

**THE LONATI COLLECTION OF
AMERICAN MOTORCYCLES
at The Autumn Stafford Sale**

Saturday 17 October 2015

The Classic Motorcycle Mechanics Show

Sandylands Centre

Staffordshire County Showground



Bonhams





TIBERIO LONATI (1944 - 2013)

Bonhams is privileged to offer for sale here the single-owner motorcycle collection assembled by the late Tiberio Lonati (1944-2013) one of the giants of the Italian textile machinery industry. Born in the city of Brescia in Lombardy, Northern Italy, home of the Italian hosiery machinery industry, he was the third and youngest son of Francesco Lonati, founder of what would later become the international Lonati Group. The Lonati story had begun in the aftermath of WW2 when Francesco Lonati set up a company to manufacture hosiery knitting machines, which has since grown to become the world leader in this highly specialised field of industrial technology. Tiberio joined the family firm straight from school and after spells in the UK and Germany learning those countries' languages and studying their markets, returned to Brescia to take up a management position within the company, eventually ending up as its CEO.

When Lonati bought one of Italy's oldest hosiery machine makers - Santoni - Tiberio was given control of that company and developed it into a world leader in 'seamless' circular knitting machinery, one of the most significant textile manufacturing breakthroughs of recent times. He acquired related technologies from Vignoni (large diameter circular knitting machine) and Mecmor (garment length circular knitting machine) and set up a production facility in China: the Santoni Shanghai Company. Santoni's position as leader in the field of 'seamless' knitting technology was the perfect complement for Lonati's pre-eminence in the manufacture of sock-making and hosiery machines. Tiberio's willingness to take risks and invest in novel technologies was one of the major driving forces behind Sonati's success.

A man with a passion for collecting, Tiberio expanded his father's private collection of ancient Chinese sculpture and ceramics while at the same time cultivating his own tastes. He collected classic cars and motorcycles, having been introduced to the latter by his son Francesco, who had a passion for Harley-Davidsons. Francesco encouraged his father to buy one of these iconic American machines, the 'civilianised' 1942 WLA (Lot 38), which was the collection's first acquisition and remained Tiberio's favourite motorcycle. He loved what these machines represent - passion and freedom - and personally rode around 70% of those he acquired, having had them all tested at time of purchase. Spanning the period from the pioneering days of the early 20th Century to the 1980s, the collection was housed in a facility designed for that purpose by Tiberio himself.

These motorcycles have not been run for some considerable time and all will require re-commissioning, to a greater or lesser extent, and the customary safety checks before returning to the road. Prospective bidders should satisfy themselves with regard to a particular machine's correctness and originality prior to bidding.



THE LONATI COLLECTION OF AMERICAN MOTORCYCLES

at The Autumn Stafford Sale

Saturday 17 October 2015 at 15:00
The Classic Motorcycle Mechanics Show
Sandylands Centre
Staffordshire County Showground

VIEWING

Saturday 17 October
09:00 to 15:00

SALE TIMES

Motorcycles: 15:00

SALE NUMBER

23333

BIDS

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

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

Please note that bids should be
submitted no later than 16:00 on
Friday 16 October. Thereafter bids
should be sent directly to the
Bonhams office at the sale venue.
+44 (0) 8700 270 089 fax or
bids@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.

CASH LIMIT ACCEPTANCE

Following a review of its
procedures Bonhams will accept
no more than £3,000 in cash from
any purchaser.

PLEASE NOTE

Admission to the auction is by
catalogue only.

The 2015 Autumn Stafford Sale
catalogue is a two volume set.
You will need the main Bonhams
Autumn Stafford Sale catalogue
to gain admission to the sale.
This catalogue in isolation will
not permit entry to the auction.

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CUSTOMER SERVICES

Monday to Friday 08:30 - 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

Opposite page: Lot 46
Inside front cover: Lot 38

**Admission to The Classic
Motorcycle Mechanics Show
is not included in the price of
the catalogue. Tickets can be
purchased in advance from
www.classicbikeshows.com**

IMPORTANT INFORMATION

**The United States Government
has banned the import of ivory
into the USA. Lots containing
ivory are indicated by the
symbol Φ printed beside the lot
number in this catalogue.**

Bonhams 1793 Limited

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Peter Rees, 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.

Admission to The Classic Motorcycle Mechanics Show is not included in the price of the catalogue. Tickets can be purchased in advance from www.classicbikeshows.com

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

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

Damage

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

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

Condition of the machines in

The Lonati Collection

The motorcycles in this collection have not been run for some considerable time and all will require re-commissioning, to a greater or lesser extent, and the customary safety checks before returning to the road. Prospective bidders should satisfy themselves with regard to a particular machine's correctness and originality prior to bidding.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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 and buyer's premium.

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

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

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

Nova

Certain motorcycle 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.

Vehicles imported under Temporary

Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

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 €1000 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] 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).

Vehicle Insurance

Representatives of Hagerty insurance will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Important V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing agency'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 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 (contact details on page 4 of this catalogue).

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

The auctioneer will aim to sell circa 30 vehicles per hour.

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.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium.

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

Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Any machine not collected by 7pm on the day of the sale will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page. Should you have difficulty collecting your purchased lots by 7pm, please notify a member of staff during or directly after the sale.

Can someone deliver the motorcycle for me?

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

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

Hagerty International Limited

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Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Are there any warranties offered with the motorcycles?

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 motorcycle. It is also advised that the motorcycle 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 the said contract.

Can I view the files that accompany the vehicles?

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

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

Keys and Documents

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

Vehicle Tax Disc

From 1 October 2014, vehicle tax is not transferable therefore any remaining tax offered with a vehicle will automatically be returned/refunded to the current keeper of the vehicle.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

You can tax the vehicle using the New Keeper Supplement (V5C/2) part of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321.

For more information, please visit: www.gov.uk/government/news/vehicle-tax-changes

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

Your contacts for this sale

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www.polygon-transport.com

Recommended Vehicle Insurance

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Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Directions to Staffordshire County Showground



Please note that the auction venue has moved within the Showground to the Sandylands Centre.

Directions

From M6 travelling North, exit at Junction 14, signposted A518 Uttoxeter. The Staffordshire County Showground is situated on the A518 approximately 5 miles from the motorway.

Address

Sandylands
Staffordshire County Showground
Weston Road
Stafford
ST18 0BD

Collections

Motorcycles

Vehicles must be collected from the sale venue by 7pm on the day of the sale or between 4pm and 7pm on Sunday 18 October (following the Autumn Stafford Sale). 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 local store in Stoke-on-Trent 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 in Stoke-on-Trent. Please contact Polygon Transport to make arrangements for the collection/delivery of your lot:

Polygon Transport

+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.com
www.polygon-transport.com

Purchases can only be collected once full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds.

Lots will be available for collection from local store in Stoke-on-Trent from 12pm Tuesday 20 October, by appointment with Polygon Transport.

Vehicle Removal charges to local store

£74 + VAT per motorcycle
£120 + VAT per motorcycle combination

Storage charges

£8.50 + VAT per day per motorcycle
£15.00 + VAT per day per motorcycle combination

Limited transport is available to the South of England, Marchwood (Southampton) by request with Polygon Transport at

£99 + VAT per motorcycle
£145 + VAT per motorcycle combination

Storage charges

£8.50 + VAT per day per motorcycle
£15.00 + VAT per day per motorcycle combination

Transport and Shipping

A representative of Polygon Transport, Bonhams' preferred carriers, 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).



THE LONATI COLLECTION OF AMERICAN MOTORCYCLES

15:00

Lots 1 - 60

Images of each lot can be found at:
www.bonhams.com/23333

The motorcycles in this collection have not been run for some considerable time and all will require re-commissioning, to a greater or lesser extent, and the customary safety checks before returning to the road. Prospective purchasers should satisfy themselves with regard to a particular machine's correctness and originality prior to bidding.



01^N

1920 HARLEY-DAVIDSON 1,000CC MODEL 20J

Engine no. L20T9801

- *Top-of-the-range model*
- *Coil ignition, electric lighting*
- *Original and un-restored*



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along De Dion lines. A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end. The twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years.

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This wonderful Model 20J represents a rare opportunity to acquire an original, un-restored and unmolested example of this sought after model. There are no documents with this Lot.

£18,000 - 24,000
€25,000 - 33,000

02^N

1919 HARLEY-DAVIDSON 1,000CC MODEL 19F MOTORCYCLE COMBINATION

Engine no. 19A23506

- *Acquired 2009*
- *Magneto ignition, acetylene lighting*
- *An older restoration*



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Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

This Model 19F motorcycle combination was acquired by the collection circa 2009, which is when the accompanying Automotoclub Storico Italiano certificate was issued. The 'F' designation signifies a machine equipped with magneto ignition but no electrical generator, as fitted to the 'J', and this combination's lighting is of the acetylene variety. The machine appears to be an older restoration, while the sidecar is of the correct Harley-Davidson pattern for the period.

£16,000 - 22,000

€22,000 - 30,000

03^N

1913 HARLEY-DAVIDSON MODEL 9B '5-35' SINGLE

Frame no. 1914D

Engine no. 1914D

- *Rare early single-cylinder model*
- *Rear hub clutch transmission*
- *An older restoration*



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Known popularly as the '5-35' (5 horsepower, 35ci capacity) the Harley single was available in belt- and chain-driven versions while ease of use was considerably enhanced by the adoption of the rear hub clutch first seen on the twin. Stronger frames were introduced on all Harley models for 1916, by which time a three-speed countershaft gearbox was offered as an alternative to the single-speed belt transmission. As the twin's popularity grew so that of the single declined, accounting for only 4% of sales in 1917, and production of Harley-Davidson's '5-35' ceased in 1918.

Dating from 1913, this '5-35' affords the convenience of the rear hub clutch. An older restoration, it was imported from the USA in 2008/2009 and is offered with State of California Certificate of Title (dated 2008) and an ASI certificate.

£18,000 - 24,000

€25,000 - 33,000



04 ^N

1916 HARLEY-DAVIDSON MODEL 16C '5-35' SINGLE

Frame no. 1902
Engine no. 1370L

- *Rare early single-cylinder model*
- *Three-speed gearbox*
- *An older restoration*



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Dating from 1916, this '5-35' affords the convenience of the kick starter-equipped three-speed countershaft gearbox and an acetylene lighting set. An older restoration, the machine was imported from the USA circa 2006 and is offered with an ASI certificate.

£14,000 - 18,000

€19,000 - 25,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

05^N

C.1920 HARLEY-DAVIDSON 'BOARD TRACK' RACING MOTORCYCLE

Engine no. 20T18951

- *Keystone type racing frame*
- *Single-gear transmission*
- *An older restoration*



1909 marked the appearance of Harley-Davidson's first v-twin, though it was not until the adoption of mechanically operated inlet valves in 1911 (replacing the 'atmospheric' type inherited from the single) that production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin, but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J.

An older restoration, the machine we offer has been restored in the style of a board track racer. Board track racing became popular in the USA in the early 20th Century, when purpose-built tracks sprang up catering for both cars and motorcycles. The racing was spectacular and often dangerous - there were numerous fatal accidents - but what eventually led to its decline was the expense of maintenance and relocation, and the motorcycle sporting scene shifted to dirt ovals constructed for horse racing.

Harley-Davidson remained aloof from motorcycle sport in its formative years, preferring to concentrate on developing its road models and the establishment of a national dealer network. The first serious factory racing effort was launched in 1914 and soon bore fruit, one of its more spectacular early achievements being victory in the Dodge City 300 in 1915 when six of the first seven machines home were Harley-Davidsons.

This fascinating motorcycle features a frame of the kind first adopted by Harley-Davidson for its works racers in 1916. Known as the 'keystone' type, this chassis used a pair of plates instead of a conventional lower loop, thus enabling the engine to function as a stressed member. These rigid frames had the engine slightly offset to the left to assist cornering on the bankings and were in common use from 1916 to 1925. Other noteworthy features of include single-gear transmission, un-sprung front fork, dropped handlebars and short straight-through exhaust pipes. There are no documents with this Lot.

£18,000 - 24,000

€25,000 - 33,000

06^N

1922 HARLEY-DAVIDSON 1,200CC MODEL JD MOTORCYCLE COMBINATION

Frame no. 22JD10617

Engine no. 22JD10617

- *Top-of-the-range model*
- *Italian registered*
- *An older restoration*



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An older restoration, this Model JD motorcycle combination represents the Harley-Davidson 'F-head' twin in its top-of-the-range 74ci configuration, complete with electrical generator and lighting set, while the sidecar is of the correct Harley-Davidson pattern for the period. The Corbin speedometer is a particularly nice accessory. Accompanying documentation consists of Italian registration papers.

£18,000 - 24,000

€22,000 - 26,000

07^N

C.1918 HARLEY-DAVIDSON 'BOARD TRACK' RACING MOTORCYCLE

Engine no. 18T 9749

- *Early F-head twin-cylinder model*
- *Three-speed transmission*
- *An older restoration in board track racer style*



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Noteworthy features of this motorcycle include the kick starter-equipped three-speed countershaft gearbox, un-sprung front fork, foot boards, dropped handlebars and short straight-through exhaust pipes. There are no documents with this Lot.

£16,000 - 22,000

€22,000 - 30,000

08^N

C.1922 HARLEY-DAVIDSON 584CC MODEL WJ SPORT

Frame no. 22130

Engine no. 22WF3515

- *Rare short-lived model*
- *Acquired 2007*
- *An older restoration*



Inspired by the British Douglas, that likewise used a horizontally opposed twin-cylinder engine, the Harley-Davidson Model W would prove more popular in Europe than America, where the v-twin engine held sway. The Model W was introduced in 1919 and, like Douglas, Harley set its engine lengthways in the frame. Inlet and exhaust manifolds were siamesed on the right-hand side (prevailing wisdom reckoned that heating the incoming charge was a good idea) while the other side was dominated by a large external flywheel and fully enclosed rear chain case. Ease of maintenance had been a cornerstone of the design; hence the valves were removable via caps in the cylinder heads while the combined barrel/head castings could be removed without disturbing the engine. Displacing 584cc, the 6hp twin was installed in a frame of the 'keystone' type, open at the bottom, which used the engine as a stressed element, while other noteworthy features included geared primary drive and a unique type of front fork. Although not overly powerful, the Model W obviously handled well and possessed a decent turn of speed, as evidenced by a number of record-breaking achievements including setting a new best time for the Three Flags run from Canada to Mexico.

Despite these successes, the American motorcycling public remained unconvinced of the Model W's virtues - and perhaps deterred by its relatively high price - and H-D pulled the plug on this promising design after only a few seasons. Production ended in 1923, by which time 9,883 machines had been built. Only 60 are believed to be on the road worldwide today, with only 14-or-so of these in Europe.

Like most Harley-Davidsons of this period, the Model W was offered in two forms: magneto ignition (WF) and magneto-plus-generator (WJ), the example offered here being one of the latter. A well presented older restoration, the machine was acquired for the collection circa 2007, which is when the accompanying Automotoclub Storico Italiano certificate was issued.

£12,000 - 16,000

€17,000 - 22,000

09^N

1929 HARLEY-DAVIDSON 1,200CC MODEL JDH 'TWO CAM' RACING MOTORCYCLE

Engine no. 29JDH1174

- *Rare 'Two Cam' model*
- *Top-of-the-range super-sports machine*
- *An older restoration*



Following an abortive debut in 1909, the twin-cylinder Harley-Davidson returned for 1911 in redesigned form boasting mechanically operated inlet valves, replacing the 'atmospheric' type inherited from the single. Production really took off and this 'F-head' (inlet-over-exhaust) 'pocket valve' engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

Before then, Harley-Davidson had introduced a new high-performance variant, known as the 'Two Cam', which was an addition to the range in 1928. This twin-cam arrangement had first been seen in 1916 on the works-only eight-valve racers and was adopted on the factory's F-Head racers in 1919. Thus equipped, the racing F-head twins were only slightly slower than their overhead-valve siblings but were considerably more reliable.

The roadsters' twin-cam F-head engines are easily distinguishable from their lesser cousins by distinctive peanut-shaped timing covers and side-by-side (as opposed to fore-and-aft) direct acting tappets. They were also fitted with Dow Metal magnesium alloy high-compression pistons. Other distinguishing features of these top-of-the-range models included a slimmer fuel tank, 18" diameter wheels and - most importantly considering the performance on offer - the provision of a front brake. Priced at \$390, the 74ci JDH 'Two Cam' was the most expensive model in the range. For the Harley-Davidson devotee, these limited-production 'Two Cam' hotrods were the ultimate high-performance roadsters of their day and as such are among the most sought after of pre-war Harleys by today's collectors.

There are no documents with this restored Model JDH 'Two Cam' racer.

£20,000 - 30,000

€28,000 - 41,000

10^N

1928 HARLEY-DAVIDSON 1,200CC MODEL JDH 'TWO CAM'

- Rare 'Two Cam' model
- Top-of-the-range super-sports machine
- An older restoration

Frame no. 28JDH4629

Engine no. 28JDH4629



Following an abortive debut in 1909, the twin-cylinder Harley-Davidson returned for 1911 in redesigned form boasting mechanically operated inlet valves, replacing the 'atmospheric' type inherited from the single. Production really took off and this 'F-head' (inlet-over-exhaust) 'pocket valve' engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years. The Harley single's transmission arrangements - direct drive by means of a leather belt - were continued at first on the twin but the need to make better use of the engine's power characteristics, particularly for sidecar pulling, prompted the introduction of a two-speed rear hub for 1914, by which time chain drive and a proper clutch had been adopted. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed from now on as the Model J. Periodically revised and up-dated, the Harley-Davidson F-head twin had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.

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An older restoration, this Model JDH 'Two Cam' is offered with an Automotoclub Historico Italiano certificate.

£15,000 - 25,000

€21,000 - 34,000

1928 HARLEY-DAVIDSON 1,200CC MODEL JD

Frame no. 28JD

Engine no. 28JD7730

- *Top-of-the-range model*
- *An older restoration*
- *Corbin speedometer*



Boyhood friends William S Harley and Arthur Davidson began experimenting with powered transport in the early 1900s, producing their first complete production motorcycle around 1903. Little more than a motorised bicycle, the first prototype Harley-Davidson had proved fragile, prompting a major redesign and the establishment of a reputation for ruggedness that endures to this day. Like many of their contemporaries, Harley-Davidson laid out their engine along De Dion lines. A single-cylinder four-stroke displacing 24.74ci (405cc), the latter remained in production essentially unchanged until superseded by a 30.16ci (494cc) version in 1909. Of greater significance was the appearance that same year of the firm's first v-twin, though this would turn out to be a failure and was dropped at the year's end. The twin returned for 1911 in redesigned form boasting mechanically operated inlet valves (replacing the 'atmospheric' type inherited from the single) and production really took off. Known by the sobriquet 'pocket valve', this 'F-head' (inlet-over-exhaust) engine - built in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) - would remain in production for the next 20 years.

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An older restoration, this Model JD represents the Harley-Davidson 'F-head' twin in its top-of-the-range 74ci configuration, complete with electrical generator and lighting set. Being a 1928 model, it benefits from the provision of the air cleaner, throttle controlled oil pump and braked front wheel that were new introductions for that year, while the Corbin 'km/h' speedometer is a particularly nice period accessory. Accompanying documentation consists of an Automotoclub Historico Italiano certificate.

£17,000 - 20,000**€23,000 - 28,000**

12^N

1928 HARLEY-DAVIDSON 350CC MODEL BA

Engine no. 28BA3381

- *Overhead-valve single-cylinder sports model*
- *One of only 943 built in 1928*
- *An older restoration*



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For the 1913 season the Harley-Davidson single was updated with the mechanically operated inlet valve developed on the twin, growing to 35ci (565cc) at the same time as well as boasting a balanced bottom-end, alloy piston and improved carburettor. Known popularly as the '5-35' (5 horsepower, 35ci capacity) this new Harley single was available in belt- and chain-driven versions while ease of use was considerably enhanced by the availability of the rear hub clutch first seen on the twin. As the twin's popularity grew so that of the single declined, accounting for only 4% of sales in 1917, and production of Harley-Davidson's '5-35' ceased in 1918.

Indian's launch of the single-cylinder 21ci (350cc) Prince in 1925 prompted Harley-Davidson to return to the roadster singles market in '26 with a brace of similar-sized machines: one sidevalve, the other with an overhead-valve engine. Model designations were 'A' (magneto-equipped) and 'B' (battery/coil) for the 'flat head' (sidevalve) versions and 'AA' and 'BA' for the overhead-valve equivalents respectively. Looking every inch a scaled-down v-twin, the single featured a similar frame, controls and 'floating' saddle but its engine adopted a detachable cylinder head, an advance not yet seen on the bigger Harley. A 30.5ci (500cc) 'flat head' - the Model C - joined the range for 1930, by which time a braked front wheel had become a welcome addition to the specification. The Harley singles were instantly successful, over 7,000 being sold in the first year of production, but sales trailed off steadily thereafter and in 1934, the final year of manufacture, only 954 were sold.

An older restoration, this overhead-valve Model BA is offered with an Automotoclub Historico Italiano certificate.

£6,000 - 10,000

€8,300 - 14,000

13^N

1932 HARLEY-DAVIDSON 350CC MODEL B

Frame no. 4270

Engine no. 32B1024

- Sidevalve-engined touring model
- One of only 535 produced in 1932
- An older restoration



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An older restoration, this sidevalve Model B is offered with old Swedish registration papers (issued 1953) an Automotoclub Historico Italiano certificate.

£4,000 - 6,000

€5,500 - 8,300

14^N

1905 INDIAN 2¼HP 'CAMEL BACK'

Frame no. 61

Engine no. 1818

- *Landmark Indian model*
- *One of only 1,182 produced in 1905*
- *Appears un-restored*



Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and built their first prototype Indian motorcycle in 1901. That first machine was powered by a single-cylinder, 15.85ci (260cc) 'F-head' (inlet over exhaust) engine that formed part of the 'diamond' frame - in the Indian's case it sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early pioneering days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and was produced substantially unchanged until around 1905, when a sprung front fork and twist-grip control of throttle and ignition were introduced. Engine production was sub-contracted to the Aurora Automatic Machinery Company between 1902 and 1907, when Indian took it back in house, while the frame and cycle parts were similarly out-sourced to Thor during the marque's early years. This somewhat unusual state of affairs resulted in the Indian single appearing in a number of different guises in the 1900s.

America, Light Thor-Bred, Racycle, Reading-Standard Thoroughbred, Thor and Warwick offerings at this time were all essentially re-badged Indians; confirmation, if any were needed, of the virtues of the Hedstrom design. In competition too, the Indian single reigned supreme, winning America's first endurance run in 1902 and the first long-distance track race the following year. Prior to the appearance of a torpedo shaped gas tank in 1909, a hump-shaped tank mounted behind the seat had been an Indian trademark, leading to the adoption of the 'Camel Back' sobriquet for these early models.

The 1905 Indian offered here - serial number '1818' - is one of 1,182 machines produced that year (serial numbers ran from '1168' to '2349') and appears to be un-restored. There are no documents with this Lot.

£28,000 - 36,000

€39,000 - 50,000

15^N

1914 INDIAN 7HP BIG TWIN

Frame no. 7317

Engine no. 84F436

- *Landmark Indian model*
- *Single-speed transmission*
- *An older restoration*



Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and build the first prototype Indian motorcycle in 1901. That first machine was powered by a single-cylinder, 'F-head' (inlet over exhaust) engine that formed part of the 'diamond' frame, in the Indian's case it sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early pioneering days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered.

Indian's first, 38.61ci (633cc) v-twin appeared in 1907 with an engine clearly derived from that of the single, though mechanical inlet valves - introduced for 1908 - were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favoured by rivals Harley-Davidson was adopted. The Springfield company's first 'Big Twin' debuted that same year displacing 60.32ci (988cc).

In 1911 Indian broke new ground yet again with its overhead-valve four-valves-per-cylinder racers. The firm achieved its famous 1, 2, 3 finish at the Isle of Man TT that same year, a remarkable achievement made possible by the advantages conferred by the use of all-chain drive coupled with the Springfield firm's recently introduced two-speed countershaft gearbox and a contracting-band rear brake, all of which gave Indian a distinct superiority in coping with the demands of the challenging Mountain Circuit.

The Big Twin was updated for 1913 with Indian's innovative, leaf-sprung, swinging-arm frame but time was running out for this ageing design, which was superseded at the end of 1915 by a new 'flat head' v-twin - the Powerplus - thus bringing to an end a noble line.

This single-speed Big Twin dates from 1914 and is equipped with one of the then-popular tandem saddles. Apparently an older restoration, the machine is offered with State of Michigan Certificate of Title (issued 2004) and an Automotoclub Storico Italiano certificate.

£18,000 - 24,000

€25,000 - 33,000

16^N

1915 INDIAN 4HP MODEL E

Engine no. 40G592

- *Landmark Indian model*
- *Three-speed countershaft transmission*
- *An older restoration*



As Indian approached its tenth birthday, the design of Oscar Hedstrom's original single-cylinder motorcycle had begun to mature. Like the vast majority of its contemporaries, the early Indian owed much to traditional bicycle design, which was hardly surprising as Hedstrom and his partner Oliver Hendee had started out in the cycle business. Other manufacturers, most notably arch rivals Harley-Davidson, had started with a clean sheet of paper, adopting what was generally known as the 'loop' frame that wrapped around the engine. Indian went down this road for 1909, abandoning the old 'diamond' frame.

The engine continued to have a rearward sloping cylinder, though this was no longer part of the frame. By this time the Indian 'F-head' single was available in three different capacities: 19.30ci (2¾hp), 26.96ci (3½hp) and 30.50ci (4hp), though only the smallest and largest of the trio were still on offer in 1910. Chain drive, an advanced feature in motorcycling's early pioneering days, had been used by Indian right from the start, but the company felt compelled to offer belt-driven models as well to satisfy dealer demand. They were soon dropped.

1910 was a landmark year for Indian, witnessing the introduction of the Springfield firm's new leaf-sprung front fork. The engine received a mechanical oil pump, but arguably the greatest advance was the availability of a clutch and two-speed transmission on certain models. 'Indian' script first appeared on the fuel tanks of some models this year. On the competition front, Indian enjoyed unprecedented dominance, holding all 121 American speed and distance records by the end of 1911, an extraordinary achievement that spoke volumes about the company's engineering excellence and exemplary build quality.

This 1915 Indian single has the leaf-sprung rear suspension and three-speed countershaft transmission, the latter newly introduced for that year, making it a very capable early 'Banbury' mount. An older restoration, the machine is offered with an Automotoclub Storico Italiano certificate.

£8,000 - 14,000
€11,000 - 19,000

17^N

1915 INDIAN 682CC MODEL B 'LITTLE TWIN'

Frame no. 222

Engine no. 30G578

- *Relatively rare 'Little Twin' model*
- *Original and un-restored*
- *Three-speed countershaft transmission*



Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and built their first prototype Indian motorcycle in 1901. That first machine was powered by a single-cylinder, 15.85ci (260cc) 'F-head' (inlet over exhaust) engine that formed part of the 'diamond' frame - in the Indian's case it sloped rearwards to act as the seat tube. An advanced feature in motorcycling's early pioneering days, chain drive was used by Indian right from the start. The Indian single proved immensely successful and was produced substantially unchanged until around 1905, when a sprung front fork and twist-grip control of throttle and ignition were introduced.

Not surprisingly, the single-cylinder Indian provided the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first, 38.61ci (633cc) v-twin appeared in 1907 with an engine clearly derived from that of the 'F head' single, though mechanical inlet valves - introduced for 1908 - were an early improvement. The twin's rear cylinder continued to form part of the frame until 1909 when the Harley-style loop frame was adopted.

This new frame with its altered steering geometry had been developed in Jake De Rosier's racers, endowing the twin with much improved handling at high speed. The Springfield company's first production (as opposed to racing) 'Big Twin' debuted that same year, displacing 60.32ci (988cc). By this time the 'Little Twin' engine had increased in capacity to 42ci (682cc); this is listed in various sources as either of 4 or 5 horsepower, though by the RAC rating is actually 6hp. In this form Indian's smaller 'F head' twin lasted into the Powerplus era and was last catalogued for 1918.

This apparently original and un-restored Indian 'Little Twin' has the three-speed countershaft gearbox introduced for 1915. A charming accessory, the well-worn suitcase strapped to the luggage rack carries mementoes acquired from hotels across Europe, indicating that it, if not this actual motorcycle, has toured extensively. The machine is offered with an Automotoclub Storico Italiano certificate.

£14,000 - 18,000

€19,000 - 25,000

18^N

1918 INDIAN 7HP POWERPLUS 'BOARD TRACK' RACING MOTORCYCLE

Engine no. 75K449

- *Landmark Indian model*
- *One of the most successful American racing motorcycles of its day*
- *Superb older restoration*



So potent were the Powerplus based racers that for a while they were the fastest in the Indian stable, beating anybody's eight-valve overheads.' - Jerry Hatfield, 'Antique American Motorcycle Buyer's Guide'.

Competition between the major American motorcycle manufacturers was fierce in the 20th Century's opening decades, a factor that greatly accelerated technological development. In Indian's case, the need to stay ahead of rivals Excelsior and Harley-Davidson prompted the introduction of an eight-valve v-twin racer in 1911, and then in 1916 a new 1,000cc 'flat head' (sidevalve) v-twin - the Powerplus - was introduced to replace the production 'F-head' (inlet over exhaust) type.

Development of the Powerplus had been initiated after Harley-Davidson trounced Indian in the 300-mile Venice road race in the spring of 1915, chief designer Charles Gustafson suggesting that a well-designed sidevalve ought to prove good enough to beat the Harleys. The 42-degree v-twin configuration of the existing Oscar Hedstrom-designed F-head engine was retained, but with side valves and increased use of roller bearings. Gustafson's intuition did indeed prove correct, the new 61ci (998cc) twin proving more powerful than its predecessor right from the start, hence the 'Powerplus' name.

As part of the testing programme prior to Powerplus introduction, works rider Erwin 'Cannonball' Baker rode a pre-production model from Vancouver, Canada to Tijuana, Mexico - an event known as the 'Three Flags' - in August 1915, travelling 1,655 miles in 3 days, 9 hours and 15 minutes, breaking the existing record and emphatically demonstrating the new design's speed and durability.

In September 1919 the Powerplus racer appeared with a new Harley-style frame, open at the bottom, that used the engine as a stressed member. A revised 'Daytona' version of this frame was introduced the following year featuring top tubes and steering head lowered by an inch or two to achieve a lower saddle position. Readily recognised by its 'S' shaped seat tube, the Daytona frame quickly became the Indian factory racers' favourite.

There are no documents with this Indian Powerplus racer, which appears to be an older restoration.

£15,000 - 20,000

€21,000 - 28,000

19^N

1919 INDIAN 7HP POWERPLUS

Engine no. 87M583

- *Landmark Indian model*
- *One of the fastest American motorcycles of its day*
- *Superb older restoration*



Competition between the major American motorcycle manufacturers was fierce in the 20th Century's opening decades, a factor that greatly accelerated technological development. In Indian's case, the need to stay ahead of rivals Excelsior and Harley-Davidson prompted the introduction of an eight-valve v-twin racer in 1911, and then in 1916 a new 1,000cc 'flat head' (sidevalve) v-twin - the Powerplus - was introduced to replace the production 'F-head' (inlet over exhaust) type.

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The Powerplus motor used a Schebler carburettor, replacing the Hedstrom instrument, and from 1918 featured control cables rather than telescoping rods, a change that enabled the handlebars to be made adjustable. One of the fastest American motorcycles of its day, the Powerplus remained a fixture of the Indian range until the end of 1924.

An ideal 'Banbury' machine, this well-restored Powerplus is offered with an Automotoclub Storico Italiano certificate.

£15,000 - 20,000

€21,000 - 28,000



20^N

C.1918 THOR 76.25CI MODEL U TWIN

Engine no. UE5076

- *Premier American marque*
- *A rare survivor*
- *Restored condition*



The Thor motorcycle was produced by the Aurora Automatic Machinery Company, of Aurora, Illinois, which from October 1902 was contracted to build engines for Indian. The deal permitted Aurora to use the Hedstrom-designed motors in its own models and sell any surplus to other manufacturers, resulting in a rash of new motorcycles that were effectively Indian clones. The Thor-brand engines were identical to those of Indian up to 1907, when the arrangement between the two companies expired and Indian commenced full-time manufacture on its own behalf. Thereafter the two makes gradually diverged and in 1910 Aurora introduced a new 'F-head' engine of its own design. This was doubled up in 1911 to make a v-twin - the Model O - which featured mechanical inlet valves, though the single retained the 'atmospheric' type for another year or so. Previously, Thor had mounted its v-twin engine with the rear cylinder vertical, but from 1912 onwards adopted the more conventional placement.

That same year the twin was extensively redesigned, becoming the Model U, and in 1914 its capacity was increased from 61ci (1,000cc) to 76.25ci (1,250cc). The Model U was unquestionably fast: Thor set the fastest 5-mile and 50-mile times on dirt in 1913, and in 1914 Bill Brier finished 2nd on one in the Dodge City 300, then America's most prestigious motorcycle race. Despite the design's promise, Aurora soon ceased motorcycle production to concentrate on its domestic appliance business. The last engines were manufactured in 1916 and the last machines completed in either late 1918 or early 1919. The company still exists today.

Thor marketed its Model U twin as the most powerful motorcycle yet known, and this restored example should be capable of speeds in excess of 50mph. Supremely stylish, this beautiful and rare American motorcycle would be a welcome invitee at any prestigious concours event. The machine is offered with an Automotoclub Storico Italiano certificate.

£28,000 - 35,000

€39,000 - 48,000



21^N

1910 PIERCE 688CC FOUR

Engine no. 1476

- *Premier American marque*
- *Extremely rare*
- *Restored condition*



'Pierce motorcycles are not made to compete in price but to surpass in quality. It is a deluxe motorcycle for discriminating riders.' - Pierce-Arrow Motor Car Company.

America's first four-cylinder motorcycle, the Pierce was manufactured by the Pierce-Arrow Motor Car Company at its factory in Buffalo, New York and launched in 1909. Although inspired by the Belgian FN four, one of which Percy Pierce had brought to the USA in 1908, the Pierce differed in detail design, its engine eschewing the FN's 'atmospheric' inlet valves in favour of mechanical side valves in 'T-head' configuration, a arrangement FN themselves would later use. According to its makers, the Pierce would be: 'Vibrationless, give motor car comfort and travel comfortably from a mere walking pace up to the speed of the motor car', and capable of proceeding from 6 to 60mph in its single gear. Nowadays we take such attributes for granted, but at that time the majority of motorcycles were slow, single-cylinder models with direct belt-drive transmission.

It was not just its multi-cylinder engine that made the Pierce unusual; the frame too was novel, being constructed from 3½"-diameter steel tubes that housed fuel and oil, and, like the FN, final drive was by shaft. Early models employed direct drive, but from 1910 onwards a two-speed gearbox was standardised. Fast and well made, the Pierce soon had a string of city-to-city endurance race wins to its credit. At the time of its motorcycle's launch in 1909, Pierce-Arrow was embarking on a policy of building luxury cars only, many of which would come to be regarded as among America's finest. This approach was reflected in the quality - and cost - of the Pierce motorcycle and would ultimately lead to its downfall. Priced at \$325 in 1909, it cost \$400 when production ceased in 1913, at which time the basic Ford Model T was priced at \$525.

Pierce fours are very rare and highly sought after nowadays, only infrequently turning up on the open market. This example has been restored to a high standard. There are no documents with this Lot.
£60,000 - 80,000
€83,000 - 110,000



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22^N

C.1916 EMBLEM 820CC MODEL 106 LIGHTWEIGHT TWIN

Frame no. 1806106

- *Rare early American motorcycle*
- *Long-term ownership in Sweden*
- *Restored condition*



William G 'Billy' Shack's Emblem Manufacturing Company of Angola (near Buffalo), New York, built motorcycles from 1907 until 1925 having been engaged in bicycle manufacture since 1894. The first motorcycle was built and advertised in May 1907 and by 1911 the range had expanded to include 4hp and 5hp singles, a 7hp v-twin and two racers. A choice of v-belt or flat-belt drive was offered on some v-twin models. All models were fitted with automatic (atmospheric) inlet valves and the standard colour was carmine red with options of either grey or black. Emblem is notable for introducing a 76.6ci (1,255cc) v-twin in 1913 - making it the largest-capacity twin on the market at that time - several years before Indian and Harley-Davidson followed suit with twins of more than 61ci (1,000cc). Mechanical inlet-over-exhaust (F-head) valve gear was a feature of these later models. Faced with the serious downturn in the motorcycles sales, caused by the increasing availability of cheap cars, Schack turned to overseas markets, concluding deals with the UK, Scandinavia, China and Japan.

The machine offered here is an example of the medium size twin-cylinder model that would constitute the bulk of Emblem's later production. Announced in September 1915 for the 1916 model year and priced at \$175, the Model 106 'lightweight' single-speed twin displaced 50ci (820cc) and was rated at 5/7hp.

A clutch, magneto ignition, chain final drive, folding footrests, spring fork and a tool kit were standard features, while an Eclipse two-speed rear hub was a \$25 extra. Later on the Model 106 was made in two versions: Single Speed and Three Speed, priced at \$250 and \$275 respectively (in 1920) and the Model 106 could also be ordered with a sidecar, acetylene lighting, speedometer and 'tandem' (pillion) attachment at extra cost. The company's final offering, the Model 106 would be produced for longer than any other Emblem motorcycle, enduring until the factory ceased production in 1925.

This Emblem twin comes with a history file documenting its ownership in Sweden from the mid-1920s into the 1930s. It appears to have been bought from Ford dealer Ragnar Carlsson of Enköping on 31st January 1925 by one Elias Eriksson, described as a 'machinist'. There is a period black-and-white photograph on file showing the Emblem and its owner, and another (colour) image taken after WW2 showing the machine 'as found' and in need of restoration. Subsequently restored, this beautiful Emblem offers the discriminating collector the opportunity to acquire a very rare early American motorcycle. An Emblem brochure dating from 1920 is included in the sale.

£25,000 - 35,000
€34,000 - 48,000



23^N

1916 HENDERSON 965CC FOUR

Frame no. 5659

Engine no. 5659

- *The most famous of the American fours*
- *Two-speed model*
- *Restored condition*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and the Hendersons soon moved on. Tom left the industry but William went on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours.

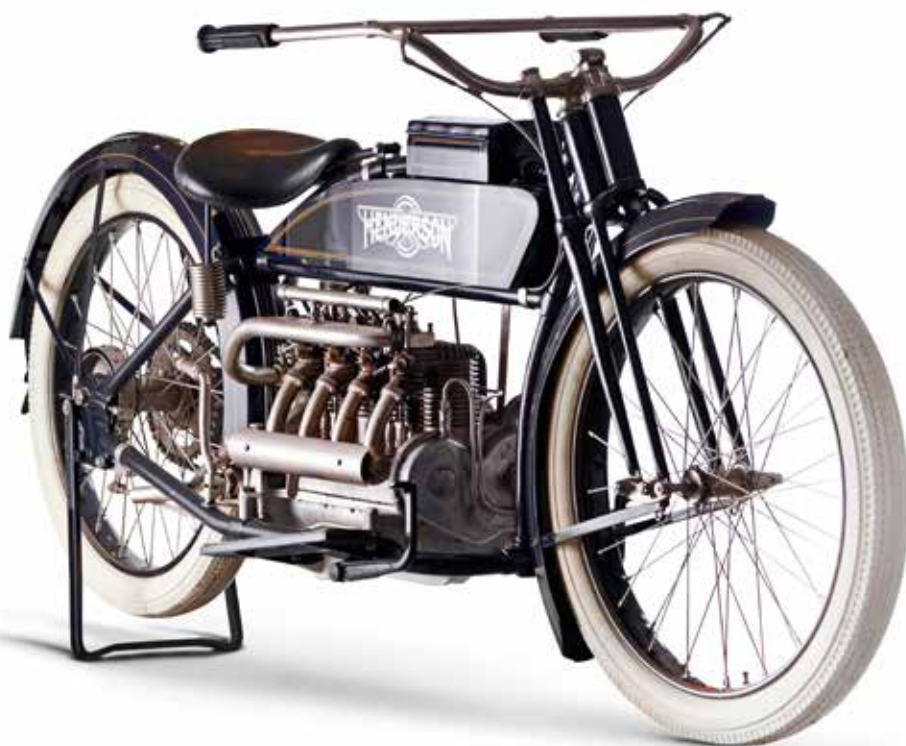
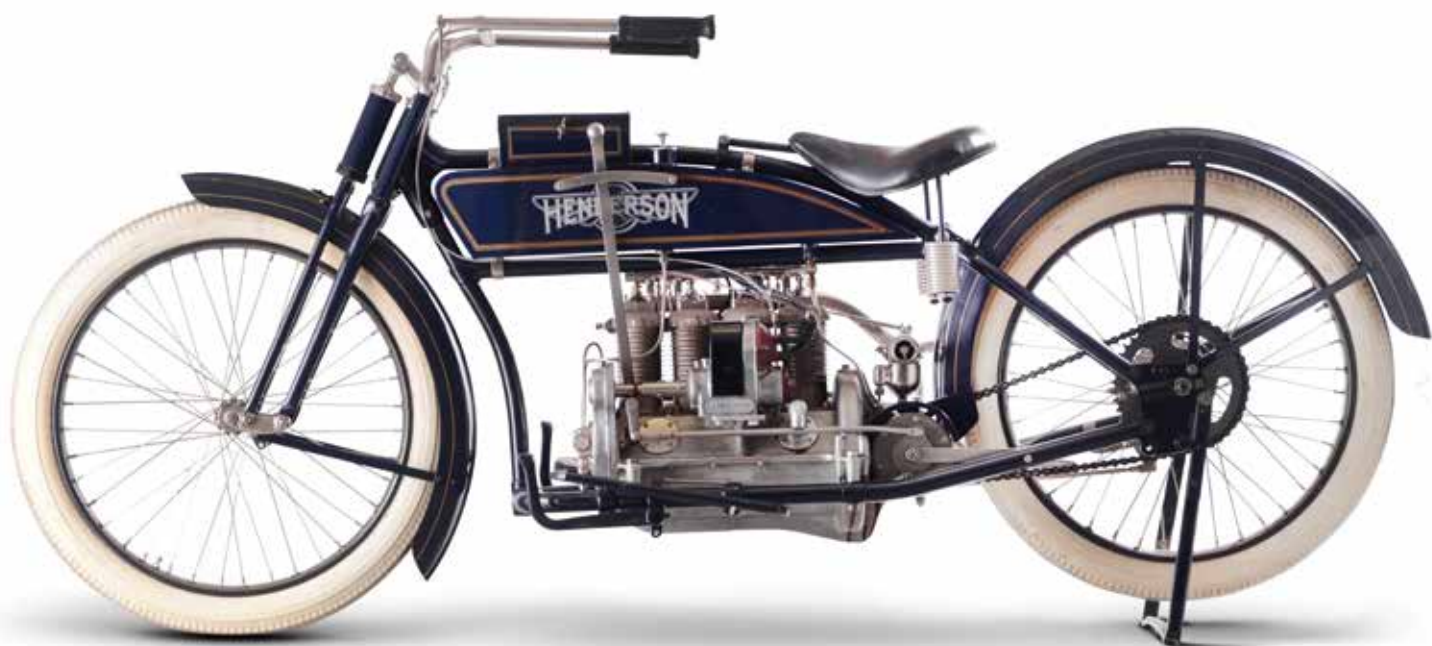
Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kickstarter and three-speed sliding-gear transmission were all Henderson features by 1917.

After the take-over, Schwinn soon abandoned the Henderson's original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon. Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc sidevalve engine equipped with forced lubrication, a twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the Deluxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph and with the optional alloy pistons installed a Deluxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars.

Equipped with the two-speed gear first introduced for 1914, this well restored example of one of the most desirable of all American motorcycles is offered with an Automotoclub Storico Italiano certificate.

£30,000 - 40,000

€41,000 - 55,000



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24^N

C.1923 HENDERSON 1,301CC DELUXE FOUR

Engine no. B3811

- *The most famous of the American fours*
- *100mph Deluxe model*
- *Restored condition*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and the Hendersons soon moved on. Tom left the industry but William went on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours.

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£24,000 - 28,000

€33,000 - 39,000



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25^N

1912 PIERCE 592CC SINGLE

Engine no. 4525 (see text)

- *Premier American marque*
- *Extremely rare*
- *AMCA concours winner*



America's first four-cylinder motorcycle, the Pierce was manufactured by the Pierce-Arrow Motor Car Company at its factory in Buffalo, New York and was launched in 1909. Although inspired by the Belgian FN four, one of which Percy Pierce had brought to the USA in 1908, the Pierce differed in detail design, its engine eschewing the FN's 'atmospheric' inlet valves in favour of mechanical side valves in 'T-head' configuration, a arrangement FN themselves would later use. According to its makers, the Pierce would be: 'Vibrationless, give motor car comfort and travel comfortably from a mere walking pace up to the speed of the motor car', and capable of proceeding from 6 to 60mph in its single gear. Nowadays we take such attributes for granted, but at that time the majority of motorcycles were slow, single-cylinder models with direct belt-drive transmission.

It was not just its multi-cylinder engine that made the Pierce unusual; the frame too was novel, being constructed from 3½"-diameter steel tubes that housed fuel and oil, and, like the FN, final drive was by shaft. Early models employed direct drive, but from 1910 onwards a two-speed gearbox was standardised. Fast and well made, the Pierce soon had a string of city-to-city endurance race wins to its credit.

At the time of its motorcycle's launch in 1909, Pierce-Arrow was embarking on a policy of building luxury cars only, many of which would come to be regarded as among America's finest. This approach was reflected in the quality - and cost - of the Pierce motorcycle and would ultimately lead to its downfall. Priced at \$325 in 1909, it cost \$400 when production ceased in 1913, at which time the basic Ford Model T was priced at \$525. Alongside the four, Pierce offered a 592cc single-cylinder model from 1910, the sidevalve motor of which was redesigned with two-cam valve operation for 1912. A top speed of 55mph was claimed for the smaller Pierce, which was said to have the 'efficiency of a twin with the simplicity of single-cylinder construction.' Production ceased at the same time as that of the four.

Pierce motorcycles are very rare and highly sought after nowadays, only infrequently turning up on the open market. Restored to an exceptional standard, this single-cylinder Pierce comes with State of California Certificate of Title and four AMCA concours awards. It should be noted that the VIN is incorrectly recorded on the CoT.

£30,000 - 40,000
€41,000 - 55,000

26^N

C.1911 FLYING MERKEL 498CC RACING MOTORCYCLE

Engine no. FORM-W-SNO.5484

- *Pioneering American marque*
- *An extremely rare survivor*
- *Restored condition*



Joseph Merkel founded the Merkel Motor Company in Milwaukee, Wisconsin in 1902, its first product being a bicycle powered by a 'clip on' engine attached to the front down tube. In 1908 Merkel merged with the Light Manufacturing and Foundry Company of Pottstown, Pennsylvania, which had been making motorcycles since 1901. Merkel production shifted to Pottstown and the range - marketed as 'Merkel-Light' - expanded to include chain-driven types and large v-twins. The latter were among the most advanced designs of their day, featuring telescopic forks and cantilever rear suspension at a time when most of the opposition offered girder forks and rigid frames. Motive power was provided by a 45-degree v-twin with inlet-over-exhaust valve gear.

The move to Pottstown signalled a serious commitment to racing and the hiring of factory supported riders, while the slogan 'Flying Merkel' began to appear in the company's advertising. And fly they did, winning countless races over the next few seasons before new owners the Miami Cycle and Manufacturing Company of Middletown, Ohio pulled the plug on the factory's racing program in 1911. Limited support continued for employees that wanted to go racing, and the 1915 catalogue contained a list of 1914-season race wins extending to a page-and-a-half. When Miami ceased production of Merkel motorcycles in 1915, Joseph Merkel designed and patented the 'Merkel Motor Wheel'.

Finished in the marque's distinctive 'Merkel Orange', this restored Veteran-era American classic is powered by a 30.39ci (498cc) inlet-over-exhaust engine with 'atmospheric' inlet valve. Merkel made much of its use of ball bearings: 'The celebrated Merkel Ball-Bearing Motor is our sure foundation; a motor which has never been equalled in its simplicity and durability; a motor which will develop more actual horsepower under accurate test than any other motor of its size in the world.' Given the Flying Merkel's racing record, this seemingly extravagant claim may not have been too far from the truth. It is perhaps worth noting that Margaret Gast, reputedly the only lady board-track rider of her day, rode a single-cylinder Flying Merkel like that offered here.

There are no documents with this Lot.

£16,000 - 20,000

€22,000 - 28,000

27^N

1917 EXCELSIOR 61CI MOTORCYCLE COMBINATION

Frame no. EX92531

Engine no. 92531

- *Premier American make*
- *Restored condition*
- *Stylish 'Banbury' transport*



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. 1911 was a landmark year in Excelsior's history, for the firm was acquired by bicycle maker Ignaz Schwinn and introduced its first v-twin model that year. In 1913 the 61ci (1,000cc) twin was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two innovations introduced for the following season. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight.

Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when blue became the norm. In 1921 a 74ci (1,200cc) v-twin was added to the range, but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

An imposing motorcycle from any angle, this restored Excelsior motorcycle combination is offered with an Automotoclub Storico Italiano certificate.

£25,000 - 30,000

€34,000 - 41,000



28^N

1918 READING-STANDARD 1,150CC 'BIG TWIN' MOTORCYCLE COMBINATION

Engine no. 80388

- *Pioneering American marque*
- *A rare survivor*
- *Restored condition*



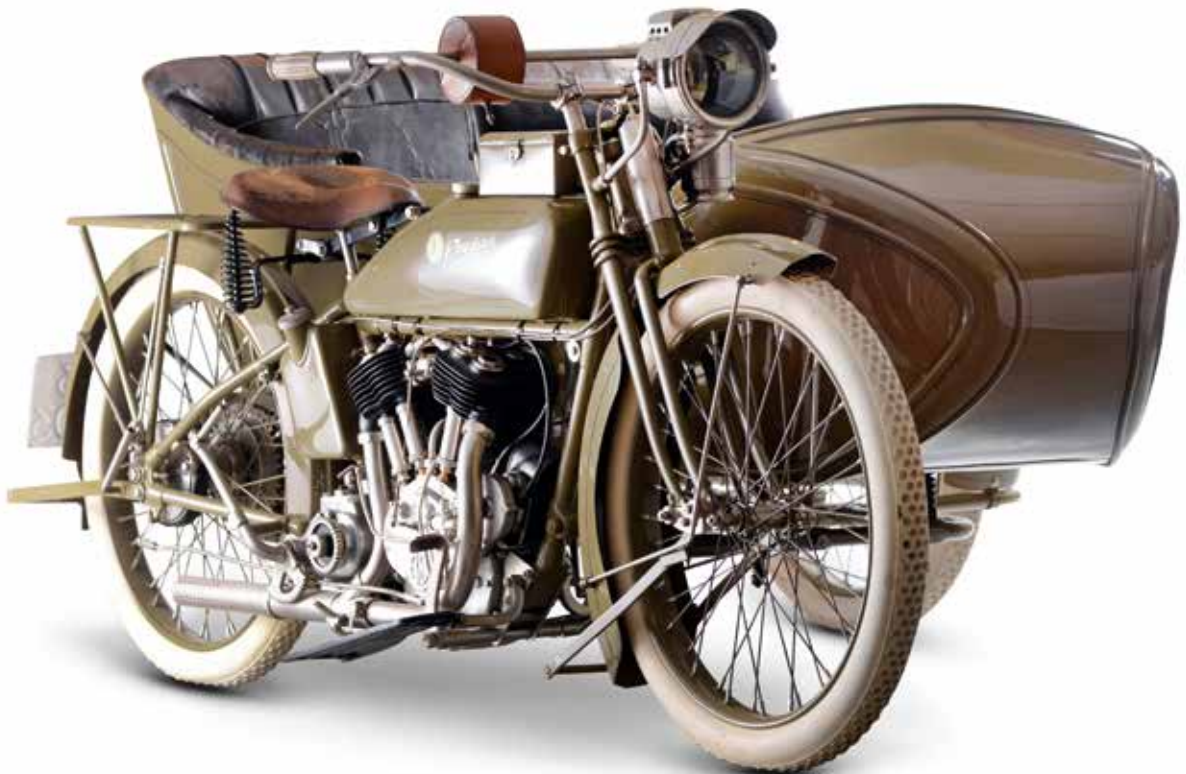
If Reading-Standard's sidevalve engines look just like those of early Indians, it's for a good reason: they were designed by Charles Gustafson Snr who took the idea with him when he moved to Indian to design its Powerplus motor. Gustafson's innovation had arisen from an appraisal of European design trends, and when Reading-Standard introduced its first sidevalve-engined machine in 1906 it was the only American manufacturer offering this type of power unit. Its superiority to other contemporary designs was vividly illustrated in July of that same year when a trio of Reading-Standards climbed to the top of Pike's Peak, a feat that would remain unequalled by any other motorcycle for the next five years. 'No limit but The Law' was adopted as the company's advertising slogan.

The Reading-Standard Company of Reading, Pennsylvania had built its first motorcycle in 1903 using a Thor single-cylinder 'F-head' (inlet over exhaust) engine and continued to offer this type of power unit after the sidevalve's arrival. Indeed, its first v-twin of 1908 was an F-head-powered machine.

The company kept pace with technological developments in its early years, introducing a parallelogram front fork, loop frame and mechanical inlet valves (on the F-heads) prior to 1910, and experimented with hub gears before introducing a three-speed countershaft transmission for 1916. Reading-Standard was acquired by Cleveland in 1923 and production continued for a while before the new owners dropped the R-S models to concentrate on their own 'four'.

The restored Reading-Standard 'Big Twin' offered here is attached to a three-person sidecar. Interestingly, the manufacturer made much of the R-S's abilities in this application: 'Its giant power multiplies the pleasure of sidecar touring. It has the power, the pulling ability to climb hills with ease. Its reserve of speed brings a smile of satisfaction to the rider.' Presented in superb condition, this machine represents an exciting opportunity to acquire a rare example of one of America's pioneer marques.

£25,000 - 30,000
€34,000 - 41,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

29^N

1930 EXCELSIOR 750CC SUPER-X

Engine no. A6946

- *Premier American marque*
- *Restored condition*
- *Electric lighting*



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. A 61ci (1,000cc) v-twin joined the range for 1911, at which time Excelsior was acquired by bicycle maker, Ignaz Schwinn, and in 1913 was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight. Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when navy blue became the norm.

In 1921 a 74ci (1,200cc) v-twin was added to the range but by this time Excelsior had acquired the manufacturing rights to the Henderson Four and the days of the big v-twins were numbered. They were gone by 1925, Excelsior preferring to concentrate its resources on the Four and the newly introduced Super-X 45ci (750cc) v-twin.

Introduced to the American Market in 1925, the Super-X retained the Big Twin's F-head valve gear while reverting to the leading-link front fork used on its earliest ancestors. Elsewhere though, it was extensively redesigned, featuring unitary construction of the engine/gearbox and geared primary drive encased with an alloy casting, innovations doubtless inspired by the contemporary Indian Scout and Chief. There was a higher-performance Super Sport model available and this pair of Super-Xs continued with few changes, other than a switch to a streamlined, teardrop-shaped fuel tank for 1929, until Ignaz Schwinn pulled the plug on motorcycle production in the spring of 1931.

This restored Super-X is offered with an Automotoclub Storico Italiano certificate.

£18,000 - 24,000

€25,000 - 33,000

30^N

1928 EXCELSIOR 750CC SUPER-X

Frame no. I5132

Engine no. 4953 (see text)

- *Premier American marque*
- *Restored condition*
- *Corbin speedometer and Sparton horn*



The famous American Excelsior motorcycle was produced by the Excelsior Motor Manufacturing Company of Chicago, Illinois from 1907 until 1931, latterly under the 'Super-X' brand name. The first Excelsior was a belt-driven single cylinder machine, the engine of which formed part of the frame. The engine itself was an inlet-over-exhaust 'F-head', a design then much in vogue because, whatever its limitations, it enabled the exhaust valve to be directly cooled by the incoming mixture, a positive advantage at a time when the science of metallurgy was in its infancy. A 61ci (1,000cc) v-twin joined the range for 1911, at which time Excelsior was acquired by bicycle maker, Ignaz Schwinn, and in 1913 was offered with all-chain drive, while two-speed planetary transmission and a leaf-sprung, Indian-style front fork were two of the following season's innovations. By this time the original Excelsior single had been dropped, being replaced for 1914 by a 250cc two-stroke lightweight. Alongside rivals Harley-Davidson and Indian, Excelsior offered a three-speed countershaft transmission for 1915, at the same time introducing a new frame with curved top tube and smoothly rounded tank, a first for Excelsior. Deeply valanced mudguards distinguished the v-twin of 1917. 'Military' olive green was adopted as the Excelsior livery that year and would remain the only option until 1920 when navy blue became the norm.

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This restored Super-X is offered with a German registration document and TÜV paperwork. It should be noted that the former records the frame number as 'J5132' and that the engine number has been over-stamped with the frame number.

£18,000 - 24,000

€25,000 - 33,000

1946 HARLEY-DAVIDSON 74CI FL 'KNUCKLEHEAD'

Frame no. 46FL2552

Engine no. 46FL2552

- *Landmark overhead-valve sports model*
- *Correct black-finished components*
- *Italian registered*



The handsome motorcycle offered here is one of 3,986 'Knucklehead' models produced by Harley-Davidson for the civilian market in 1946 following the end of WW2. Without question one of the most handsome and readily recognisable motorcycle engines of all time, the Harley-Davidson overhead-valve v-twin - known as the 'Knucklehead' after its distinctively shaped rocker boxes - had first appeared in 61ci form in 1936 arriving powering a stylish all-new motorcycle. The sidevalve engine had served Harley well since the end of the preceding decade, but it had become obvious that something more advanced would be required for a new high-performance model: hence the Knucklehead. Dry sump lubrication was a feature of this new engine, which produced 37bhp in 'E' and 40bhp in high-compression 'EL' form. The EL Knuckle's top speed was within a whisker of 100mph.

A twin-loop frame was deemed necessary to handle the model's increased power while the front suspension too was beefed up, the forks switching to oval tubing in place of the previous forged I-beams. Teething problems associated with the earliest examples had been sorted out by 1937 and the Milwaukee factory quickly set about establishing the EL's performance credentials. Joe Petralli set a new speed record of 136mph at Daytona Beach on March '37 while Fred Ham later averaged 76mph for 24 hours at Murco Dry Lake in California to set a new best mark. Progressively improved, the OHV Harley became available in 74ci (FL) form from 1941, remaining a cornerstone of the Milwaukee range in 'Panhead' and later 'Shovelhead' versions until superseded by the Evolution-engined bikes in the 1980s.

A shortage of chromium in the immediately post-war years enforced the adoption of alternative finishes for many components, as evidenced by this FL's black-painted headlight, wheel rims and 'crash' bars. Not until 1947 would Harleys again boast a full complement of chromium plating.

The machine is offered with Italian registration papers.

£20,000 - 25,000

€28,000 - 34,000



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32^N

1930 HARLEY-DAVIDSON 1,200CC MODEL V

Engine no. 30V1315C

- *Landmark model*
- *Dating from the first year of production*
- *An older restoration*



Rivals Indian had long ago demonstrated the efficacy and performance potential of the sidevalve engine, and in 1929 Harley-Davidson at last adopted this technology on a twin-cylinder model, having had a 'flat head' single in the line-up since 1925. This new engine was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and its relative affordability would prove to be an important factor during the Depression years of the early 1930s.

For the 1930 model year, Harley-Davidson extended its sidevalve technology to larger models. Announced in August 1929 as a replacement for Harley's long-running and much-loved F-head 'Big Twin', the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere.

The Model V's detachable cylinder heads, interchangeable wheels (including that of the sidecar, when attached), larger brakes and tyres, lower seat and increased ground clearance all represented advances over the outgoing J-type twin. The high-compression VL version produced slightly more power than the Model V and both were available with either coil or magneto ignition.

Revised with the frame, tank and wheels of the 61ci overhead-valve 'Knucklehead', plus dry-sump lubrication, the Model V became the Model U in 1937. Production recommenced after WW2, the old sidevalve '74' finally disappearing from the range at the end of 1948.

Dating from the first year of production, this rare, restored Harley-Davidson 'flat head' is offered with an Automotoclub Historico Italiano certificate.

£18,000 - 24,000

€25,000 - 33,000



33^N

1934 HARLEY-DAVIDSON 750CC MODEL R MOTORCYCLE COMBINATION

Engine no. 34R3131

- *Landmark 45ci model*
- *An older restoration*
- *Italian registered*



Although Harley-Davidson was no stranger to sidevalve ("flat head") engines, it did not apply this valve gear arrangement to a v-twin until the arrival of the all-new 45ci 'D' (standard) and 'DL' (high-compression) models in 1929. With the introduction of the Powerplus model in 1916, rivals Indian had demonstrated that a properly designed 'flat head' could produce all the power a road rider required, so it is perhaps surprising that Harley took so long to follow suit. One of the other advantages of this new engine was that it was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and the 45's relative affordability would prove to be an important factor during the Depression years of the early 1930s.

The model designation of the 45ci 'flat heads' changed from 'D' to 'R' for 1932, the change in nomenclature coinciding with the adoption of a new (horizontal) electrical generator and a suitably modified frame. At the same time, crankcases were changed to accommodate larger flywheels, and the engine also received aluminium pistons.

With sales dropping to a mere fraction of what they had been before the October '29 Wall Street Crash - Harley-Davidson sold fewer than 7,000 motorcycles in 1932 compared to almost 20,000 a few years previously - there was little money available to finance major changes to the 1933 line up. The company posted a substantial loss for the 1932 financial year and sold only 3,168 machines in 1933.

Nevertheless, several improvements were made for 1934, the twins receiving a strengthened frame and forks, a new oil pump, High-Flo upswept exhaust systems, curvaceous new mudguards and a large Airflow tail light. Periodically improved and up-dated thereafter, Harley's immortal flat head enjoyed an unprecedentedly lengthy production life and was last catalogued, in KH solo form, in 1956, though the three-wheeled Servi-Car version was still on sale in 1973!

An older restoration, this Model R motorcycle is attached to a sidecar of the correct Harley-Davidson pattern for the period. Acquired for the Lonati Collection in October 2009, the machine is offered with Italian registration papers.

£16,000 - 20,000

€22,000 - 28,000

34^N

1935 HARLEY-DAVIDSON 1,200CC MODEL VD

Engine no. 35V5032C

- Landmark sidevalve 'Big Twin'
- An older restoration
- Corbin speedometer



Rivals Indian had long ago demonstrated the efficacy and performance potential of the sidevalve engine, and in 1929 Harley-Davidson at last adopted this technology on a twin-cylinder model, having had a 'flat head' single in the line-up since 1925. This new engine was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and its relative affordability would prove to be an important factor during the Depression years of the early 1930s.

For the 1930 model year, Harley-Davidson extended its sidevalve technology to larger models. Harley's 1930 brochure described the new 74ci machine as 'standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-centre rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered.' Its manufacturer's hyperbole notwithstanding, the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign.

A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere. The high-compression VL version produced slightly more power than the Model V and both were available with either coil or magneto ignition.

In 1934 the Model VD, as it had become, benefited from improvements introduced across the twins range, which included a strengthened frame and forks, new oil pump, High-Flo upswept exhaust system, curvaceous new mudguards and a large Airflow tail light, while the '35 motors incorporated improved cylinders and pistons. Revised with the frame, tank and wheels of the 61ci overhead-valve 'Knucklehead', plus dry-sump lubrication, the Model V became the Model U in 1937. Production recommenced after WW2, the old sidevalve '74' finally disappearing from the range at the end of 1948.

This restored Harley-Davidson 'flat head' is offered with an Automotoclub Historico Italiano certificate.

£20,000 - 25,000

€28,000 - 34,000

35^N

1941 HARLEY-DAVIDSON 1,200CC MODEL UL

Engine no. 41UL4228

- *Dating from the final year of peacetime production*
- *High-compression model*
- *An older restoration*



For the 1930 model year, Harley-Davidson extended its sidevalve technology, previously confined to the singles, to its large-capacity twins. Announced in August 1929 as a replacement for Harley's long-running and much-loved F-head 'Big Twin', the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick and, its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere.

The Model V's detachable cylinder heads, interchangeable wheels (including that of the sidecar, when attached), larger brakes and tyres, lower seat and increased ground clearance all represented advances over the outgoing F-head twin. The high-compression VL version produced slightly more power than the Model V and both were available with either coil or magneto ignition.

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Revised with the frame, tank and wheels of the 61ci overhead-valve 'Knucklehead', plus dry-sump lubrication, the VD became the Model U in 1937. Inside the engine there was virtually nothing left unchanged: the crank pin was enlarged, connecting rods strengthened and the flywheels grew in size, while in the interests of rationalising production, the bore size changed to that of the OHV '61' and stroke to that of the '80'.

This high-compression UL model has the 16" wheels standardised for 1941. By this time Harley-Davidson had become increasingly preoccupied with catering for the demands of the US military, so major changes from the preceding year's models were few. As far as the larger sidevalve twins were concerned, the big news for '41 was the adoption of a new clutch with greatly increased frictional area.

Dating from the final year of peacetime production, this restored Harley-Davidson UL is offered with an Automotoclub Historico Italiano certificate.
£15,000 - 18,000
€21,000 - 25,000

36^N

1942 HARLEY-DAVIDSON 739CC WLA MILITARY MOTORCYCLE

Frame no. 42WLA64462

Engine no. 42WLA64462

- *Classic WW2 military motorcycle*
- *Fully equipped*
- *German registration papers*



Although Harley-Davidson was no stranger to sidevalve ('flat head') engines, it did not apply this valve gear arrangement to a v-twin until the arrival of the all-new 45ci 'D' (standard) and 'DL' (high-compression) models in 1929. With the introduction of the Powerplus model in 1916, rivals Indian had demonstrated that a properly designed 'flat head' could produce all the power a road rider required, so it is perhaps surprising that Harley took so long to follow suit. One of the other advantages of this new engine was that it was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and the 45's relative affordability would prove to be an important factor during the Depression years of the early 1930s.

Production of the sidevalve '45' really took off when the USA's entry into WW2 in December 1941 created an unprecedented demand for military motorcycles, around 90,000 of the WL (military) version rolling off the Milwaukee production lines before hostilities ceased. After rigorous testing in 1939, the US Army had ordered its first batch of WLs in March 1940, with further substantial orders of machines from South Africa and Great Britain following soon after.

These military Harleys benefited from the new aluminium cylinder heads fitted to the civilian version from 1939 and came with a full complement of equipment including D-shaped foot-boards, crash bars, skid plates, cargo racks and panniers. Designated WLA (Army) or WLC (Canadian-built), the Harley '45' saw action in just about every theatre of war. 'De-mobbed' Harley WLs helped meet the upsurge in demand for motorcycles in the immediate post-war years, doing much to establish the marque's reputation worldwide, while the civilian version remained a catalogued model until the end of 1951. From as early as 1935 a competition version had been offered (identified with an 'R' suffix) and these special, limited edition Harley 45s would be the machines to beat in flat track racing well into the 1950s.

This restored WLA comes fully equipped with saddle bags, machinegun holder, part-canvas screen, engine/gearbox skid plate, ammunition box, etc. Perfect for any gathering of classic military vehicles, the machine is offered with German registration document and TÜV paperwork.

£10,000 - 14,000

€14,000 - 19,000

37^N

1942 HARLEY-DAVIDSON 750CC XA MILITARY MOTORCYCLE

Frame no. 42XA1766

Engine no. 42XA1766

- *Ultra-rare military model*
- *Fully equipped*
- *Restored condition*



Although the large-capacity air-cooled v-twin is considered the quintessential Harley-Davidson power plant, the Milwaukee manufacturer has dabbled with other multi-cylinder layouts on occasion, most notable the Model W of the early 1920s and the WW2-era Model XA. Following the outbreak of war in Europe in September 1939, both Harley-Davidson and rivals Indian received substantial orders from the British and French governments for military motorcycles, which Harley fulfilled with an adapted version of its 45ci 'flat head' v-twin: the WLA. Although the USA was not in the war at this time, it seemed to many in the Department of Defense that it would inevitably be drawn into the widening conflict, and procurement of military supplies accelerated. Harley-Davidson would go on to produce a staggering 88,000 motorcycles for the war effort, the vast majority of which was accounted for by the WLA.

In the autumn of 1942, with the USA now fully committed to the Allied cause, the United States Army Procurement authorities commissioned the Harley-Davidson and Indian factories to produce military motorcycles based on the successful designs by BMW and Zündapp employed by the German Wehrmacht, which had demonstrated their effectiveness in Rommel's North African campaign.

H-D responded with the XA, a 750cc sidevalve flat twin modelled on the pre-war BMW R71. Like the BMW, the XA featured shaft drive, a four-speed gearbox and a hand operated clutch, while the steel disc wheels and balloon tyres were tailored for use in desert terrain. In the event, neither the XA nor Indian's similar 841 were considered to offer any advantages over the cheaper-to-produce WLA and Scout models, and XA production halted after little more than 1,000 had been made. In any case, with the war in Europe drawing to a close, the ubiquitous Jeep was considered far more suitable for combat duties in the Far East. Today, surviving XAs are highly sought after by collectors of both military vehicles and Harley-Davidsons alike.

This rare XA comes fully equipped for military duty with gun holster, ammunition box, 'crash' bars and leather panniers. The machine is offered with an Automotoclub Storico Italiano certificate.

£14,000 - 18,000

€19,000 - 25,000

38^N

1942 HARLEY-DAVIDSON 739CC WLA

Frame no. 42WLA58215

Engine no. 42WLA58215

- *Civilianised military motorcycle*
- *Restored condition*
- *Italian registered*



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This restored WLA has been 'civilianised' and restyled along the lines of the 1940/1941 models. A total of only two miles is recorded on the odometer, which is presumed to be the distance covered since restoration. The machine is offered with Italian registration papers.

£8,000 - 12,000

€11,000 - 17,000

39^N

1946 HARLEY-DAVIDSON 739CC SERVI-CAR

Frame no. 46G1473

Engine no. 46G1473

- One of only 766 Model Gs made in 1946
- German registration papers
- Twin-leading-shoe front brake



Like most other manufacturers, Harley-Davidson relied on sidecar-equipped solos as a means of exploiting the motorcycle's commercial possibilities, until the arrival of the purpose-built Servi-Car trike in 1932 raised the three-wheeler's potential to new levels. Powered by Harley's rugged 45ci 'flat head' v-twin, the Servi-Car incorporated a car-type differential in its rear axle right from the start and a reverse gear soon after introduction. The Servi-Car's main customer was the police, but this versatile machine was also much favoured by auto dealers as a tow vehicle and by small businesses for deliveries. In the latter role it served as a useful mobile billboard, there being ample room to display the company name and 'phone number on the rear of the cargo box, while for \$3.50 per pair H-D would supply fender advertising skirts. The versatile Servi-Car also enabled disabled motorcyclists to enjoy the genuine Harley-Davidson experience.

Regularly upgraded in line with Harley-Davidson's motorcycle range, the Servi-Car remained in the catalogue until 1973 and the time of its retirement was Milwaukee's longest running model. Important upgrades along the way included a reverse gear in 1933, a second brake for the rear axle in 1937, and enclosure of the rear drive chain in 1938, while in 1939 the tow-bar was beefed up and made a permanent attachment.

In 1940 a stronger axle housing was introduced and the following year the Servi-Car received a new frame, which coincided with the adoption of a welded (rather than riveted) rear axle tube. There was also increased power, courtesy of a raised compression ratio, and a more effective front brake, taken from the 74ci solo models. In this form the Servi-car remained essentially unchanged until 1959 when it was fitted with the Hydra-Glide telescopic fork, replacing the old 'Springer' front end, while the provision of an electric starter in 1964 marked the first occasion this device had been fitted to a Harley-Davidson. In the post-war year's, Harley's trike also became the focus of customisers, some of whom even went so far as to replace the 45ci twin with a mighty American V8.

This restored Servi-Car is offered with a German registration document and TÜV paperwork. The twin-leading-shoe front brake is particularly worthy of note.

£12,000 - 16,000

€17,000 - 22,000

40^N

1948 HARLEY-DAVIDSON 1,000CC EL 'PANHEAD'

Engine no. 48EL3361

- Dating from the first year of Panhead production
- Restored condition
- Italian registered



When Harley-Davidson revised its Model F's 74ci overhead-valve v-twin engine in 1948, the new rocker covers gave rise to the unofficial nickname 'Panhead'. This particular line of OHV Harleys had commenced with the introduction of the 61cu in (1,000cc) Model E 'Knucklehead' in 1936, overhead-valve engines having been seen only in singles and racing twins prior to that date. New from the sump plug upwards, the E, and especially the high-compression EL, brought a new level of performance to Harley's roadsters and was immediately well received. Nevertheless, it was not long before H-D was exploring ways of improving its new offering, going down the familiar route, already trodden with the 'flat heads', of increasing engine capacity to 74ci (1,200cc) in the models FS (medium compression) and FL (high compression). Introduced in 1941, the new 'Seventy-Four' incorporated a host of improvements enabling the engine to cope with the increased power, which was now up to 48bhp in the FL's case.

By the late 1940s the Knucklehead was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers.

Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability.

The 'Panhead' featured a new 'wishbone' frame incorporating bowed front downtubes, and in 1949 gained an hydraulically damped telescopic front fork, becoming the 'Hydra-Glide', though this name was originally applied only to the fork and did not become an official model title until 1952. The advent of rear suspension in 1958 saw the Panhead renamed 'Duo-Glide', while with the addition of an electric starter in 1965 it became the 'Electra Glide'.

This restored EL 'Panhead' is offered with Italian registration papers.

£14,000 - 18,000

€19,000 - 25,000

1950 HARLEY-DAVIDSON 1,200CC FL 'PANHEAD'

Engine no. 50FL11325

- *Fitted with the Hydra-Glide front fork*
- *Restored condition*
- *German 'Old Timer' registration papers*



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The 'Panhead' featured a new 'wishbone' frame incorporating bowed front downtubes, and in 1949 gained an hydraulically damped telescopic front fork, becoming the 'Hydra-Glide', though this name was originally applied only to the fork and did not become an official model title until 1951/1952. The advent of rear suspension in 1958 saw the Panhead renamed 'Duo-Glide', while with the addition of an electric starter in 1965 it became the 'Electra Glide'.

This restored FL Panhead features the Hydra-Glide front fork and bizarre looking 'pedestrian slicer' fender accessories at both ends. The machine is offered with a German 'Old Timer' registration document (dating from 1994) and an Automotoclub Storico Italiano certificate.

£10,000 - 15,000

€14,000 - 21,000

42^N

1952 HARLEY-DAVIDSON 739CC SERVI-CAR

Engine no. 52G3085

- One of only 515 Model Gs made in 1946
- Netherlands registration papers
- Restored condition



Like most other manufacturers, Harley-Davidson relied on sidecar-equipped solos as a means of exploiting the motorcycle's commercial possibilities, until the arrival of the purpose-built Servi-Car trike in 1932 raised the three-wheeler's potential to new levels. Powered by Harley's rugged 45ci 'flat head' v-twin, the Servi-Car incorporated a car-type differential in its rear axle right from the start and a reverse gear soon after introduction. The Servi-Car's main customer was the police, but this versatile machine was also much favoured by auto dealers as a tow vehicle and by small businesses for deliveries. In the latter role it served as a useful mobile billboard, there being ample room to display the company name and 'phone number on the rear of the cargo box, while for \$3.50 per pair H-D would supply fender advertising skirts. The versatile Servi-Car also enabled disabled motorcyclists to enjoy the genuine Harley-Davidson experience.

Regularly upgraded in line with Harley-Davidson's motorcycle range, the Servi-Car remained in the catalogue until 1973 and the time of its retirement was Milwaukee's longest running model. Important upgrades along the way included a reverse gear in 1933, a second brake for the rear axle in 1937, and enclosure of the rear drive chain in 1938, while in 1939 the tow-bar was beefed up and made a permanent attachment.

In 1940 a stronger axle housing was introduced and the following year the Servi-Car received a new frame, which coincided with the adoption of a welded (rather than riveted) rear axle tube. There was also increased power, courtesy of a raised compression ratio, and a more effective front brake, taken from the 74ci solo models. In this form the Servi-car remained essentially unchanged until 1959 when it was fitted with the Hydra-Glide telescopic fork, replacing the old 'Springer' front end, while the provision of an electric starter in 1964 marked the first occasion this device had been fitted to a Harley-Davidson. In the post-war year's, Harley's trike also became the focus of customisers, some of whom even went so far as to replace the 45ci twin with a mighty American V8.

With its sombre black paintwork, this restored Servi-Car looks like it might have been used as a hearse by an undertaker specialising in household pets. The machine is offered with Netherlands registration papers and an Automotoclub Storico Italiano certificate.

£8,000 - 14,000

€11,000 - 19,000

43^N

1958 HARLEY-DAVIDSON 1,200CC FLH DUO-GLIDE

Frame no. 58FLH2051

Engine no. 58FLH2051

- Dating from the first year of production
- Comes with a pair of fringed panniers
- Restored condition



When Harley-Davidson revised its Model F's 74ci overhead-valve v-twin engine in 1948, the new rocker covers gave rise to the unofficial nickname 'Panhead'. This particular line of OHV Harleys had commenced with the introduction of the 61cu in (1,000cc) Model E 'Knucklehead' in 1936, overhead-valve engines having been seen only in singles and racing twins prior to that date. New from the sump plug upwards, the E, and especially the high-compression EL, brought a new level of performance to Harley's roadsters and was immediately well received. Nevertheless, it was not long before H-D was exploring ways of improving its new offering, going down the familiar route, already trodden with the 'flat heads', of increasing engine capacity to 74ci (1,200cc) in the models FS (medium compression) and FL (high compression). Introduced in 1941, the new 'Seventy-Four' incorporated a host of improvements enabling the engine to cope with the increased power, which was now up to 48bhp in the FL's case.

By the late 1940s the Knucklehead was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers.

Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability.

The 'Panhead' featured a new 'wishbone' frame incorporating bowed front downtubes, and in 1949 gained an hydraulically damped telescopic front fork, becoming the 'Hydra-Glide', though this name was originally applied only to the fork and did not become an official model title until 1951/1952. The advent of hydraulically damped rear suspension in 1958 saw the Panhead renamed 'Duo-Glide', while with the addition of an electric starter in 1965 it became the 'Electra Glide'.

Dating from the first year of production, this restored FLH Duo-Glide is offered with an Automotoclub Storico Italiano certificate.

£10,000 - 15,000

€14,000 - 21,000

44^N

1981 HARLEY-DAVIDSON 1,340CC FLHP ELECTRA GLIDE POLICE MOTORCYCLE

Frame no. 1HD1ABK16BY051363

Engine no. ABKB051363

- *New York Police Highway Patrol specification*
- *Fully equipped*
- *Netherlands registration papers*



By the late 1940s Harley-Davidson's first overhead-valve twin - the legendary Knucklehead - was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers. Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability.

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Two important events in the lengthy development of Harley's perennial v-twin occurred in the mid-1960s when the 74ci (1,200cc) FH and FLH Duo-Glide adopted electric starting (1965) and the revised 'Shovelhead' engine the following year. Now known as the 'Electra Glide' - without question one of the most evocative names in motorcycling history - Harley's updated cruiser featured a new frame to house the large 12-volt battery and a reshaped primary drive cover to accommodate the electric starter mechanism.

H-D was unable to afford the costs of developing an entirely new engine, so made do instead with a revised top end (the 'Shovelhead') featuring a larger aluminium version of the Sportster cylinder head, an improvement that liberated a further 5bhp. The Shovelhead 'Glide continued in production for a further 18 years, gaining alternator electrics, electronic ignition and disc braking as the years progressed before bowing out in 1983 with the arrival of the Evolution-engined 'Glide. The world's oldest surviving motorcycle manufacturer, Harley-Davidson is acutely aware of its heritage and the Electra-Glide has remained a cornerstone of the range to this day.

Equipped with the 80ci (1,340cc) engine introduced for 1978, this Harley-Davidson Electra Glide is presented in New York Police Highway Patrol specification complete with flashing lights, windscreen, synthesiser/tuner, radio antenna and audible warning system, etc. The machine is offered with Netherlands registration papers dating from 1992 and an Automotoclub Storico Italiano certificate.

£7,000 - 8,000

€9,700 - 11,000

45^N

1970 HARLEY-DAVIDSON 1,200CC FLH ELECTRA GLIDE POLICE MOTORCYCLE

Frame no. 1A21896HO
Engine no. 1A21896HO

- *Police specification*
- *Fully equipped*
- *Netherlands registration papers*



By the late 1940s Harley-Davidson's first overhead-valve twin - the legendary Knucklehead - was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers. Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability.

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This Harley-Davidson Electra Glide is presented in Greek police specification complete with flashing light, windscreen, radio antenna and audible warning system. The machine is offered with Netherlands registration papers and an Automotoclub Storico Italiano certificate.

£5,500 - 7,500

€7,600 - 10,000

46^N

1981 HARLEY-DAVIDSON 1,340CC FLHC ELECTRA GLIDE CLASSIC MOTORCYCLE COMBINATION

Frame no. 3H053908J0
Engine no. 3HE053908J0

- *Top-of-the-range model*
- *Acquired in 2006*
- *Italian registration papers*



By the late 1940s Harley-Davidson's first overhead-valve twin - the legendary Knucklehead - was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers. Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability.

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Equipped with the 80ci (1,340cc) engine introduced for 1978, and the only one on offer in the '81 Shovelhead, this restored Harley-Davidson Electra Glide is attached to a single-seater sports sidecar. The machine was acquired for the collection in 2006 and is offered with Italian registration papers.

£6,500 - 7,500
€9,000 - 10,000

47^N

1984 HARLEY-DAVIDSON XR-1000 SPORTSTER

Frame no. 1HD1CDH32EY112274

Engine no. CDHE112274

- *Rare high-performance sports model*
- *One of only 1,777 produced*
- *Imported from the USA in 2008*



Although retaining all the traditional characteristics that made them unique, the Harley-Davidsons of the 1970s began to incorporate some of the technological developments that had become the accepted norm on European and Japanese machines. Disc brakes and electronic ignition were commonplace on Harleys by the decade's end, by which time the convenience of electric starting had been extended to the Sportster model. The latter benefited from a capacity increase (to 1,000cc) for 1972 and in 1978 gained the superior twin-downtube cradle frame of the short-lived XLCR Café Racer. In 1982 a new welded frame was introduced, replacing the traditional lugged type in use hitherto, and then the following year saw the introduction of two new Sportsters: the XLX and XR-1000. While the former was a more affordable base model intended to attract new customers, the latter catered for those with a desire for increased performance. Harley customers had been asking for a road version of the factory's successful dirt-track racers for years and the XR-1000 went some way towards meeting those demands. The engine was basically that of the XLX but fitted with the aluminium alloy cylinder heads of the XR-750 racer, together with twin carburettors.

Two high-level exhaust pipes ran down the left side of the machine, and in this form the XR motor produced 70bhp, some 10 horsepower more than the standard XLX. Priced at \$7,000, the XR-1000 was some \$3,000 more expensive than the base XLX and sold in relatively small numbers. Although shunned in the showroom, the XR-1000 contributed its engine to one of the most famous of all Harley-Davidson racing motorcycles: the Daytona and BOTT-winning 'Lucifer's Hammer'. The XR-1000 remained in production until the end of the 1984 season, by which time only 1,777 had been produced, and today is one of the rarest and most highly sought-after of post-war Harley-Davidson motorcycles.

Imported into Italy in 2008, this XR-1000 is offered with a State of Florida Certificate of Title, importation paperwork and an Automotoclub Storico Italiano certificate.

£8,000 - 14,000

€11,000 - 19,000

48^N

1923 INDIAN 61CI CHIEF MOTORCYCLE COMBINATION

Frame no. 20460

Engine no. 80V634

- *Landmark Indian model*
- *Dating from the first year of production*
- *An older restoration*



Chain drive had been one of Indian's advanced features right from the start, when Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to build their first prototype in 1901. That first machine was powered by a single-cylinder 'F-head' engine that formed part of the frame - in the Indian's case it sloped rearwards to act as the seat tube - and featured an advanced spray-type carburettor of Hedstrom design. The reliable Indian single proved an instant hit and was produced substantially unchanged until 1905, providing the Springfield firm with the basis for the powerful, large-capacity v-twins that it is best remembered for.

Indian's first twin appeared in 1907, its rear cylinder continuing to form part of the frame until 1909 when Indian adopted a loop frame of the type favoured by rivals Harley-Davidson. In 1911 Indian broke new ground yet again with their OHV four-valves-per-cylinder racers and then in 1916 a new 61ci (1,000cc) sidevalve v-twin - the Powerplus - was introduced to replace the F-head type. A smaller model, the 600cc Scout, joined the Powerplus in 1920, and then in the autumn of 1921 the range was extended to encompass a new, Scout-based 1,000cc model - the Chief - the first of an immensely successful line that would endure until 1953.

The Scout had been a big success, so Indian was keen to emphasise the new Chief's close relationship with its smaller predecessor. The Chief retained the Scout's helical gear primary drive and integral gearbox but in most other respects the engine followed the lines of that used in the Powerplus model, which was now renamed 'Standard'. Other Standard components used included the wheels, brakes, foot boards, saddles and sprung front fork, though the Chief frame reverted to a rigid back end. Indian's powerful new Big Twin had a top speed in excess of 90mph in solo form and was deservedly popular as a sidecar 'tug', maximum speed with a chair attached being a highly respectable 70mph. When a 74ci (1,200cc) Big Chief variant was added to the range in 1923, it quickly became a top seller.

Apparently a well executed older restoration, this Indian Chief motorcycle combination is offered with an Automotoclub Storico Italiano certificate, though it should be noted that the engine number is incorrectly recorded.

£20,000 - 25,000

€28,000 - 34,000

C.1927 INDIAN 600CC SCOUT 'WALL OF DEATH' MOTORCYCLE

- *Iconic smaller sports twin*
- *Modified for 'Wall of Death' riding*



A marque at the very forefront of motorcycle design and technology in the opening decades of the 20th Century, Indian nowadays is remembered mainly for its powerful, large-capacity v-twins, the first of which appeared in 1907. The Springfield firm's first twin was based on its highly successful 'F-head' (inlet-over-exhaust) single-cylinder model, and this type of engine would continue to power the road-going 'Iron Redskins' until a new 61ci (1,000cc) 'flat head' (sidevalve) v-twin - the Powerplus - was introduced for 1916.

A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the Powerplus in 1920, soon gaining a deserved reputation for durability; so much so that 'You can't wear out an Indian Scout' became its advertising slogan. Contributing to this longevity was the use of gears for the primary drive rather than the customary chain, and this unusual feature would endure until 1933. A 45ci (750cc) variant was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame. This sporting machine would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay.

Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. Lighter and faster than its immediate predecessor, the Sport Scout was just what enthusiasts and racers had been crying out for, and today remains a favourite among discerning Indian owners and riders.

Believed to date from circa 1927, this Scout has been modified for use as a 'Wall of Death' mount in this popular form of two-wheeled daredevilry. The engine carries a brass plate engraved with the name 'Bengt Karlstrom', who may well have been its intrepid rider. There are no documents with this Lot.

£7,000 - 10,000

€9,700 - 14,000

50^N

1939 INDIAN 45CI DISPATCH TOW TRIKE

Engine no. FCI 1080

- *Iconic three-wheeled commercial vehicle*
- *Restored condition*
- *Netherlands registered*



Indian's famous Dispatch Tow trike resulted from a demand from the neighbouring Packard dealership for a collection/delivery tow vehicle for its service department. Whereas two employees had been required to collect and return a customer's vehicle (the second to drive the other car required) the Dispatch Tow was cleverly designed to enable this task to be carried out by a single mechanic, thus saving time and money. A towing yoke was attached to the axle of the trike's front fork, the forward end of which would be clamped to the car's rear bumper. Thus the mechanic would ride the Dispatch Tow to the customer's home or office and tow the trike back to the dealership using the customer's car. After being serviced, the car and trike made the journey in reverse and the mechanic would then ride the Dispatch Tow back to the workshop, the towing frame being carried vertically and parallel with the fork legs.

The Dispatch Tow's designer was Indian's Chief Engineer, Charles Franklin, who had formed part of the successful works team at the 1911 Isle of Man TT, finishing in 2nd place. Designer of the Scout and Chief models, Franklin used the 45ci (750cc) 101 Scout in creating the prototype Dispatch Tow, which was fitted with a low-compression engine and a chain-driven car-type rear axle complete with differential, above which was mounted a box body.

Launched in 1931, the Dispatch Tow was a runaway success, with some 400 being sold in that first year. A chauffeur's uniform was available for the operator at a price of \$25. Indian advertised the Dispatch Tow as 'the only means of getting the hurry-up job... the cheapest means of getting any job.' It not only proved popular with auto dealers but was also used by businesses in need of a lightweight delivery vehicle. The fact that the box body could carry advertisements was no doubt part of its appeal: 'Advertising your progressive services all the way' as Indian put it.

Imitation is said to be the sincerest form of flattery, but Indian cannot have been best pleased when rivals Harley-Davidson produced a blatant copy the following year in the form of the Servi-Car.

This restored Dispatch Tow is offered with Netherlands registration papers and Automotoclub Storico Italiano certificate.

£20,000 - 30,000

€28,000 - 41,000

51^N

1930 INDIAN MODEL 402 FOUR MOTORCYCLE COMBINATION

Engine no. EA1044

- *'The Duesenberg of motorcycling'*
- *Restored condition*
- *German registered*



Marketed as the Indian Ace for 1928, the Springfield company's first four-cylinder motorcycle had resulted from its purchase of Ace rights and tooling from Detroit Motors the previous year. The Ace company, although bankrupted twice, had developed a fundamentally sound four-cylinder motorcycle based on William Henderson's original design, and this provided Indian with an opportunity to offer an in-line 'four' with minimal development costs.

The Ace was William Henderson's second four-cylinder motorcycle. One of the most charismatic names in American motorcycling history, the Henderson company - founded by Tom and William Henderson in Detroit in 1912 - produced nothing but four-cylinder motorcycles in the course of its 19-year existence. The firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917 and the Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - thereby having a hand in the design of all the major American-built fours.

The first Ace four had been offered late in 1919 for the 1920 season and retained the F-head (inlet over exhaust) valve gear of the original Henderson. (Schwinn's Hendersons went 'flat head' for 1920).

The 75ci (1,229cc) air-cooled inline engine employed splash lubrication and was built in unit with the three-speed, hand-change gearbox. A wheelbase of 59" and a seat height of 29" made for a stable and comfortable ride, while weight was kept down to a commendable 365lbs.

By 1926 the reconstituted company was owned by Detroit motors, from which it was bought by Indian in January '27. Having acquired the Ace, Indian made few changes for the next couple of years before beginning to put its own characteristic stamp on the Four, beginning in 1929 with a restyle (Model 401) and following up with a new five-main-bearing crankshaft. Introduced on June 1st 1929 on the Model 402, the latter was the biggest single change made to the motor, which retained the Henderson Ace's basic architecture right up to 1936. Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942.

One of the world's most beautiful and collectible motorcycles, this restored Indian Four combination is offered with German registration document and TÜV paperwork.

£40,000 - 50,000
€55,000 - 69,000



52^N

1938 INDIAN 77.21CI MODEL 438 FOUR

Frame no. 438577

Engine no. DCH577

- *'The Duesenberg of motorcycling'*
- *Restored condition*
- *German registered*



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Following the debacle of the 'upside-down' Four of 1936/37, Indian reverted to the tried-and-tested 'F-head' (inlet over exhaust) arrangement on the 438 Four, adding aluminium cylinder heads and fully enclosed valve gear to the specification. Changes after 1938 were few. Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942.

One of the world's most beautiful and collectible motorcycles, this restored Indian Four is offered with German registration document and TÜV paperwork.

£26,000 - 32,000

€36,000 - 44,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

C.1939 INDIAN 74CI CHIEF

Engine no. CDI 3104 (see text)

- *Last of the open fender, rigid-frame Chiefs*
- *Appears substantially un-restored*
- *Re-stamped engine number*



Chain drive had been one of Indian's advanced features right from the start, when Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to build their first prototype in 1901. That first machine was powered by a single-cylinder 'F-head' engine that formed part of the frame - in the Indian's case it sloped rearwards to act as the seat tube - and featured an advanced spray-type carburettor of Hedstrom design. The reliable Indian single proved an instant hit and was produced substantially unchanged until 1905, providing the Springfield firm with the basis for the powerful, large-capacity v-twins that it is best remembered for.

Indian's first twin appeared in 1907, its rear cylinder continuing to form part of the frame until 1909 when Indian adopted a loop frame of the type favoured by rivals Harley-Davidson. In 1911 Indian broke new ground yet again with their OHV four-valves-per-cylinder racers and then in 1916 a new 61ci (1,000cc) sidevalve v-twin - the Powerplus - was introduced to replace the F-head type. A smaller model, the 600cc Scout, joined the Powerplus in 1920, and then in the autumn of 1921 the range was extended to encompass a new, Scout-based 1,000cc model - the Chief - the first of an immensely successful line that would endure until 1953.

The Scout had been a big success, so Indian was keen to emphasise the new Chief's close relationship with its smaller predecessor. The Chief retained the Scout's helical gear primary drive and integral gearbox but in most other respects the engine followed the lines of that used in the Powerplus model, which was now renamed 'Standard'. Other Standard components used included the wheels, brakes, foot boards, saddles and sprung front fork, though the Chief frame reverted to a rigid back end. Indian's powerful new Big Twin had a top speed in excess of 90mph in solo form and was deservedly popular as a sidecar 'tug', maximum speed with a chair attached being a highly respectable 70mph. When a 74ci (1,200cc) Big Chief variant was added to the range in 1923, it quickly became a top seller. Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940 when the cycle parts were extensively face-lifted.

Appearing substantially un-restored, this Indian Chief is offered with an Automotoclub Storico Italiano certificate. It should be noted that the engine number appears to have been re-stamped and, if correct, corresponds with a manufacturing date for the motor of 1949.

£10,000 - 15,000

€14,000 - 21,000

54^N

1941 INDIAN 74CI CHIEF

Frame no. 86320

Engine no. CDA 270

- One of the first 'fender skirt' Chiefs
- Restored condition
- Italian registered



Chain drive had been one of Indian's advanced features right from the start, when Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to build their first prototype in 1901. That first machine was powered by a single-cylinder 'F-head' engine that formed part of the frame - in the Indian's case it sloped rearwards to act as the seat tube - and featured an advanced spray-type carburettor of Hedstrom design. The reliable Indian single proved an instant hit and was produced substantially unchanged until 1905, providing the Springfield firm with the basis for the powerful, large-capacity v-twins that it is best remembered for.

Indian's first twin appeared in 1907, its rear cylinder continuing to form part of the frame until 1909 when Indian adopted a loop frame of the type favoured by rivals Harley-Davidson. In 1911 Indian broke new ground yet again with their OHV four-valves-per-cylinder racers and then in 1916 a new 61ci (1,000cc) sidevalve v-twin - the Powerplus - was introduced to replace the F-head type. A smaller model, the 600cc Scout, joined the Powerplus in 1920, and then in the autumn of 1921 the range was extended to encompass a new, Scout-based 1,000cc model - the Chief - the first of an immensely successful line that would endure until 1953.

The Scout had been a big success, so Indian was keen to emphasise the new Chief's close relationship with its smaller predecessor. The Chief retained the Scout's helical gear primary drive and integral gearbox but in most other respects the engine followed the lines of that used in the Powerplus model, which was now renamed 'Standard'. Other Standard components used included the wheels, brakes, foot boards, saddles and sprung front fork, though the Chief frame reverted to a rigid back end. Indian's powerful new Big Twin had a top speed in excess of 90mph in solo form and was deservedly popular as a sidecar 'tug', maximum speed with a chair attached being a highly respectable 70mph. When a 74ci (1,200cc) 'Big Chief' variant was added to the range in 1923, it quickly became a top seller.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, that year's models being notable as the first to feature plunger rear suspension and the deeply skirted fenders of the quintessential Chief.

Dating from 1941, this beautifully restored 'fender skirt' Indian Chief is offered with Italian registration papers.

£16,000 - 20,000

€22,000 - 28,000

55^N

1953 INDIAN 80CI CHIEF

Frame no. CS6761

Engine no. CEJ 1099

- *First-year 80ci engine (see text)*
- *Last-of-the line model*
- *Dating from the final year of production*



Nowadays Indian is remembered mainly for its powerful, large-capacity v-twins, which first appeared in the 1900s and lasted in production right up to the original company's demise almost half-a-century later. Based on Indian's highly successful 'F-head' (inlet-over-exhaust) single, the twin arrived in 1907 and continued in this form until 1916 when a new 61ci (1,000cc) 'flat head' v-twin - the Powerplus - was introduced. A smaller model, the 600cc Scout, joined the Powerplus in 1920 and then two years later the range was extended to encompass a new, Scout-based 1,000cc Chief model - the first of a noble line that would endure until 1953.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, that year's models being notable as the first to feature plunger rear suspension and the deeply skirted fenders of the quintessential Chief. With war looming, Indian increasingly turned to the production of military models, the Army version of the Chief emerging stripped of its skirted fenders and chromework and finished in drab olive green. Indian's first significant post-war development was a change to girder forks for the 74ci (1,200cc) 'Big Chief', by then Indian's only model.

In 1950 the Chief's engine was stretched to 80ci (1,320cc) and a telescopic front fork, left-foot gear shift and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian. Changes made to the last-of-the-line 1952/53 Chiefs were relatively minor, the most obvious being a smaller front fender, an "Eighty" tank decal, a right-side engine cowl, and the adoption of a bench-type seat. Less obvious were the British-made Amal carburettor and handlebar controls. In this, its final form, the Chief weighed 520lbs and in stock form had a maximum power output of 50bhp, which was good enough for a top speed of 92mph. Most owners though, would have preferred cruising at a more gentle pace to allow onlookers greater opportunity to admire their magnificent 'Iron Redskin'.

This beautifully restored 1953 Indian Chief has been fitted with an 80ci motor dating from 1950. There are no documents with this Lot.

£14,000 - 18,000

€19,000 - 25,000

56^N

1930 HENDERSON 1,301CC MODEL KJ 'STREAMLINE' FOUR

Frame no. 34483

Engine no. KJ34483

- *The ultimate Henderson Four*
- *Restored condition*
- *Corbin speedometer*



Founded by Tom and William Henderson in Detroit in 1912, Henderson built nothing but four-cylinder motorcycles in its 19-year existence. In 1917 the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and soon abandoned the Hendersons' original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon. Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc sidevalve engine equipped with forced lubrication, a twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars. Police forces across America snapped them up. Most importantly, its forced lubrication meant that the new Henderson could sustain these high speeds with a degree of reliability unattainable by its splash-lubricated predecessors.

In competitions, standard Henderson Fours often had the beating of tuned v-twins, and numerous detail improvements were made throughout the 1920s to ensure that the Henderson remained 'the finest motorcycle in the world'.

Nevertheless, by the decade's end it had become obvious something better was needed to stay ahead of the pack. The result was the 'KJ', designed by ex-Harley-Davidson engineer, Arthur Constantine. Introduced in April 1929, the KJ reverted to 'F-head' valve gear while incorporating a five bearing crankshaft (replacing the old three-bearing item) and increased cylinder finning among a host of other improvements. In addition, the handsome newcomer boasted sleek, up-to-the-minute styling, earning itself the sobriquet 'the Streamline Henderson'. Producing 40bhp at 4,000rpm (or 45 horsepower in KL form) the Streamline Henderson proved exceptionally smooth and tractable, being capable of accelerating from 10mph to over 100mph in top gear. Sales were encouraging, but with the Depression biting Ignaz Schwinn decided to quit while he was ahead, ending production of all Henderson and Excelsior motorcycles in 1931. Although it might be argued that production was ended prematurely, Henderson was at least spared the ignominy of going into decline, bowing out as 'the finest motorcycle in the world' with its reputation intact.

Dating from the penultimate year of Henderson production, this restored KJ model is offered with Automotoclub Storico Italiano certificate.

£28,000 - 34,000

€39,000 - 47,000

57^N

C.1928 HENDERSON 1,301CC DELUXE FOUR

Engine no. D28420A

- *The most famous of the American fours*
- *100mph Deluxe model*
- *Restored condition*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and the Hendersons soon moved on. Tom left the industry but William went on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours.

Although early models featured an unusually lengthy frame extending well forward of the engine, the Henderson, like the contemporary Indian and Harley-Davidson, was an advanced design for its day. Displacing 965cc initially, the air-cooled cylinders were arranged longitudinally in the frame and employed mechanically operated 'F-head' (inlet-over-exhaust) valve gear. There was single-gear transmission but the Henderson outclassed its rivals for convenience by having a clutch and a hand-crank starter instead of pedals. A shorter frame, folding kickstarter and three-speed sliding-gear transmission were all Henderson features by 1917.

After the take-over, Schwinn soon abandoned the Henderson's original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon. Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc sidevalve engine equipped with forced lubrication, a twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the Deluxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph and with the optional alloy pistons installed a Deluxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars. Police forces across America snapped them up.

Most importantly, its forced lubrication meant that the new Henderson could sustain these high speeds with a degree of reliability unattainable by the old splash-lubricated models. In an emphatic demonstration of its capabilities, Wells Bennett set a new world record on a stock Henderson Four on 31st May 1922, averaging 65.1mph for 24 hours, a mark that would remain unsurpassed for the next 15 years.

Equipped with the three-speed gearbox first introduced for 1917, this well restored example of one of the most desirable of all American motorcycles is offered with German registration document and TÜV paperwork.

£24,000 - 28,000

€33,000 - 39,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.

58^N

C.1924 HENDERSON 1,951CC DELUXE SIX

Engine no. 12087A

- *Rare six-cylinder version*
- *Three-speed transmission*
- *Restored condition*



One of the most charismatic names in American motorcycling history, Henderson produced nothing but four-cylinder motorcycles in the course of its 19-year existence. Founded by Tom and William Henderson in Detroit in 1912, the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and the Hendersons soon moved on. Tom left the industry but William went on to found the Ace motorcycle company - later taken over by Indian - and thereby had a hand in the design of all the major American-built fours.

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It seems that during the 1920s and 1930s (and possibly later) a number of Henderson fours were converted to six cylinders, a process that required extensive re-engineering of the engine as well as modifications to the frame. It is not known how many of these six-cylinder Hendersons were made and by whom, and the identity of this one's creator remains a mystery. There are no documents with this Lot.

£18,000 - 24,000

€25,000 - 33,000



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



59^N

C.1953 MOTO GUZZI MOTOLEGGERA 65

Frame no. B.20121723

Engine no. B.20121723

Two-strokes did not feature in the Moto Guzzi range until after WW2, when the extraordinarily successful Motoleggera 65 - known initially as the 'Guzzino' - put a whole generation of Italians on two wheels. As Italy emerged from the chaos of war, the insatiable demand for basic transportation was met by cyclemotors, scooters and lightweight motorcycles, which hitherto had had little impact on the domestic market. Introduced in 1946, the Motoleggera was by far the most successful of the latter, selling by the tens of thousands. This modest ultra-lightweight was powered by a 64cc disc-valve two-stroke engine, which drove via an integral three-speed gearbox and was carried in a simple tubular spine frame boasting swinging-arm rear suspension and blade-type girder forks. A 'right-first-time' design, the Motoleggera changed little over the next eight years, improvements being confined to the addition of a horn, modified silencer, stronger swinging arm and a switch to cast-iron for the cylinder barrel. This beautifully restored Motoleggera represents a rare opportunity to acquire one of these iconic little Guzzis. There are no documents with this Lot.

£1,000 - 1,500

€1,400 - 2,100

No Reserve



60^N

C.1964 MOTOM SPORTS MOPED

Frame no. 138843

Engine no. L.260691

Founded in Italy in 1945 and active until the early 1970s, Motom was unusual among European manufacturers of mopeds and ultra-lightweight motorcycles in preferring the four-stroke engine rather than the ubiquitous two-stroke. Pressed-steel spine frames were another Motom trademark although, as time progressed, models with tubular frames were introduced and proprietary Peugeot and Zündapp two-stroke engines adopted. The first Motom was exhibited at the 1947 Geneva Salon and production of Motom motorcycles continued until 1971. Built in unit with a three-speed gearbox, the 48cc Motom engine had bore/stroke dimensions of 39x40mm and produced 1.5bhp at 4,500rpm. A rigid frame and centre spring blade type front fork were features, while later models had telescopic forks and plunger rear suspension. On early models, the fuel tank was incorporated into the frame while on some later ones it was a separate component, as seen here. Presented in restored condition, this beautiful little Motom represents an opportunity for the serious collector to acquire a European four-stroke moped of a type rarely seen in the UK. There are no documents with this Lot.

£1,000 - 1,500

€1,400 - 2,100

No Reserve



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Lot No	Year	Model	Lot No	Year	Model
22	c.1916	Emblem 820cc Model 106 Lightweight Twin	43	1958	Harley-Davidson 1,200cc FLH Duo-Glide
27	1917	Excelsior 61ci Motorcycle Combination	45	1970	Harley-Davidson 1,200cc FLH Electra Glide Police Motorcycle
30	1928	Excelsior 750cc Super-X	46	1981	Harley-Davidson 1,340cc FLHC Electra Glide Classic Motorcycle Combination
29	1930	Excelsior 750cc Super-X	44	1981	Harley-Davidson 1,340cc FLHP Electra Glide Police Motorcycle
26	c.1911	Flying Merkel 498cc 'Racing' Motorcycle	47	1984	Harley-Davidson XR-1000 Sportster
3	1913	Harley-Davidson Model 9B '5-35' Single	23	1916	Henderson 965cc Four
4	1916	Harley-Davidson Model 16C '5-35' Single	24	c.1923	Henderson 1,301cc Deluxe Four
7	c.1918	Harley-Davidson 'Board Track' Racing Motorcycle	58	c.1924	Henderson 1,951cc Deluxe Six
2	1919	Harley-Davidson 1,000cc Model 19F Motorcycle Combination	57	c.1928	Henderson 1,301cc Deluxe Four
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5	c.1920	Harley-Davidson 'Board Track' Racing Motorcycle	14	1905	Indian 2¼hp 'Camel Back' Frame no. 61
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8	c.1922	Harley-Davidson 584cc Model WJ Sport	16	1915	Indian 4hp Model E
11	1928	Harley-Davidson 1,200cc Model JD	17	1915	Indian 682cc Model B 'Little Twin'
10	1928	Harley-Davidson 1,200cc Model JDH 'Two Cam'	18	1918	Indian 7hp Powerplus 'Board Track' Racing Motorcycle
12	1928	Harley-Davidson 350cc Model BA	19	1919	Indian 7hp Powerplus
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37	1942	Harley-Davidson 750cc XA Military Motorcycle	59	c.1953	Moto Guzzi Moto Guzzi
39	1946	Harley-Davidson 739cc Servi-Car	60	c.1964	Motom Sports Moped
31	1946	Harley-Davidson 74ci FL 'Knucklehead'	21	1910	Pierce 688cc Four
40	1948	Harley-Davidson 1,000cc EL 'Panhead'	25	1912	Pierce 592cc Single
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42	1952	Harley-Davidson 739cc Servi-Car	20	c.1918	Thor 76.25ci Model U Twin



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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*.

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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*.

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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*.

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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 equalling 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

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*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this *Sale* and for the opportunity to bid for the *Lot* at the *Sale*.

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.

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;

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;

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.

China UnionPay (CUP) debit cards: No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a Buyer in any Sale; a 2% surcharge will be made on the balance over £100,000.

10. COLLECTION AND STORAGE

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

11. SHIPPING

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's

rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

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

Options to buy parcels

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

Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓢ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

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

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		behalf in respect of the <i>Lot</i> , after the payment of all 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.	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 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		
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> .	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.
8.1.2	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.		
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> ,	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 c/o <i>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.
8.1.5	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> ;		
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;			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.
8.1.7	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	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	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.

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> , VAT 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:
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 - (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.”

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(Attendee / Absentee / Online / Telephone Bidding)

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