 30 cars had been sold, encouraging Walker to step up production. Stocks of unsold cars built up over the following 18 months and in July 1902 it was announced that the Marlboro plant would close. Walker sold out to the Videx Automobile & Carriage Company but no Videx cars were ever produced and the company folded in 1903.

This ultra-rare early steam automobile was completely restored in the USA prior to its purchase by the current owner in 2011. Finished in two-tone red/black with black leather upholstery, the car is described as in generally excellent condition and offered with UK import documents. It should be noted that a boiler inspection certificate issued by a competent authority would be required before this vehicle can be used on any public road.

£30,000 - 40,000

€38,000 - 51,000



220 ^N

**C.1903 DARRACQ 12HP TWIN-CYLINDER
REAR-ENTRANCE TONNEAU
COACHWORK BY A VÉDRINE ET CIE**

Chassis no. 3663

Engine no. 3663



Born in Bordeaux in 1885, Alexandre Darracq made a fortune in the bicycle industry's boom years of the late 19th Century and like many of his contemporaries subsequently turned his attention to powered transport. Darracq's new venture was financed by the sale of his Gladiator bicycle business to Dunlop, though he continued to make bicycle components in his new factory at Suresnes, Seine.

After two false starts that saw him abandon electric carriage manufacture and then attempt unsuccessfully to sell the built-under-licence Léon Bollée voiturette, Darracq launched his first successful internal combustion-engined automobile in 1900. Darracq was a businessman rather than an engineer and had recruited designer Paul Ribeyrolles to be responsible for its production.

That first 6½hp single-cylinder voiturette was followed by a range of twins and fours, and to publicise his products Darracq set about establishing a reputation for sporting prowess, commencing in 1901. In December 1905 a 22-litre V8-engined monster designed by Ribeyrolles and driven by Victor Hemery set a new World Land Speed Record of 109.65mph, and that same year Darracq won both the Circuit des Ardennes and Vanderbilt Cup races, repeating the latter victory in 1906.

Early in 1903 a consortium of British investors had bought the company, though Darracq remained as managing director. In 1905 its UK operations were incorporated as A Darracq & Co, with offices in London's Oxford Street, and in 1906 the firm opened an assembly plant at Kennington, South London. Before then the UK's sole importer had traded under the 'Automobilia' name. Advertising the new 1903 12hp twin-cylinder Darracq, Automobilia described the car as 'perfectly silent and smooth running' before inviting prospective customers to 'call and inspect before purchasing elsewhere.' Noteworthy features listed included an engine cast in one piece and driving direct to the back axle on top speed; ignition apparatus under front of bonnet; governor on the induction; and a wood frame.

Introduced in 1904, an advanced feature of early Darracqs was a chassis frame pressed out of a single piece of steel, while that same year also saw the arrival of the famous 'Flying Fifteen'. The latter was powered by a 3.0-litre sidevalve four rated at 15hp and would go on to become Darracq's most successful model to date. Of exceptional quality, the Flying Fifteen remained essentially unchanged for the next three years, its success helping the company capture a 10% share of the French market. In 1904 the United States importer accomplished the remarkable feat of covering 2,350 miles in 14 days at the wheel of a 15hp Darracq without stopping its engine!

This 12hp Darracq was first registered in Portugal as 'AA.2040', the original owner being a Mr Matos of Cunha. In 1914 ownership passed to a Mr Gabriel of Beira Baixa. The Darracq's next owners, the Martins family from Lisbon, kept the car until earlier this year. Restored by Fernando Martins between 1998 and 2000, it is described as all original with the exception of the red paintwork and matching leather upholstery. The four-seater rear-entrance tonneau body is by the little known Parisian coachbuilder Auguste Védrine, whose firm commenced its operations in 1899 but was out of business by 1914. Noteworthy features include Ducellier headlamps and a 'snail' horn. Described as in generally excellent condition, running and driving with a good turn of speed, this beautiful early Darracq is offered with Portuguese registration papers.

£150,000 - 180,000

€190,000 - 230,000



221

**1904 MAXWELL 16HP MODEL H
TWIN-CYLINDER SIDE-ENTRANCE
TONNEAU**

Registration no. BS 8511

Engine no. H238



Financed by Detroit sheet metal manufacturer Benjamin Briscoe and East Coast plutocrat J P Morgan, ex-Oldsmobile and Northern engineer Jonathan D Maxwell built his first car - an advanced twin-cylinder design with water cooling, mechanical inlet valves, two-speed planetary transmission, shaft drive and right-hand steering wheel - in 1904. The twin proved an enormous success; a four-cylinder model joined the line-up for 1906 and Maxwell expanded from its Tarrytown, New York base, opening factories in Auburn, Indiana and Rhode Island. Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909. The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick. From this high point Maxwell went into decline. Briscoe's ambitious expansion plans proved disastrous; most of the factories were sold off and Jonathan Maxwell moved production to Detroit. Hit hard by the post-WWI depression, Maxwell merged - unsuccessfully - with Chalmers and acquired a new president in the person of Walter Percy Chrysler, whose new marque would rise from the Maxwell-Chalmers ashes.

The car offered here is one of Maxwell's larger five-passenger 16hp tourers, the Model H, which is powered by a 3¼-litre engine driving via a three-speeds-plus-reverse gearbox. Other noteworthy features include hand and foot clutches, and port/starboard lights. It is recorded that a pilot run of these cars, designated 1905 models, was built in 1904.

The Maxwell belonged to C Bayard Sheldon of Illinois when it was dated 1904 by the Veteran Car Club of Great Britain in June 1970, the dating committee noting the owner's claim that this was the 69th Model H assembled. The car was awarded Dating Certificate No. 1214 and its enthusiastic owner shipped it to the UK the following year to take part in the London to Brighton Veteran Car Run.

It is no stranger to important events, as evidenced by a dashboard plaque indicating participation in the New York to San Francisco Transcontinental Reliability Tour in 1968 and the North Island Rally in New Zealand in 1973.

The right-hand drive five-passenger tourer body (stamped with the number '102') features side-entrance doors for the rear passengers, an innovative feature in its day that allowed passengers to alight direct onto the sidewalks rather than onto the road, as would be the case with a rear-entrance design. Finished in green livery with yellow coachlining, the car features a red chassis and wheels, and is furnished with matching buttoned upholstery. It is equipped with Atwood Manufacturing brass kerosene oil lamps and, for the more portly driver's convenience, has a 'fat man' hinged steering wheel. Ride comfort is enhanced by coil springs assisting the damping of the front semi-elliptic leaf springs.

In October 2008 the Maxwell, at that time forming part of a significant overseas private collection, was offered at Bonhams' New Bond Street Sale (Lot 312) where it was purchased by the current vendor. Works carried out since then include removing the engine, which was line-bored and treated to a general overhaul; fitting a new exhaust by Les Thomas; replacing all five tyres and tubes; and installing a period windscreen (easily removed). Taxed until September 2015, this long-legged Maxwell has a proven record of participation in the more demanding Veteran motor tour and would be one of the more powerful cars eligible for the VCC's 'Creepy Crawly'.

£60,000 - 70,000
€76,000 - 90,000





222

1902 AUTOCAR 10HP TWIN-CYLINDER TYPE VIII REAR-ENTRANCE TONNEAU

Registration no. BS 8584

Chassis no. 776

Engine no. 762



Autocar was founded in Ardmore, Pennsylvania in 1900 by the Clark family and William Morgan, a partnership that had already produced a handful of automobiles while trading as the Pittsburgh Motor Vehicle Company. A single-cylinder chain-driven runabout, the first Autocar was superseded for 1901 by a twin-cylinder model, which is generally credited with being the first American-built multi-cylinder motor car to have shaft drive. A 16/20hp four-cylinder model was added to the range for 1905, which was followed in 1908 by the company's first six. In 1907 Autocar had diversified into the manufacture of commercial vehicles, a venture proving so successful that by 1912 it had pulled out of the passenger car market.

An older restoration of an interesting and historic automobile, this 1902 Autocar was formerly owned by Ohio collector John Baird, who had acquired it from the Burton Upjohn Collection. It is powered by a twin-cylinder engine rated at 10hp. The body and mudguards are of timber construction and the plain leather interior is typical of light cars of this era. Lighting equipment consists of period Dietz oil sidelights and a correct-type tail lamp, while the two beautiful wicker panniers are particularly worthy of note.

In 1978 Baird sold the Autocar to fellow collector James A Conant. It had been restored prior to Conant's acquisition but was missing the rear tonneau section, which was expertly recreated by using the Autocar in the Frederick C Crawford Auto-Aviation Museum in Cleveland as a pattern. The Autocar was dated as 1902 by the Veteran Car Club of Great Britain in the early 1970s and has completed the London to Brighton Run at least twice (in 1972 illustrated below and 1980). It has also received AACA National First Place recognition for the authenticity and excellence of its restoration. The car was maintained by Laidlaws Restorations in the USA and in the UK by R J Bardwell & Sons of Chelmsford, who rebuilt the engine in 1980. That same year the Autocar was displayed at the National Motor Museum, Beaulieu.

The immediately preceding owner, Harry D Arends, purchased the car, which was offered from the estate of James Conant, at the Pebble Beach auction in 2006 and used it regularly, including on tours in the Bakersfield area of California and the Pasadena Holiday Motor Excursion. Its vendor purchased the Autocar at Bonhams' 'Classic California' auction at The Petersen Automotive Museum, Los Angeles in November 2011 (Lot 344). While in his ownership the car has been maintained by Graham Drew of Birmingham, a well-known restorer of Veteran cars. Said to run well, it is reported as enjoyable to drive although somewhat counterintuitive, since the only foot controls are the two brakes. Spark and throttle adjustment, clutch, gear changing and steering are all accomplished by hand, keeping the driver busy. Its cruising speed is in the region of 25-30mph.

The Autocar is eligible for all events organised by the Veteran Car Club of Great Britain including the increasingly popular Singles and Twins events and, of course, the Bonhams London to Brighton Veteran Car Run. It is also qualifies for the USA's 'Brass Era' runs, AACA and Veteran Motor Car Club events, and single- and twin-cylinder tours with the Horseless Carriage Club.

A turnkey Brighton Run car, it has an entry for this year's Run, number 157 (and the Saturday concours) and could carry its new owner to a punctual arrival at Madeira Drive. The Autocar is accompanied by extensive documentation running to three large files detailing the restoration and containing research into its history. Currently taxed, it also comes with a (copy) instruction book and V5C registration document.

£75,000 - 85,000

€96,000 - 110,000



223^N

***'La Perla', the ex-Ricardo Soriano,
Marqués de Ivanrey and three owners from new***
**1902/03 PANHARD ET LEVASSOR 15HP FOUR-CYLINDER
MODEL KB ROADSTER**

Chassis no. 6042

Engine no. 6042



René Panhard was a qualified engineer whose business, based in Paris, made woodworking tools and built Deutz engines under license. With his partner, Émile Levassor, he experimented with horseless carriages using engines licensed from Daimler. In 1891, Panhard et Levassor offered for sale what was arguably the world's first production car, using a built-under-license Daimler engine. Both Daimler and Benz had made automobiles before Panhard but these had been individual 'prototypes' rather than models intended for series production. Above all, the firm was responsible for bequeathing the automobile world the *Système Panhard*, which embodied the now familiar layout of a front-mounted engine driving the rear axle via a clutch, gearbox and differential. The modern motor car had been born.

After Emile Levassor's death in 1897, René Panhard re-organised his company as a joint stock corporation to attract wealthy investors, while Commandant Arthur Constantin Krebs succeeded Levassor as technical and production manager. Krebs began work by designing a series of four-cylinder engines with nominal power outputs ranging from 8CV to 20CV. His Paris-Amsterdam racer of 1898 featured a tilted (as opposed to vertical) steering column and this innovation was soon carried over to the production cars. Racing developments continued to influence the production Panhards, which soon featured front-mounted radiators, first seen on the Paris-Bordeaux racer of 1899. Battery/coil ignition and Krebs' own diaphragm carburettor were features of Panhard et Levassor engines by the end of 1901, and during that year he introduced the first power units, known as the *Centaure* family, to depart from the original Daimler design.



Krebs pressed ahead with developing his new *Centaure* engines, and in 1902 adopted individual cylinders instead of the previous cast-in-pairs arrangement. A five-bearing crankshaft and three valves per cylinder were advanced features of the *Centaure Leger* (Lightweight) unit. The *Centaure* range soon expanded to incorporate three-cylinder engines alongside the existing parallel twins and fours, an early example of modular construction. For 1903 Krebs introduced the *Centaure S* family of T-head fours with magneto ignition, which ranged in size from a 2.4-litre 10CV up to a 5.3-litre 23CV.

Panhard et Levassor swiftly established a reputation for fine engineering, excellent craftsmanship, superior reliability and outstanding performance, qualities that placed the company at the forefront in early motor sport, notably the great Continental city-to-city races of the time. Little wonder therefore that such notables and sportsmen as the Hon C S Rolls, René de Knyff, Maurice Farman, Léon Girardot and Fernand Charron were associated so closely with the marque. As early as 1898 Charron had driven a Panhard et Levassor to victory in the Paris-Bordeaux race, covering the course at an average speed of 26.9mph, while in 1899 Girardot's 12hp car covered the 201 miles of the Ostend-Paris race to win at an average speed of 32.5mph. Significantly, it was with a Panhard et Levassor that Charles Rolls chose to commence his competitive career, driving one of the French manufacturer's cars on the 1,000 Miles Trial of 1900.

The Panhard et Levassor offered here is the oldest known original 15hp Model KB roadster surviving. It is powered by a 3.3-litre four-cylinder engine, driving via a four-speed gearbox. Manufactured towards the end of 1902, chassis number '6042' was purchased new on 26th January 1903 from the Palais de l'Auto showroom in Paris (see copy of factory sales ledger on file). Its purchaser was Ricardo Soriano, Marquis de Ivanrey, a wealthy Spanish nobleman and entrepreneur, who would later found the short-lived Soriano-Pedroso marque (1919-1924) with fellow aristocrat, the Marquis San Carlos de Pedroso. The name 'Soriano' is also associated with a series of high-performance outboard motors, developed during the late 1920s/early 1930s, and the family firm also manufactured mopeds, pumps, generators, industrial engines and utility outboard motors at its Madrid factory. Soriano paid 17,640 francs for the Panhard, a fortune in those days, which was registered in Madrid as 'M18' – the 18th car registered in the Spanish capital.





1, The Panhard driving through the Plaza de Cíbalas, Madrid, 1953



2, 'La Perla' as found prior to sympathetic restoration, 1975





3, The rear dickey seat
being put to use

4, Crossing Westminster Bridge
on the London to Brighton
Veteran Car Run



The Soriano family kept the Panhard at the factory until 1945 when it was transferred to the Lewin technical collection in Madrid, remaining there until 1975. Its next owner was the Maringa Collection, which kept the car until 2006 when it passed to the current owner in the Netherlands. The Panhard was restored in 1975 and its engine overhauled in 1995. The Marquis de Ivanrey's coat of arms is still in place and the car remains to original specification apart from the paintwork, upholstery, non-standard carburettor and magneto, and the provision of an electric starter. It is worthwhile noting that the drive chains are inscribed 'Panhard & Levassor' so must be very old, if not original. Interestingly, the 'On/Off' switch is not marked 'M/A' ('Marche/Arrête') or 'Stop/Go' but 'AF/AC/DY', presumably to suit the requirements of the Spanish market.

Described as in generally good/excellent condition and offered with Netherlands registration papers, this very important early sporting car from one of France's premier makes has been a regular London to Brighton participant over the years. Unique in its coachwork style and offered for public sale for the very first time, at 111 years old it remains in astoundingly good condition.

£600,000 - 700,000

€760,000 - 890,000



3



4

224 N

**C.1901 LAPARRELLE
REAR-ENTRANCE TONNEAU**

Chassis no. 96

Engine no. 9164



Nothing is known of the origins of this almost certainly unique motor car other than what may be deduced from the vehicle itself. It carries a brass maker's plate bearing the legend 'Voitures Légères, F de Laperrelle, Mottereau-Brou (E&L)', which tells us that a certain F de Laperrelle was a maker of lightweight motor cars whose premises were located in the commune of Mottereau in the Brou canton of the Eure-et-Loire region of north western France. The Laperrelle marque does not appear in the multi-volume edition of *'The Beaulieu Encyclopedia of the Automobile'*, and online searches have likewise drawn a blank.

In the pioneering days of motor manufacturing in the late 19th and early 20th Centuries, it was not at all uncommon for enterprising individuals to build their own automobiles, and there are numerous instances of local cycle shop owners, blacksmiths, carriage makers and mechanical engineers constructing one-off vehicles using proprietary components. Indeed, many of the world's great makes started out in this way. The most surprising thing about the Laperrelle is that the maker's plate states that this car is number '96' of the 'K.D.B 10' series, which suggests that its manufacturer was engaged in series production. Its single cylinder engine is of the ubiquitous De Dion type and the transmission features dual chain drive, while the body is the work of a local coachbuilder - Pellerin - whose obscurity matches that of the car's maker. Pellerin's body plate gives the firm's address as 'Château de Montigny par Illiers E&L', Illiers, in the Eure-et-Loire department, being famous as the fictional 'Combray' in Marcel Proust's monumental novel *'À la recherche du temps perdu'*.

The town changed its name to Illiers-Combray in 1971. The car's only other distinguishing mark is a plate on the radiator, which identifies that component as having been made by Messrs Jules Crouvelle & H Arquembourg of 71 Rue du Moulin-Vert, Paris. Renewed in 2001, the accompanying French Carte Grise dates the car as manufactured in 1898, though this estimation is almost certainly too early.

While scrutiny of readily available sources reveals nothing about either Laperrelle or Pellerin, it is possible – indeed, probable - that local trade directories of the period contain records of both firms. Assuming, of course, that they have survived the two world wars, these sources should be a fruitful starting point for the new owner's researches.

What is known about the Laperrelle is that it has had only one owner from new: the Girode family of Saigneville, a commune in the Somme department of Picardie in northern France. The car is presented in original condition, though the paintwork was over-painted by brush by the young Charles Eduard Girode in 1960, and is currently running and driving. However, it would be fair to say that this unique early French automobile deserves a full restoration to bring it back to former glory. A most worthwhile project for the Veteran-car enthusiast.

£60,000 - 80,000

€76,000 - 100,000





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Prices shown include buyer's premium. Details can be found at bonhams.com

THE TRANSPORTATION HISTORY SALE

Featuring Fine Motoring Ephemera
from 1900 to the Present

Thursday December 4
New York

ORIGINAL 'OILZUM' ADVERTISING DIORAMA

"From Ground to Garage"

Believed to be the only known
3-D diorama of its size by
one of the most collectable of
petroliana brands

\$25,000 - \$30,000

PREVIEW

November 29-December 3

ENQUIRIES

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kurt.forry@bonhams.com



Bonhams

NEW YORK

bonhams.com/motors

THE DECEMBER OXFORD SALE

Monday 8 December 2014
Bonhams Oxford

1929 SUNBEAM 16.9 LIMOUSINE

Coachwork by Simpson and Slater

£30,000 - 40,000

ENQUIRIES

+44 (0) 20 7468 5801

ukcars@bonhams.com

Entries now invited



1933 MG J1 MIDGET

£16,000 - 20,000



1927 OLDSMOBILE MODEL 30 SERIES E

£16,000 - 20,000

Bonhams

FINE WATCHES AND WRISTWATCHES

Wednesday 10 December
New Bond Street, London

PATEK PHILIPPE

A fine and rare 18ct gold
chronograph wristwatch together
with Patek Philippe Extract from
Archives and fitted box Ref:533,
Case No.621724, made in 1940
Sold for £27,000

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paul.maudsley@bonhams.com



Bonhams

LONDON

[bonhams.com/watches](https://www.bonhams.com/watches)

Prices shown include buyer's premium. Details can be found at [bonhams.com](https://www.bonhams.com)

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday 8 January 2015

Bally's Hotel & Casino

Consignments now invited

Bonhams achieved recordbreaking success at The Las Vegas Auction earlier this year, showcasing its expertise in maximizing the value of collectors' motorcycles. 2015 is already destined to be another outstanding auction with many desirable motorcycles consigned.

To secure your place in this landmark sale, please contact the department.

ENQUIRIES

US

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nick.smith@bonhams.com

UK

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motorcycles@bonhams.com

From a prominent private collection:
1972 HARLEY-DAVIDSON XR-750

*From the Silverman Museum
Racing Collection:*

C.1959 DUCATI ELITE 200

1974 DUCATI 250CC DESMO

1995 DUCATI SUPERMONO



Bonhams

bonhams.com/vegas

JANUARY 15, 2015

The Westin Kierland Resort & Spa
Scottsdale, Arizona

Consignments now invited

*Single family ownership from new
Offered from the William M. Keck Estate*
1953 MERCEDES-BENZ 300S COUPE

INQUIRIES

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..... THE
SCOTTSDALE
★
..... *Auction*



Bonhams

bonhams.com/scottsdale

LES GRANDES MARQUES
DU MONDE

AU

GRAND
PALAIS

**IMPORTANT COLLECTORS'
MOTOR CARS,
MOTORCYCLES
AND AUTOMOBILIA**

Thursday 5 February 2015
Paris, France

Following the spectacular auction at the Grand Palais in 2014, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.

*Formerly the property of
Giuseppe Campari*

**1931 ALFA ROMEO 6C 1750
SUPERCHARGED GRAN
SPORT SPIDER**

Coachwork by Zagato
€1,800,000 - 2,400,000

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eurocars@bonhams.com

UK

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Bonhams



The Endurance Rally Association
Home of the Peking to Paris Rally



NEW for 2015

A ten day adventure-drive with the clocks ticking every day from Madrid to Marrakesh, taking in the fringes of the Sahara Desert and remote trails through the Atlas Mountains... come and join us! Organised by the highly experienced team that runs the Flying Scotsman, Alpine Trial and Peking to Paris.

From the organisers of over 65 international rallies and home of the Peking to Paris, the 6th Classic Safari, and next year's 2nd Trans-America.

Supported by:

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Classes for Vintageants and pre-1975 model-type Classics. First-rate back up, medical teams and mobile workshops that help get you started each morning are all part of the service you can expect from the Endurance Rally Association. Stunning scenery, remote hotels, welcoming and friendly locals to cheer you on, the Sahara Challenge promises unforgettable open-road rallying, setting out in October 2015.


Contact Philip Young, Jane, Georgina and Annette on T: 01235 831221

E: admin@endurorally.com www.endurorally.com



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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.

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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 sex 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 licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the 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 Licensing
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 stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 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."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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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) ☐

Sale title: London to Brighton Veteran Car Run Sale		Sale date: 31 October 2014	
Sale no. 21903		Sale venue: New Bond Street	
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 to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>	

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ 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 SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT 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.

UK/06/14

Bonhams

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208	1903	Cadillac Model A
211	1904	CGV 6 ^e -Litre Type H1 Four-Cylinder Side-entrance Phaeton
217	1903	Clément 12/16hp Four-Cylinder Rear-Entrance Tonneau
216	1900	Cleveland Sperry System Electric Three-Seater Stanhope
205	1898	Daimler Twin-Cylinder 6hp Wagonette
220	c.1903	Darracq Twin-Cylinder 12hp Rear-Entrance Tonneau
209	1901	De Dion Bouton 4.5hp Type G 'Vis-à-Vis'
203	1904	De Dion Bouton 8hp Model V Coupé
207	1905	Gardner-Serpollet 18hp Type L Phaeton Steamer
224	c.1901	Laparelle Rear-Entrance Tonneau
202	1899	Locomobile Type 2 3.5hp Spindle-Seat Runabout
206	1903	Malicet et Blin 8hp Four-Seater Rear-Entrance Tonneau
219	1900	Marlboro Steam 'Runabout'
221	1904	Maxwell 16hp Model H Twin-Cylinder Side-Entrance Tonneau
218	1903	Oldsmobile Model R 'Curved Dash'
214	1901	Panhard et Levassor Twin-Cylinder 7hp Rear-Entrance Tonneau
223	1902/3	Panhard et Levassor Four-Cylinder 15hp Model KB Roadster
204	1899	Peugeot Type 26
201	1904	Phoenix 4.5hp Tricar
210	1901	Renault 4.5hp Type D Series E Two-Seater Voiturette
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212	1902	Rochet 4 1/2 Hp Type D



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