

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 30 October 2015



Bonhams

LONDON

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 30 October 2015 at 16:00

101 New Bond Street, London

VIEWING

Thursday 29 October 14:00 to 16.30
Friday 30 October from 09.30

SALE TIMES

Friday 30 October:
Automobilia 16:00
Motor Cars 18:00

SALE NUMBER

22728

CATALOGUE

£25.00 + p&p

BIDS

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

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

Live online bidding is available for this sale

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

ENQUIRIES

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

Automobilia
+44 (0) 8700 273 619
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 110
Back cover: Lot 105



Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant,
Hugh Watchorn.

Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Harvey Cammell, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Leslie,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
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.

Absentee Bids

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

References

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

Bidder Registration

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

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

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

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

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

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

Important changes to V5C Registration

Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account/Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

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

VAT

The following symbols are used to denote that VAT is due on the Hammer Price and buyer's premium:
† VAT at 20% on Hammer Price and buyer's premium
Ω VAT on imported items at 20% on Hammer Price.
* VAT on imported items at 5% on Hammer Price.

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

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

Artists Resale Right Regulations 2006

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

NOVA

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. Clients are requested to provide photographic proof of ID – passport, driving licence, ID card, together with proof of address – utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed.

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

Telephone bidding

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

Absentee/Commission bidding

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed and faxed/emailed to us no later than 48 hours before the sale.

How fast will the auctioneer go?

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

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

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Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 7pm on the day of sale.

For Motor Cars, payment can be taken up to 8pm on Friday 30 October. Vehicles must be collected from the sale venue on the evening of the day of sale, or on Saturday 31 October between 8:30am and 9:30am at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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

Worldwide Motoring contacts

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

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+44 (0) 20 7447 7430 fax

Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of sale, or on Saturday 31 October between 8:30am and 9:30am. All remaining unpaid lots will be uplifted by Polygon to their storage facility. (please see Guide for Buyers).

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to storage at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

2015 London to Brighton Entries

Motor cars offered with the logo/sign below are entered into this year's event. Should a successful bidder wish to take part in the Run on Sunday, we have arranged for testing facilities with onsite engineers available on Saturday morning (between 9:00 - 12:00) outside the Bonhams Restaurant in Haunch of Venison Yard.



Automobilia

All purchased lots must be cleared from the sale venue by 7pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10.30am Tuesday 3 November 2015 by appointment only.

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

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

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£240 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

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

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood

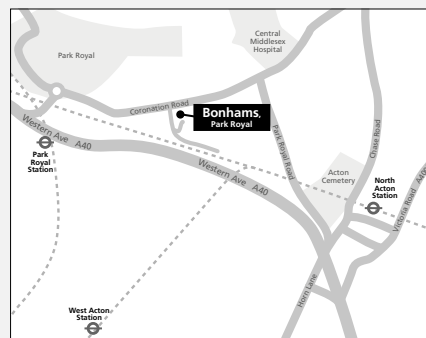
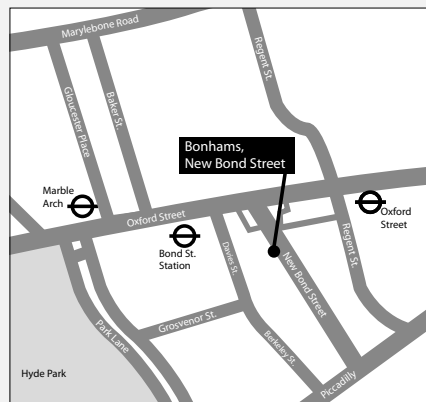
Directions to New Bond Street

By Underground

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

Address

101 New Bond Street
London
W1S 1SR



AUTOMOBILIA

Lots 1 - 91 at 16:00
Friday 30 October 2015

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

Not all imperfections are stated. All lots sold as viewed







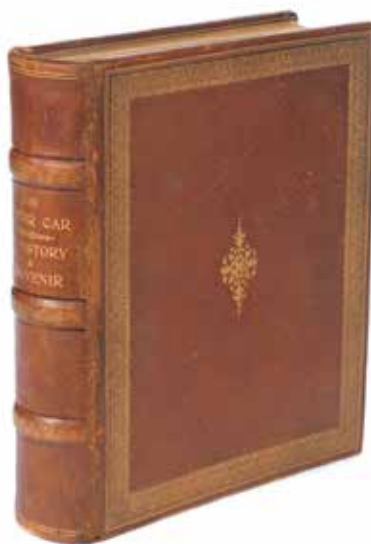
1

- 1 •
A RARE 1904 GORDON BENNETT OFFICIAL RACE BOOKLET,
 German edition titled 'Offizieller Gordon Bennett Fuhrer 1904' published by Gustav Braunbeck of Munich, bound in gilt embossed maroon cloth bindings, in German, French and English text, for the event held at the Homburg Circuit in Germany on 17th June 1904, 258 numbered pages, illustrated with details of participants and their cars, the circuit and a history of the region, with advertisements and a fold-out map of the circuit to the rear, 8vo.
 £450 - 650
 €610 - 880

- 2 •
W EDEN HOOPER: THE MOTOR CAR - A HISTORY & SOUVENIR; A DELUXE LIMITED EDITION, 1908,
 one of 650 published, heavy bound in red leather with gilt tooling, 107 numbered pages, many un-numbered including illustration plates with 'onion skin' cover leaves, large 4to.
 £600 - 800
 €820 - 1,100

- 3 •
THE AUTOMOTOR JOURNAL; VOLUME 12 (JULY-DECEMBER 1907),
 in publisher's yellow cloth bindings, complete run of issues 339-364 (July 6th-Dec 28th), bound with covers, dates annotated to spine.
 £500 - 800
 €680 - 1,100

- 4 •
THE AUTOMOTOR JOURNAL; VOLUME 13 (JULY-DECEMBER 1908),
 in publisher's yellow cloth bindings, complete run of issues 391-416 (July 4th-Dec 26th), bound with covers, dates annotated to spine.
 £500 - 800
 €680 - 1,100



2

- 5 •
THE AUTO MOTOR JOURNAL; VOLUME 14 (JANUARY-JUNE 1909),
 bound in publisher's yellow cloth bindings, complete run of issues 417-442 (Jan 2nd-June 26th), bound with covers and with index for January-December 1909, dates annotated to spine.
 £500 - 800
 €680 - 1,100

- 6 •
THE AUTO MOTOR JOURNAL; VOLUME 15 (JULY-DECEMBER 1910),
 bound in publisher's yellow cloth bindings, complete run of issues 495-521 (July 2nd-Dec 31st), bound with covers, dates annotated to spine.
 £500 - 800
 €680 - 1,100

- 7 •
THE AUTOCAR; BOUND VOLUME III (JANUARY-DECEMBER 1898),
 in publishers green bindings with gilt tooling and embossed 'Office Copy' to spine, full run of issues 114-166 (1st Jan-31st Dec), bound with adverts and indices, spine nearly detached with some splitting in places.
 £250 - 350
 €340 - 480

- 8 •
THE AUTOCAR; VOLUME XVI (JANUARY-JUNE 1906),
 bound in maroon bindings with gilt tooling to spine, a complete run of issues 533-558 (Jan 6th-June 30th), bound with covers and index.
 £250 - 350
 €340 - 480



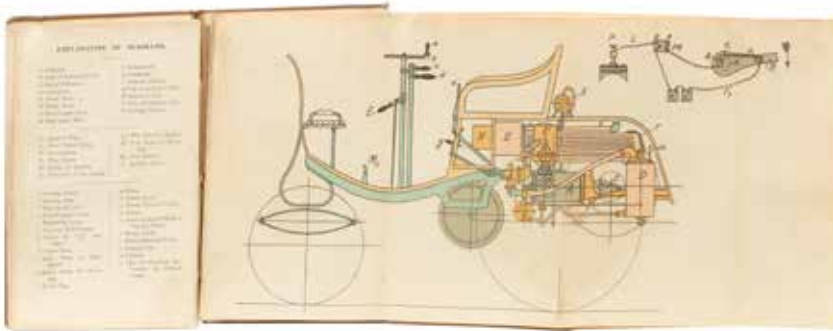
9



10

- 9 •
A FINE AND RARE 1906 ROLLS-ROYCE SALES CATALOGUE,
 embossed grey and white cord bound covers (some creasing), 99 numbered pages, title page printed C S Rolls & Co over-stamped Rolls-Royce Ltd in purple ink, includes 18 full page illustrations of Rolls-Royce car types with prices, comprising 10Hp Tonneau, 15Hp Tulip Tonneau, 20Hp Standard Side Entrance, "Roi des Belges", "Convertible", 20Hp Single Landaulet, Phaeton De Luxe, Victoria, "Clayton East", 30Hp 6 cylinder Double Landaulet (with extension), 6 cylinder Pullman Limousine, "Tatton-Bower", New "Legalimit" (with 8 cylinder V-engine), (8 cylinder) Touring Car (with Invisible V-engine), "Landaulet par Excellence", and Motor Landau (with 8 cylinder Invisible V engine), many coachwork types available in 15, 20, 30 and 8 cylinder versions, and details of a Shooting Brake with small illustration and prices for 20 and 30Hp versions, other pages with quotes, letters from owners, achievements, short Biographies of C S Rolls and Claude Johnson, introduction, press reports and other testimonials, large 8vo.
 £600 - 800
 €820 - 1,100

- 10 •
A 1903 SALES BROCHURE FOR MORS & RENAULT CARS,
 5th edition, cord-tied cream card covers, 32 numbered pages, English text, containing successes for the marques, with details, specifications and illustrations of 8, 11, 12, 15 and 18Hp Mors cars, including the 80Hp record-breaking race car, and 4½, 9, 10 and 14Hp Renault cars, and associated accessories, together with a two page pamphlet for Mors 'Type 1903' cars with specifications for 11, 18 and 22Hp models, each 4to.
 (2)
 £300 - 400
 €410 - 540



11

11 •

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

red cloth-bound hard covers, (faded), printed by Hewetson's Limited of London, 26 pages, with two coloured fold out diagrams, 8vo, (some old tape repairs, pages loose/ detached).

£400 - 500

€540 - 680

12 •

A 1904 HAND BOOK OF GASOLINE AUTOMOBILES,

the first publication by The Association of Licensed Automobile Manufacturers, and printed by Bartlett & Co. New York, green card covers, 83 numbered pages, illustrated with details of various cars of the period including Clement-Bayard, Mors, Napier, Darracq, Locomobile, Peerless, Oldsmobile, Packard, and others, 8vo, together with three later 1944-45 commemorative publications comprising Charles B King: A Golden Anniversary 1895-1945 - Personal Side-Lights of America's First Automobile Race, blue card covers, 51 numbered pages; J Frank Duryea: Who Designed and Built Those Early Duryea Cars?; and When Chicago Introduced the Automobile to America; relating to the 1895 Times Herald Road Race.

(4)

£400 - 600

€540 - 820

13

AN ALBUM OF EDWARDIAN MOTORING POSTCARDS,

blue leatherette album, containing 88 postcards with a motoring theme from 1902-1909, many of a humorous nature, featuring artworks after various artists including Tom Browne, Chas Crombie, F Macleod, Arthur Moreland, Conolly, Pirkis, Lance Thackeray, and others, majority with handwritten messages, postage stamps and postmarks.

£300 - 400

€410 - 540

14

COUNT DE DION SIGNED HAND-WRITTEN CORRESPONDENCE,

original letters between the Count de Dion and the Maire de Chouare regarding charitable acts and M. de Froment (in London) dating from February 1903-1906, sent from the offices at 46 Av de la Grande Armee in Paris and from the Marquis de Dion secretary in August 1907.

(Qty)

£250 - 300

€340 - 410



13



14

15

LA VIE AU GRAND AIR, 4TH FEBRUARY 1904,

a framed front cover, mounted and glazed, 42 x 33cm, together with a period photographic image of a veteran car, mounted and framed, 26 x 31cm.

(2)

£250 - 350

€340 - 480



15



15



16

16
**WILLIAM RALSTON (BRITISH 1848-1911),
'A TWENTIETH CENTURY BULL FIGHT -
WHAT WE MAY EXPECT',**

signed, pen and ink with wash, cartoon illustration depicting a hypothetical bullfight at Bayonne, France, where the picadors are mounted on early single seat light cars instead of horses, 18 x 26cm, mounted, framed and glazed.

£250 - 350

€340 - 480

Henri Deutsch de le Muerthe (1846-1919), a French petroleum businessman, sponsor and supporter of technology and pioneer aviation, and member of the Paris Aero Club, was once quoted as saying "...with the Picadors mounted upon automobiles it will be possible to hold bull fights in Paris and London, as the chauffeurs will be able to avoid the ...*(missing)*...will be no revolting mutilation of horses by the bulls".

On 30th September 1901, the New York Times, reported under the headline "Automobile in a Bullfight" that Deutsch had "...furnished the automobile and presided over..." such a spectacle in Bayonne, where all seven bulls "Turned tail and fled from it".

17
**A SET OF SIX COLOURED DE DION
BOUTON PRINTS,**

printed by J. Barreau of Paris after artwork by J. Husson, depicting 6cv, 8cv, 10cv, 12cv and two views of different coachwork on the 15cv model, framed as two groups of three prints.

(2)

£250 - 350

€340 - 480



17

18
**A LARGE DE DION BOUTON MAP OF
FRANCE, CIRCA 1900,**

134 x 152cm, rolled with wooden batten supports, some repairs, the map with inset adverting panels depicting engravings of De Dion Bouton Vehicles from 1882 to 1900, key and title " Carte Routiere de France De Dion Bouton Speciale pour Automobile", with further inset maps of Paris and Corsica.

£250 - 350

€340 - 480

19
**THREE FRAMED WOVEN DECORATIVE
MOTORING ITEMS,**

comprising a small pair of machine woven tapestries depicting village hunting scenes, the first a pre-motoring coaching scene, the second featuring an Edwardian car, each 31 x 30cm, together with a silk woven Stevengraph depicting a lakeside motoring scene, 19 x 31cm, each framed and glazed.

(3)

£250 - 350

€340 - 480

20

**TOM BROWNE (BRITISH 1870-1910), 'HE
THOUGHT IT WAS A COFFEE STALL....',
AN EARLY MOTORING CARTOON
ILLUSTRATION,**

signed, ink on artists' grey board heightened with white, humorous motoring cartoon depicting an inebriated gentleman approaching a taxi cab in search of a cup of coffee, 34 x 24cm, with hand-written subtitle to mount, framed, with gallery label to backing paper to reverse of frame relating to the work's 1905 exhibition at The Modern Gallery, 61 New Bond Street, London.

£300 - 400

€410 - 540

Tom Browne (Thomas Arthur Browne) was a popular illustrator and cartoonist whose works appeared in British magazines of the time including Punch and The Tatler, and produced many humorous motoring themed postcard illustrations.

21

**A C WOODVILLE, 'CAUTION - NEVER
SPEAK TO THE MAN AT THE WHEEL!'**

signed and dated '01', gouache on artist's paper, cartoon illustration depicting a chauffeur in an amorous clench with his well-dressed lady passenger as their motor vehicle veers off the road, 32 x 22cm, mounted with title plate, framed and glazed.

£250 - 350

€340 - 480



20



21



23



25

22
EDMUND G FULLER (BRITISH 1858-1940), AN EARLY MOTORING CARTOON ILLUSTRATION,
signed, pen and ink with watercolour, road scene depicting chauffeur with passenger speeding along a country road whilst a hapless pedestrian scrambles to avoid being run over, with handwritten subtitle by the artist 'Away, the foul fiend follows me! King Lear. Act.III. Sc.4.', 17 x 26cm, some light foxing to paper, mounted, framed and glazed.
£300 - 400
€410 - 540

23
TOM BROWNE (BRITISH 1870-1910), 'THE SCOUT'S DILEMMA...'
signed, pen and ink on artist's paper, subtitled by the artist 'The Scout's Dilemma, The Puzzled Scout', a humorous cartoon highlighting the unhindered spread of motor club badges, 29 x 33cm, mounted together with decorative gilt lettered title, "Original Sketch by Mr Tom Browne Illustrating the Difficulties which will Beset A.A. Patrols, if Motor Clubs Continue to Copy the Automobile Association's Original Idea of Displaying a Badge on Members' Cars", framed and glazed, measuring 50 x 38cm overall.
£300 - 400
€410 - 540

24
P J HENLEY, 'JUBILATION', 'CONSERNATION' AND 'CONSOLATION', A SERIES OF THREE EARLY MOTORING ILLUSTRATIONS,
each pen and ink on paper, two initialled 'PJH', believed to have been drawn circa 1905, a series of three humorous cartoon illustrations extolling the superiority of motorised transport over the horse and cart, some artist applied corrections in places, each 14 x 26cm with titled mounts and further mounted together within a glazed frame, 82 x 55cm overall.
£250 - 350
€340 - 480

25 AR
BRYAN DE GRINEAU (BRITISH 1883-1957), '1896 LONDON TO BRIGHTON EMANCIPATION RUN',
signed, watercolour on artist's board, street scene depicting cars en route to Brighton and believed to feature Harry Lawson in the Daimler engine Panhard Levassor driven by Otto Mayer, 36 x 49cm, mounted with title, framed and glazed.
£1,400 - 1,600
€1,900 - 2,200

Although this artwork is undated, it is believed to have been painted by de Grineau to coincide with the 1927 revival of the London to Brighton Run, re-introduced by the Daily Sketch.



26



27



28

26

A RARE PRATT'S MOTOR SPIRIT ENAMEL SIGN,

pennant shaped, by the Imperial Enamel Company of Birmingham, depicting a pioneer motorcar, in three colours on light blue, double sided, (one side chipped to centre), originally wall mounted (flange now missing), 53cm wide.

£250 - 350

€340 - 480

27

ASSORTED VETERAN TOOLS AND A STARRETT SOCKET SET,

including a Dunlop Minor foot pump, a Gustave Lidseen oiler, a Tecalemit grease gun, assorted spanners, including Superslim and Lion Brand, three adjustable spanners, three wooden handled screwdrivers, pliers, hammer, and a small leather tool bag, together with a wooden cased circa 1913 No.443-A Starrett socket set, seemingly complete, the case 36cm wide.

(Qty)

£450 - 550

€610 - 750

28

ASSORTED TOOLS TO SUIT A VETERAN CAR,

including a Kismet Baby foot pump, a small pillar jack, Kayes pie-crust oil can, an Allyne-Zerk grease gun, a brass spray can, a bench mounting Black Night No.A70 grinding wheel, a small hand-drill, assorted spanners including Superslim, Lion Brand and Snail Brand, three adjustable spanners, pliers, three wooden-handled screwdrivers, a Thor mallet, two tyre levers, and other tools, together with a brown leather GPO tool bag.

(Qty)

£600 - 800

€820 - 1,100

29

A 3 LITRE ENAMEL ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,

in Stone pattern enamel, complete with spout cap and chain.

£250 - 350

€340 - 480



29

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30

A 2 LITRE ENGINE PRIMING TAP FILLING KETTLE, CIRCA 1898,
with scrolled foliate decorative Petroleum graphics on plain white enamel background.
£250 - 350
€340 - 480

31

A 1 LITRE ENGINE PRIMING TAP FILLING KETTLE, CIRCA 1900,
in green stove enamel complete with all fittings.
£250 - 350
€340 - 480

32

A 2 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1904,
in Cobalt blue stove enamel retaining both filling and spout cap with chain.
£250 - 350
€340 - 480

33

A 3 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
in scarce Turquoise Honey Comb pattern enamel.
£300 - 400
€410 - 540

34

A 3 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
in Indian blue straw pattern enamel, with handle, lid and chained spout cap.
£400 - 500
€540 - 680

35

A 2 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
with decorative Saxon straw flower pattern Petroleum graphics, all fittings present.
£400 - 500
€540 - 680

36

AN UNUSUAL 1½ LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
with Cobalt blue Honey Comb enamel decoration and decorative Petroleum graphics.
£400 - 500
€540 - 680

37

A 1 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
with Cobalt blue Honey Comb enamel decoration on a white background, complete with brass filling cap and spout cap and chain.
£350 - 450
€480 - 610

38

AN UNUSUAL SHAPED 2 LITRE ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1898,
with Indian blue straw pattern stove enamel complete with all fittings and chains.
£400 - 500
€540 - 680

39

AN UNUSUAL ½ LITRE 'SPIRITUS' ENGINE PRIMING TAP FILLING KETTLE, FRENCH, CIRCA 1900,
in green stove enamel complete with all fittings.
£400 - 500
€540 - 680



40



40



42



43



44



40

A RARE MATCHING PAIR OF ENAMEL FUEL/OIL KETTLES, CIRCA 1898,

comprising a 2 Litre engine priming tap filling kettle marked 'Petroleum' and matching 2 Litre oiling kettle marked 'Oel', decorated in the Viola flower pattern enamel complete with brass fittings and chains.

(2)

£800 - 1,200

€1,100 - 1,600

41

AN EARLY 5 LITRE PETROLE CONTAINER, FRENCH, CIRCA 1898,

enamel in grey stone pattern, with handle, lid and chained spout cap.

£250 - 350

€340 - 480

42

AN EARLY FRENCH 'PETROLE' POURER AND TWO BRASS SWITCHES,

tin pourer with handle, spout, and hinged stopper cap, with gilt decorative floral design, some rusting with dents to front, 21cm high, together with one large and one smaller brass jelly-mould switches with ceramic insulators.

(3)

£400 - 500

€540 - 680

43

FOUR JELLY MOULD SWITCHES,

comprising two single switches on black ceramic insulators and a pair of linked switches with white ceramic insulators.

(3)

£250 - 350

€340 - 480

44

ASSORTED VETERAN/VINTAGE CAR ACCESSORIES,

comprising mica sparkplugs, four boxed GMS brand and four Massa brand in tins, two brass tax disc holders and an E A hand klaxon.

(Qty)

£250 - 350

€340 - 480

45

THREE EDWARDIAN BRASS MOTORING ACCESSORIES,

comprising a Dunlop No.1 'Double Acting' hand pump, with black painted wooden handle, flex and valve, 56cm long, a large Nesthill grease gun, 68cm long, and a Lucas 'King of the Road' No.60 bulb horn with gauze and bulb, 44cm long.

(3)

£250 - 350

€340 - 480

46

THREE JELLY-MOULD SWITCHES,

comprising a polished brass pair mounted with a connecting bar, above cream ceramic insulators on a wooden baseboard, and a similar single switch.

(2)

£300 - 400

€410 - 540

47

FOUR EDWARDIAN MOTORING ACCESSORIES,

comprising a pair of J & R Oldfield Type 511 Dependence oil-illuminated brass side lamps, 4¼ inch convex lenses (1 cracked), some wear, one with cracking to rear and loss to chimney, together with a copper foot warmer with velvet covering, 56cm long, and a copper muff warmer, uncovered, 20cm long.

(4)

£300 - 400

€410 - 540

48

A FRANKONIA ACETYLENE GENERATOR,

squared brass body with domed lid, with copper nameplate stamped '58', complete with fittings and mounting lugs, some small dents to front edge and light scratch marks to left side, 34cm high.

£250 - 350

€340 - 480



52

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46

49

A HOWES & BURLEY NO.901 ACETYLENE GENERATOR,

polished brass cylindrical body with manufacturer's copper nameplate, slight dents in places, fitted with base tray with slight cracking in one place, 24cm high.

£250 - 350

€340 - 480

50

TWO ACETYLENE GENERATORS,

comprising a J Nott & Sons Ltd "Hydrolite" Type A generator, Size 3, patented 1915, Japanned black body, 28cm high, and a Howes & Burley No.1045 brass generator, 30cm high.

(2)

£300 - 400

€410 - 540

51

NINE VETERAN AND VINTAGE BICYCLE LAMPS,

including seven oil illuminated lamps comprising nickelled Lucas New Holophote, Lucas Black Prince, Miller & Co Ltd Millerette and P&H Petro Zephyr, three Japanned black Lucas lamps, and two Acetylene lamps comprising a nickelled Lucas Calcia King Number 318E and a brass Chemlite.

(9)

£250 - 350

€340 - 480



51

52

A LARGE PHARE-DUCELLIER SELF-GENERATING ACETYLENE HEADLAMP, CIRCA 1901,

model number 1017, stirrup mounted brass body with simple flat chimney applied with maker's plaque, loop handle, single cross-body generator, 3½ inch bulls-eye behind 7½ inch diameter bevelled glass main lens.

£350 - 450

€480 - 610

53

A LARGE BLERIOT SELF-GENERATING ACETYLENE HEADLAMP, PATENTED 1904,

stirrup mounted brass body with simple flat chimney applied with maker's plaque, loop handle, single vertical cylindrical generator, 3½ inch bulls-eye behind 9 inch diameter bevelled glass main lens.

£400 - 500

€540 - 680

54

A LARGE DUCELLIER SELF-GENERATING ACETYLENE HEADLAMP, CIRCA 1901,

model number 1027, stirrup mounted brass body with simple curved chimney applied with maker's plaque, loop handle, single cross-body generator, 3½ inch bulls-eye behind 7½ inch diameter main lens.

£350 - 450

€480 - 610

55

A PHARE DUCELLIER SELF-GENERATING ACETYLENE HEADLAMP, PATENTED 1904,

model number 1006, stirrup mounted brass body with curved chimney applied with maker's plaque, loop handle, single vertical cylindrical generator, 2¾ inch bulls-eye behind 6 inch diameter main lens, the burning chamber applied with twin side Ruby glass lenses.

£350 - 450

€480 - 610

56

A PHARE DUCELLIER SELF-GENERATING ACETYLENE HEADLAMP, REGISTERED DESIGN 1904,

model number 903, stirrup mounted brass body with curved chimney applied with maker's plaque, loop handle, single vertical cylindrical generator, 6 x 9½ inch diameter oval lens, the sides applied with twin faceted Ruby glass lenses.

£400 - 500

€540 - 680

57

A LARGE BLERIOT SELF-GENERATING ACETYLENE HEADLAMP,

stirrup mounted brass body with pierced curved flat chimney applied with maker's plaque and mounted with twin faceted Ruby glass lenses, loop handle, single vertical cylindrical generator, 8 inch diameter bevelled glass main lens.

£400 - 500

€540 - 680



58
TWO SALSBUURY OIL ILLUMINATED TAIL LIGHTS,
 each brass bodied with flange mounting bracket and loop handle, comprising one Victorian lamp, registered design 1899 with pierced chimney, 2½ inch diameter Ruby lens and angled clear side lens, and one Edwardian lamp, registered design 1904, with 2½ inch diameter Ruby lens and 4 inch diameter clear convex number plate lens.
 (2)
£300 - 400
€410 - 540

59
TWO LUCAS OIL ILLUMINATED TAIL LIGHTS,
 each flange mounted brass bodied with drum chimney, comprising type 633, 2 inch Ruby lens and 3 inch clear number plate lens and type 624 with 3 inch diameter Ruby lens.
 (2)
£300 - 400
€410 - 540

60
A PAIR OF CAV ELECTRIC CARRIAGE SIDE LAMPS,
 registered design number for 1907, squared brass bodies, with clear bevelled lenses, each 25cm high.
 (2)
£280 - 350
€380 - 480

61
A PAIR OF LUCAS 'KING'S OWN' NO.F.146 OIL-ILLUMINATED SIDE LAMPS,
 polished brass bodies with flange side mountings, with 3 inch clear lenses and ruby red tail lenses, with loop handles, each 25cm high.
 (2)
£350 - 450
€480 - 610

62
TWO OIL ILLUMINATED TAIL LIGHTS,
 each flange mounted brass body with tiered chimney and loop handle, comprising Ducellier by Willocq Renault & Cie, 2½ Ruby lens and 3½ inch clear number plate lens, and an early Lucas type, with 3¾ inch Ruby lens and 2 inch clear number plate lens.
 (2)
£300 - 400
€410 - 540

63
A BLERIOT OIL ILLUMINATED TAIL LIGHT,
 flange mounted brass body with three tiered chimney and brass handle, 3 inch diameter convex Ruby lens with two angled 2½ inch clear lenses.
£300 - 400
€410 - 540

64
A LUCAS KING OF THE ROAD 'BACKLIGHT' OIL ILLUMINATED TAIL LAMP,
 flange mounted brass body with two tiered chimney and loop handle, with 2 inch diameter ribbed Ruby glass lens, a 3¾ inch clear lens and a 1 inch clear lens.
£250 - 350
€340 - 480



65
A PAIR OF LUCAS 'KING'S OWN' NO.F.144 OIL-ILLUMINATED SIDE LAMPS,
polished brass bodies with flange side mountings, with 3 inch clear lenses, one convex, and ruby red tail lenses, each 22cm high, one with dents in places.

(2)
£350 - 450
€480 - 610

66
A PAIR OF HOWES & BURLEY OIL ILLUMINATED SIDE LAMPS,
model 1007, each brass body with copper maker's plaque, side flange mount, three tiered chimney (one repaired) and loop handle,
£300 - 400
€410 - 540

67
A PAIR OF LUCAS F141 OIL ILLUMINATED SIDE LIGHTS,
each flange mounted brass body, with two tiered chimney and 3 inch diameter convex lens.
(2)
£300 - 400
€410 - 540

68
A PAIR OF BLERIOT OIL-ILLUMINATING CARRIAGE LAMPS,
brass squared bodies painted black, each numbered 72, with 5inch clear bevelled lenses and faceted ruby-coloured side lens, each 37cm high.

(2)
£500 - 600
€680 - 820

69
A PAIR OF "DREADNOUGHT" SELF GENERATING ACETYLENE HEADLAMPS BY ALFRED DUNHILL, REGISTERED DESIGN 1909,
each polished brass stirrup mounted cylindrical body, with single cross body generator, slatted 5¼ inch lens, (one re-seated with resin), Bausch & Lomb concave mirror reflector (one mirror with slight crack, some 'seasoned' cracking to detachable rear cover, minor dents to bodies).

(2)
£500 - 700
€680 - 950

70
A PAIR OF LUCAS 'KING OF THE ROAD' NO.523 OIL ILLUMINATED SIDE LAMPS,
polished brass bodies with side-flange mounting, each with 4 inch clear bevelled lenses inset with 2¾ inch 'bulls-eye' lenses, 'star-cut' bevelled side lenses and ruby red rear lenses, each 27cm high.

£1,000 - 1,200
€1,400 - 1,600

71
A PAIR OF LUCAS 'KING OF THE ROAD' NO.756 OIL ILLUMINATED SIDE LAMPS,
nickel-plated bodies with side flange mounting, each with 4 inch 'starburst' bevelled outer lenses inset with 2½ inch 'bulls-eye' centre lenses and ruby red rear lenses, with loop handles, 32cm high overall.

(2)
£1,000 - 1,200
€1,400 - 1,600



73



73



74



75



72



72



70



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71

71

72
A PAIR OF LUCAS 'KING OF THE ROAD' NO.644 OIL ILLUMINATED SIDE LAMPS, brass bodies with side flange mounting, 4¾ inch bevelled main lenses inset with 3 inch bulls-eye lens (one outer lens cracked), with 'star-cut' bevelled side lenses and ruby red rear lenses, one with minor dent to reservoir, each 34cm high.

(2)
£2,000 - 2,500
€2,700 - 3,400

73
A RARE PAIR OF 'THE POLKEY' OIL ILLUMINATED HEADLAMPS, each polished brass and black painted body with flared reservoir, screw-cap lids to internal tubing for glass shade storage (two replaced), four spare glass shades, decorative chimney, stirrup mounted, with curved handle to top, polished reflector with 7½ inch bevelled lens, each burner (slightly different in design) complete with wick adjuster and tubular glass shade, 46cm high overall.
£3,000 - 4,000
€4,100 - 5,400

74
A 'POLKEY' OIL ILLUMINATING HEADLAMP FOR RESTORATION, registered design number 401472, fork mounted, 7¼ inch convex lens, with ornate burner and reflector, curved loop handle with slight bend, weathered with some splitting, cracking and loss to rim and collars to chimney, 45cm high overall.
£400 - 500
€540 - 680

75
ASSORTED 'THE POLKEY' SPARES AND OTHER LAMP SPARES, Polkey spares comprising three chimney tops with maker's plates, three shallow and one deep lens rims, one back plate, wick, chains, six glass shades and other items, the remaining spares include assorted lamps maker's badges, three ornate wick burners, acetylene burners, taps, connectors, electrical fittings, mounting bolts and other items, various dates and conditions.
(Qty)
£250 - 350
€340 - 480

76
A DESMO DOUBLE TWIST BULB HORN, polished brass body, trumpet complete with gauze and bulb, 44cm long overall.
£250 - 350
€340 - 480

77
A 'TU-TONE-CHIMES' FOOT-BELL BY SUTONE CORPORATION, AMERICAN, nickel-plated, with floor bracket, 13cm diameter.
£250 - 350
€340 - 480

78
A BRASS FOOT-BELL BY BEVIN BROS OF EAST HAMPTON CT, USA, 1897, 13cm diameter, with later replaced 'clapper', complete with floor bracket and mounted within a wooden stand.
£250 - 350
€340 - 480



76



82



77

80



79



78



81



84



83



84

79

A TWO-TONE 'JUBILEE' NO.32 EXHAUST WHISTLE BY RANDALL FAICHNEY CO., USA, CIRCA 1912,

brass, with spring operated hinged flap, 27cm long overall.

£300 - 400

€410 - 540

80

A FOUR-TONE AERMORE EXHAUST WHISTLE, AMERICAN, PATENTED 1912, four brass cylindrical pipes of assorted lengths, with threaded exhaust attachment, 38cm long overall.

£350 - 450

€480 - 610

81

A TWO-TONE BRASS EXHAUST WHISTLE, possibly 'Duco' type, solid brass body with two cylindrical pipes, with spring operated hinged valve stopper, 18cm long.

£350 - 450

€480 - 610

82

A TRIER & MARTIN TRIPLE-JET CARBURETTOR, PATENTED 1908,

type T35, number 3245, bronze body with outer water jacket, fluted piston, side air ports, float chamber with maker's plaque to outside, appears complete with quick jet inspection hatch, adjustable additional air intake and throttle rod.

£250 - 350

€340 - 480

83

A DE DION BOUTON LEATHER TOOL POUCH,

dark brown leather with straps and buckles, the front embossed with 'De Dion Bouton Puteaux' factory stamp, suitable for a motor tricycle, some scratches and scuffing in places, 18cm wide.

£250 - 350

€340 - 480

84

A DE DION BOUTON ENGINE PAPERWEIGHT AND A RADIATOR SCRIPT, the cast metal promotional mascot in the form of an early single cylinder engine, dated 1901, 12cm high, together with a nickel plated De Dion Bouton radiator script, 28cm long.

(2)

£250 - 350

€340 - 480



85

85

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

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

£500 - 700

€680 - 950

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



86

86

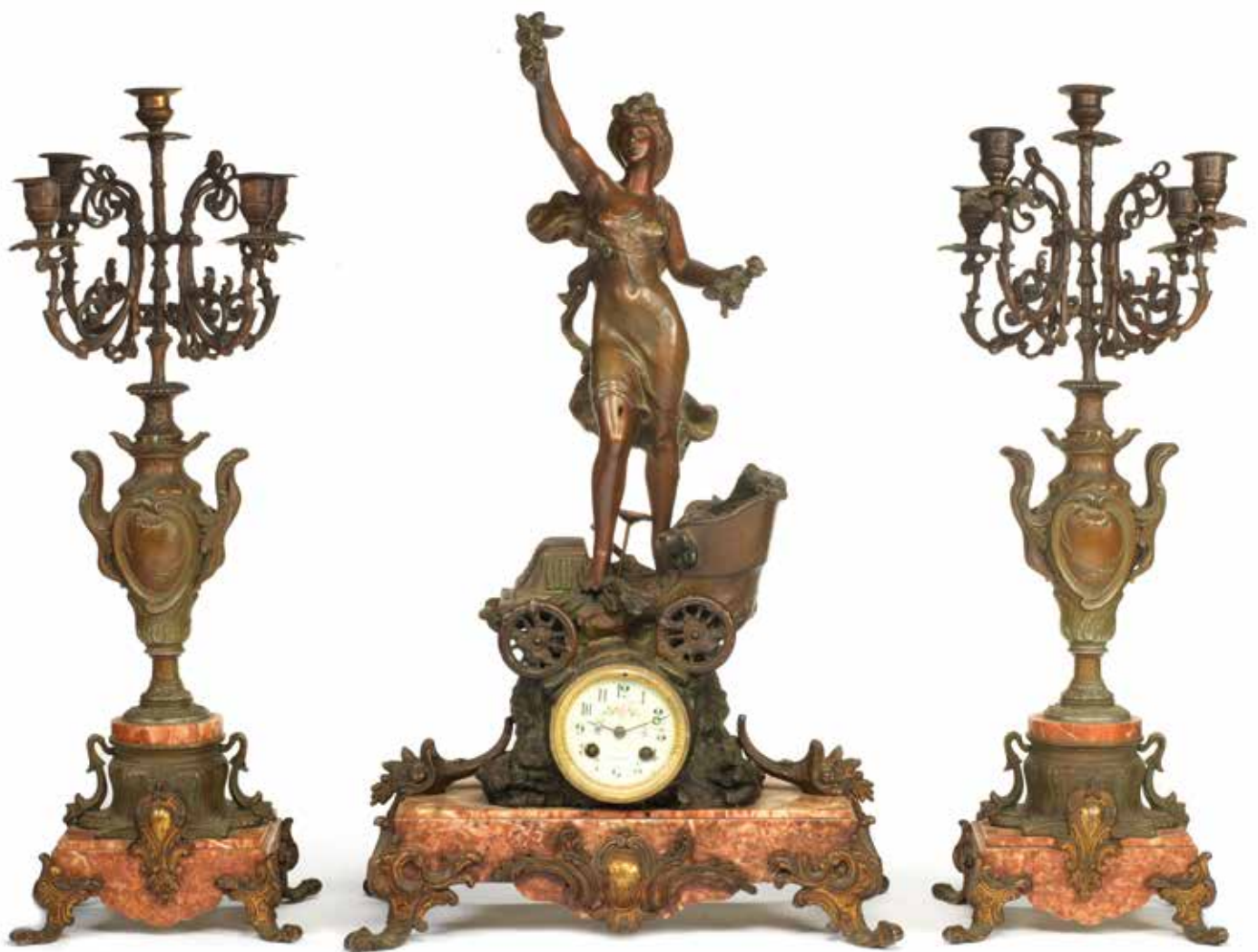
A RARE PLASTER MAQUETTE OF THE FIRST MIESSE "LA TORPILLE" STEAM CAR, BELGIAN, 1896,

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

£700 - 900

€950 - 1,200

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



87

**A 'HULCAN TROPHY' SPelter figure and clock garniture set,
AFTER HIPPOLYTE MOREAU, FRENCH,**

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

£800 - 1,000

€1,100 - 1,400



88

**88
AN EDWARDIAN MOTORIST'S
LEATHER COAT,**

large size, dark brown leather, double-breasted with collar, lapels and leather belt, woollen lining with silk-lined sleeves.

£250 - 350

€340 - 480



89

**89
AN EDWARDIAN MOTORIST'S
LEATHER COAT,**

in tan leather, medium to large size, side button full covered front design, with angled open map pocket to chest, high blanket lined collar with separate buttoned neck strap, 'tailored' cuffs and left hip pocket, some wear, together with a pair of leather driving gloves.

(3)

£250 - 350

€340 - 480



90

**90
AN EDWARDIAN MOTORIST'S
LEATHER COAT,**

small to medium size, in tan calf leather, full-length double-breasted type with collar, part leather lined pockets and elasticated material internal dust-cuffs.

£250 - 350

€340 - 480

A 944

**91
'A 944'**

**VEHICLE REGISTRATION NUMBER HELD ON
DVLA V778 RETENTION CERTIFICATE,**

expires 26.10.2017, a 1904 London Registration number, previously fitted to a 1904 Stanley CX.

£7,000 - 9,000

€9,500 - 12,000

**92 - 100
NO LOTS**

IMPORTANT NOTICE

Before bidding on Lot 91, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed to show these new nominee details. When the change has been done and the form has been forwarded to the buyer it is most important that the nominee ensures that the registration number is assigned to an age appropriate vehicle before the expiry date on the certificate or 6 months after the date of the auction whichever date is earlier.

MOTOR CARS

18:00

Lot 101 - 112

Images of each lot can be found at:
www.bonhams.com/22728



2015 London to Brighton Entries

Motor cars offered with the logo/sign (left) are entered into this year's event. Should a successful bidder wish to take part in the Run on Sunday, we have arranged for testing facilities with onsite engineers available on Saturday morning (between 9:00 - 12:00) outside the Bonhams Restaurant in Haunch of Venison Yard.



101

1899 STAR BENZ 3½HP VIS-À-VIS

Registration no. CE 261

- *Rare British make*
- *A pre-war London to Brighton Run participant*
- *Restored in the early 1950s*
- *Offered from long-term museum display*

One of Britain's top six motor manufacturers prior to World War One, the Wolverhampton-based Star Motor Company produced its first automobile in 1898. A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr.

Star's first automobile was a built-under-license Benz, though it was manufactured entirely in Wolverhampton, which remained in production into 1902.

German engineer Carl Benz is credited with making the first internal combustion engined automobile that performed with any degree of success.

By the turn of the 20th century Benz was producing the popular Velo, amongst other models, sales of which outstripped those of its other major European competitors.

The Benz engine design, both in single- and twin-cylinder form, was licensed to other manufacturers, including Star. The basic Benz design was to influence car production for some 15 years from 1885 to 1900, until the arrival of the new Système Panhard and also De Dion-Bouton's fast revving vertical engines sounded its death knell.

Progressing from that first single-cylinder 3½hp Benz-based design, Star added twin- and four-cylinder cars to a diverse and expanding range of De Dion, Panhard and Mercedes types, and built its first six in 1907.





For the 1905 Gordon Bennett Cup, the firm built two monstrous 10.2-litre 70hp four-cylinder racers, based on the Mercedes Sixty, though neither was selected to take part.

Although technically un-adventurous in its early years, Star built up a deserved reputation for building luxuriously appointed and well constructed cars, aided by the fact that it made most of its parts, chassis frames excepted, in house. Commercial vehicle manufacturer Guy Motors acquired Star in 1927 and the firm changed hands again in 1932, but by then the ongoing economic downturn was hitting luxury car manufacturers hard and by 1935 Star was gone.

Nothing is known of the early history of this Star Benz, which first came to the Veteran Car Club's attention in 1932 when it was rescued by C C Hayward of Ashford in Kent, who discovered it powering a saw-bench. The car was complete apart from the carburettor, which had been replaced with a Zenith. C C Hayward was an early member of the VCC, and 'CE 261' was entered in the 1938 Brighton Run, driven by D Copley and L Lloyd-Jones.

Along with its stablemates - a Beeston Humber forecar, a Humberette and two early Cadillacs - 'CE 261' was severely damaged by enemy action during the war. The body was completely burnt away and the wire wheels were a tangled mess, but apart from a few small fittings the rest of the metalwork survived intact.

C C Hayward passed away before the war's end and his cars were put away and stored in a shed. The least damaged Cadillac was re-commissioned in 1946 or '47 by his son Gordon Hayward (who with C F B Hayward ran C Hayward & Sons, Automobile Engineers of 20/46 New Street, Ashford, Kent) while the Star was restored in 1954 and submitted for VCC dating. The biggest headache seems to have been the replacement of the wheels and tyres, which were eventually rebuilt by Dunlop. Details supplied by the VCC were used to recreate the body to as near original pattern as possible, although it first reappeared with flat, square-cut wings which the Dating Committee felt should have been curved.

The Star was entered for eleven Brighton Runs from 1956 to 1966 by the Haywards, and seems to have completed all successfully. In 1967 and 1968 it was entered by Gordon S Fowler and in 1969 by Mrs Jessie Fowler and Mr G S Fowler, reaching Brighton on every occasion. The latter couple entered it in 1970, '71 and '72, but it did not reach Brighton in 1970 and did not start in '71 or '72.

We are advised by the vendor that for the last 25-30 years the car has been on display in a private museum on the Isle of Man, and is offered now in need of re-commissioning prior to further use. Accompanying documentation consists of an old-style continuation logbook and a V5 registration document.

£60,000 - 70,000
£82,000 - 95,000

102

1904 DARRACQ 8HP TWO-SEATER

Registration no. DE 9515

Chassis no. 6363

Engine no. 8818

- Pioneering French make
- Present family ownership since 1954
- Successful participant in 19 London to Brighton Runs





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

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

Early in 1903 a consortium of British investors had bought the company, though Darracq remained as managing director. In 1905 its UK operations were incorporated as A Darracq & Co, with offices in London's Oxford Street, and in 1906 the firm opened an assembly plant at Kennington, South London. Before then the UK's sole importer had traded under the 'Automobilia' name.

Advertising the new 1903 12hp twin-cylinder Darracq, Automobilia described the car as 'perfectly silent and smooth running' before inviting prospective customers to 'call and inspect before purchasing elsewhere.' Noteworthy features listed included an engine cast in one piece and driving direct to the back axle on top speed; ignition apparatus under front of bonnet; governor on the induction; and a wood frame.

Introduced in 1904, an advanced feature of early Darracqs was a chassis frame pressed out of a single piece of steel, while that same year also saw the arrival of the famous 'Flying Fifteen'.

This single-cylinder Darracq was purchased from Times Garage Hillingdon Ltd on 1st September 1954 by Mr Stanley Gilks (the vendor's father), proprietor of Stan Gilks Ltd, a motorcycle dealership in Ickenham, Middlesex (receipt on file). Driven by many members of the family, the Darracq has completed the London to Brighton Run on 19 occasions, including the 1996 centenary, its last outing on the event. An assortment of photographs and newspaper articles is in the history file. It has also featured in the motion pictures 'Those Magnificent Men in Their Flying Machines' (1965) and 'Half a Sixpence' (1967). In 1993 the Darracq headed the parade of cars celebrating the 40th anniversary of HM The Queen's coronation; driven by Geoffrey Gilks, it conveyed commentator Raymond Baxter to the stage where he introduced the remaining cars in the parade at Earls Court.

Dry stored and not run for circa 15 years, the Darracq will require re-commissioning, before further use. In addition to the aforementioned documentation, the car also comes with a VCC Dating Certificate (issued 1993) and a V5 registration document.

£35,000 - 50,000
€48,000 - 68,000

103

1901 ALBION 8HP A1 DOGCART

Registration no. BS 9797

Chassis no. CCC 195

- *Rare Albion passenger car*
- *Purchased by the current owner from the famous Sword Collection*
- *Present family ownership since the 1960s*
- *Last London to Brighton Run 2002*





Once the largest commercial vehicle company in the British Empire, Albion was established in December 1899 in Finnieston Street, Glasgow by Arrol-Johnston émigrés T Blackwood Murray and Norman Fulton. The firm manufactured cars to begin with, concentrating on its commercial vehicle business from the end of 1913. Albion's motto 'Sure As The Sunrise', which reflected its reputation for dependability, inspired the distinctive design that featured on the radiator and badges of its many models. After its acquisition by Leyland in 1957, Albion's independence gradually diminished and by the mid-1990s the firm was making axles only. Today, the Biggar Albion Foundation, based in Lanarkshire, Scotland looks after The Albion Club and The Albion Archive.

Perhaps not surprisingly, the first Albion owed much to the Arrol-Johnston, being a similar tiller-steered dogcart powered by a horizontally-opposed twin-cylinder engine controlled by Murray's patented automatic governor. Mounted beneath the seat, the engine had bore/stroke dimensions of 4"x5" for a cubic capacity of 125.7ci (2,060cc) and was rated at 8hp by its maker. Drive was by a single chain and there were solid tyres, while centralised lubrication, operated by the driver while the vehicle was in motion, was a particularly advanced feature. Within a year or so, Albion had put a van body on one of its dogcarts, thereby taking the first step towards its ultimate success as a commercial vehicle manufacturer.

By July 1903, Albion had completed getting on for 160 of its 8hp and 10hp models, despite a modest workforce of only seven employees. At around the same time the company relocated to Scotstoun in western Glasgow where it would remain until commercial vehicle production ceased in 1972. For the 1905 season these relatively crude dogcarts were replaced with a more conventional front-engined motor car, albeit still a twin-cylinder design, and the range expanded to include a larger 24hp four-cylinder touring car and a smaller 15hp four. The commercial vehicles side of the business continued to develop and by 1912 only some 25% of Albion production was passenger cars. The decision was taken to concentrate on commercials thereafter, and Albion's last passenger car left the factory in November 1913.

This rare Albion dogcart was acquired by the current vendor's family in the 1960s from the famous Sword Collection and has completed numerous London to Brighton Runs since then, its last outing in the event being 2002. The car was dated as of 1901 manufacture by the VCC in December 1973 and comes with the related correspondence and Certificate of Dating (no. 1350). Its registration at that time was 'DS 20'. Noteworthy features include wooden carriage wheels and a single Polkey headlamp. Described as in generally good, running condition, the car comes with the aforementioned documentation and three expired MoT certificates dating from the 1970s/1980s.

£110,000 - 140,000
€150,000 - 190,000

104

1903 STANLEY CX 6½HP STEAM RUNABOUT

Registration no. BS 8546

Chassis no. 507

Engine no. 1200

- *Iconic American steam-powered passenger car*
- *Listed in the Stanley Register*
- *Extensively restored*
- *Boiler tested in June 2015*





'When all was well, the little Stanley runabouts probably provided more pleasurable motoring than anything else on the market at the turn of the century - that is if they were handled properly - they ran very quietly and with that effortless smoothness which no petrol car of the time could rival. They were also quite lively...' - Anthony Bird, 1967.

Francis E and Freeland O Stanley were identical twins, whose Stanley Dry Plate Company produced photographic equipment. The brothers also designed steam cars, experimenting with a solitary prototype in 1887 before reviving the project in 1897. By the following year they had completed three more, one of which completed a spectacular demonstration in Charles River Park, Boston where it successfully scaled an 80ft incline that had defeated its rivals. Orders for 200 cars resulted and the Stanleys were in business. That first design was sold to John Brisben Walker and manufactured as the 'Locomobile', while the Stanleys progressed to a non-condensing engine driving the rear axle directly, with a rear-mounted boiler, production of which commenced in 1902.

With Mobile out of business by 1903 and Locomobile by that time making petrol-engined cars, Stanley dominated the market and continued to do so until 1927 when steamer production ceased. Stanley's sole UK agent was F Wilkinson of Manchester.

Listed in Kelly R Williams' Stanley Register and the Sprague Register (when owned by Art Hart), this CX runabout was previously purchased by one A Sinclair from a G Brese in the USA and imported in a partially dismantled state in June 2008. It was rebuilt with the assistance of F J Theobald (of the Steam Car Club) and on Mr Theobald's death was sold to a Mr T Gurr. The current vendor acquired the Stanley in February 2013, since when a considerable amount of additional work has been carried out, mainly by J R Goold Vintage Steam Restorations. The rebuild was only completed earlier this year and the car is described as in generally excellent condition. Tested on 9th June 2015, the boiler (and its larger-than-stock tank) are the only notified deviations from factory specification. Accompanying paperwork consists of sundry restoration invoices and a V5C registration document.

£35,000 - 40,000
€48,000 - 54,000

105 N

**1899 PANHARD-LEVASSOR TYPE M2E 4HP
TWIN-CYLINDER TWO-SEATER**

Registration no. not UK registered

Chassis no. 1862

Engine no. 1862

- *Influential French make*
- *Extensively restored*
- *VCC dated*
- *Early London to Brighton Run starter*





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

After Émile Levassor's death in 1897, René Panhard reorganised his company as a joint stock corporation to attract wealthy investors, while Commandant Arthur Constantin Krebs succeeded Levassor as technical and production manager. Krebs began work by designing a series of four-cylinder engines with nominal power outputs ranging from 8CV to 20CV. His Paris-Amsterdam racer of 1898 featured a tilted (as opposed to vertical) steering column and this innovation was soon carried over to the production cars.

Racing developments continued to influence the production Panhards, which soon featured front-mounted radiators, first seen on the Paris-Bordeaux racer of 1899. Battery/coil ignition and Krebs' own diaphragm carburettor were features of Panhard et Levassor engines by the end of 1901, and during that year he introduced the first power units, known as the *Centaure* family, to depart from the original Daimler design.

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



Significantly, it was with a Panhard et Levassor that Charles Rolls chose to commence his competitive career, driving one of the French manufacturer's cars on the 1,000 Miles Trial of 1900. In that same year Rolls used his Panhard to give the Duke and Duchess of York (later King George V and Queen Mary) their first ride in an automobile.

This restored 4hp two-seater is powered by the Daimler-Phénix vertical twin-cylinder engine, with bore and stroke of 80x120mm for an engine capacity of 1,201cc. Original factory records show that car number '1862' was invoiced on 11th September 1899 to A Simon at Condé-par-Esby (Seine et Marne) while the body is recorded as a 'charrette Anglaise dos-à-dos with American hood'. While still in the first owner's hands it returned to the factory twice: on 6th January 1900 and 30th August 1902, on the second occasion receiving a new cylinder head from the 5hp engine.

The current vendor purchased the Panhard, as a part restored project, in the Bordeaux region of France in 1999 and completed the restoration in his own workshop. Works carried out included replacing the chassis' wooden frame, flitch plates and sub frame, and fitting a reproduction body in a style different from that of the original.

After completion, the car was inspected in May 2014 by members of the Veteran Car Club's Dating Advisory Committee while at Mercedes-Benz in Mannheim, Germany and allocated a manufacturing date of 1899. An early starter on the Brighton Road and a magnificent Victorian vehicle in all respects, car number '1862' is offered with the VCC's Vehicle Identification and Dating Certificate and illustrated 65-page report (perusal recommended).

£300,000 - 350,000
€410,000 - 480,000



106

1904 WINTON 4¼-LITRE 20HP TWO-CYLINDER DETACHABLE REAR-ENTRANCE TONNEAU

Registration no. BS 8593

Chassis no. 3227

Engine no. 03 1224

- *Pioneering American make*
- *Formerly part of the Stormont Collection*
- *Extensively refurbished*
- *Last on the London to Brighton Run in 2012*

'The Winton is generally regarded as America's premier make of petrol car,' noted The Autocar in 1903 on encountering the first example of the two-speed, chain-driven, 20hp model to be exhibited in Britain. Indeed, the Winton had secured itself a unique place in American motoring history that year by being the first automobile driven across the United States from coast to coast.

This unprecedented feat had been achieved by Dr H Nelson Jackson and his chauffeur/mechanic Sewall K Crocker, who left San Francisco on 23rd May and arrived in New York City on 26th July. Their 63-day journey took them through many communities that had never before seen an automobile and involved crossing many miles of track-less hinterland where streams had to be forded.

Built during 1904, the final year that Winton offered a twin-cylinder model, chassis number '3227' is similar to that transcontinental pioneer. Uniquely, it spent around 70 years in the same ownership and only came to the market in 2006 for the first time since the mid-1930s following the death of its devoted long-term owner, Robert N Stormont, a well-known figure in the antique car world.

Robert Stormont first encountered the Winton in the mid-1930s as a boy of 16 while exploring a former Budweiser brewery in his hometown of Rockford, Illinois, which had been bought by his father to accommodate his new laundry and dry cleaning business. Left behind by its owner, the Winton was purchased for its scrap value of \$50, the money being borrowed from Robert's father.





The original owner aboard '3227', 1905

'3227' on Regent Street prior to the London to Brighton Run, 2011

The car was then restored by its teenaged owner as and when funds became available. At this time the 'collector car' movement was in its infancy (the Antique Automobile Club of America was founded at around this time, in November 1935) and Robert Stormont's was one of the very first Edwardian-era cars to be preserved in the USA. Over the years the Winton and its owner became well known on the antique car scene, participating regularly in the USA's London-Brighton counterpart, the 125-mile New London to New Brighton Antique Car Run. '3227' is believed to be one of only seven 1904 Wintons remaining out of the 600 that left the company's Cleveland, Ohio factory that year, not all of which are running.

The immediately preceding owner, well known Veteran-car enthusiast Don Larkin, purchased the Winton at Bonhams & Butterfields' sale at the Larz Anderson Museum in Brookline, Massachusetts in May 2006 (Lot 322). While researching its history, Bonhams & Butterfields spoke with various officers of 'Winton Worldwide' who confirmed that, while restored, 'The Stormont Car' is widely known for its exceptional originality and correctness and is accordingly very highly regarded.

Since Mr Stormont's passing, the car has undergone extensive mechanical refurbishment. It has received new pistons, con-rods and a Phoenix crankshaft to ensure smooth running of the engine, while the complex carburettor and pneumatic system employed by Alexander Winton has been modified to achieve a simpler and more reliable running procedure.

The vehicle also benefits from the fitting of a discrete but removable electric starter. All removed parts are supplied with the vehicle and can easily be reinstated, including the American whitewall tyres.

Included in the sale is an original 1904 manual; a pair of very old goggles; the car's original ID plate; sundry restoration receipts and photographs; several New London to New Brighton Run programmes and finisher's medals; and various clippings relating to this car in particular and to Winton history in general. There is even a photograph of the Winton when it was new in Rockford a century ago. Parts offered with the car include extra hubcaps; engine castings; and surplus leather from the upholstery restoration together with the original leather pieces that were used for patterns. There is also an original tyre, and the car's toolbox contains a copy owner's manual, a hubcap spanner and other items.

Since the aforementioned refurbishment was completed, the car has successfully finished a number of London to Brighton Runs with five adults on board, its most recent outing being in 2011. The Winton was offered for sale at Bonhams' auction at Mercedes-Benz World, Surrey in December 2012 (Lot 323) where it was purchased by the current vendor. Now registered in the UK, the car has been maintained and used sparingly on the owner's estate in Gloucestershire and on local runs. This famous and well-documented example of one of the USA's premier pioneering makes is offered with a V5C registration document.

£130,000 - 160,000
£180,000 - 220,000

107

**1904 POPE-HARTFORD 20HP MODEL D
TWO-CYLINDER SIDE-ENTRANCE TONNEAU**

Registration no. not UK registered

Chassis no. 543

Engine no. 543

- *Short-lived American marque*
- *Previously part of the E R Bourne Collection*
- *Restored in 2005*
- *London to Brighton Veteran Car Run completed in 2014*





Colonel Albert A Pope established his manufacturing empire in the aftermath of the American Civil War. His first major product line was bicycles and by the end of the 19th Century the Colonel was head of the American Bicycle Company, a consolidation of some 40-plus firms. Pope's first venture into the field of powered transport occurred in the late 1890s with the electrically-powered Columbia, though a few gasoline-powered cars were made, which was followed in 1903 by the Pope-Robinson, the latter resulting from Pope's partnership with John T Robinson. Pope-Hartford, Pope-Toledo, Pope-Tribune and Pope-Waverley were all added to the ever-expanding fold during the following year.

The Pope-Hartford took its name from the company's headquarters town of Hartford, Connecticut. Its first product, a single-cylinder 10hp model, was tested during the summer of 1903 and introduced as a 1904 model in two forms: a two-seater runabout and four-seater tonneau car. The range expanded quickly to encompass twin-cylinder and four-cylinder cars, consisting solely of the latter from 1908.

There was a 'six' in the line-up for 1911, by which time Colonel Albert A Pope had died, his place being taken by his brother, George. With Pope's empire now crumbling, its model lines gradually disappeared, leaving the Pope-Hartford as the only one in production when the company fell into receivership in 1913. The bloated range of models was reduced to only three for 1914, but it was a case of 'too little too late' and Pope-Hartford disappeared when the factory was sold in January 1915.

Manufactured in December 1904 as a 1905 model, this twin-cylinder, shaft-driven Model D was purchased in 2005 from the estate of E R Bourne of San Diego, California, USA, that country's foremost collector of Pope-Hartford automobiles. Its prior history is not known, though the car does come with the original 1904 sales receipt to its first owner. Restored in 2005, the car carries a new body constructed of laminated wood, which from the firewall aft is an exact duplicate taken from an original. Benefiting from renewal of the paintwork and interior in 2014, it features a divided front seat and side door tonneau, and can accommodate five persons. There is sliding-gear transmission, with three forward speeds plus reverse. A London to Brighton Run participant in 2014, this car has a VCC Veteran Passport (number '3883', issued June 2012) and we are advised that a Dating Certificate is pending.

£75,000 - 85,000
£100,000 - 115,000

108

The ex-George Waterman and Kenneth Stein

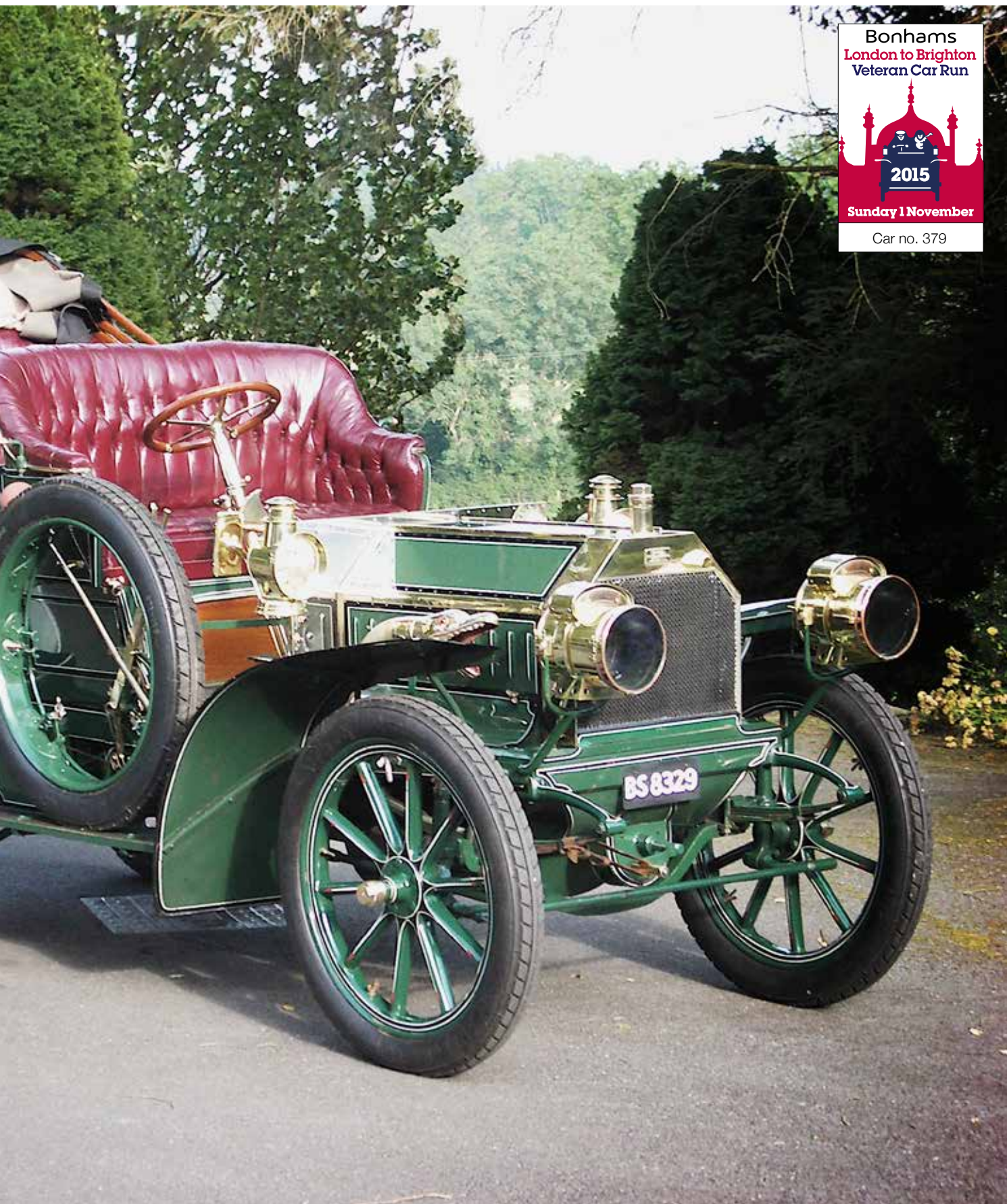
**1904 NAPIER MODEL D45 12HP
FOUR-CYLINDER, FIVE-SEATER,
DOUBLE CHAIN DRIVE,
SIDE-ENTRANCE TOURER**

Registration no. BS 8329

Engine no. 49

- *Long history of participation in the London to Brighton Run*
- *Part of three major International car collections*
- *One of a very small number of American-assembled Napiers to survive*
- *Complete with entry to 2015 Run*





Bonhams
London to Brighton
Veteran Car Run

2015

Sunday 1 November

Car no. 379



Montague Stanley Napier had taken charge of the Lambeth-based family engineering business in 1895 upon the death of his father. The youthful twenty five year old – once described as "combining the philosophy and the modesty of the rustic cobbler with the best attributes of the unspeakable Scot" – was a brilliant engineer keen to move the family business from its traditional fields of printing machinery manufacture into the new-fangled world of the horseless carriage. Fascinated by speed, he had earned repute as a racing cyclist of no mean ability and, mixing in those circles at the Bath Road Cycle Club, he came in contact with one Selwyn Francis Edge, London manager of The Dunlop Tyre Company. Napier's engineering flair and Edge's commercialism, combined with an at times uneasy flair for self-publicity, made for a powerful partnership that was soon to establish the name Napier at the forefront of the British motor industry as well as a force to be reckoned with in international motor racing.

In 1900 Napier entered their customer Edward Kennard's 8hp car in the The Thousand Miles Trial round Britain, (a blatant piece of propaganda for the motor car), and with Edge at the wheel achieved not only first in class but second overall in the whole Trial against a formidable line up of 84 cars. Appreciating the value of such publicity Edge and Napier set their sights on the great Continental motor races, in particular focusing on winning The Gordon Bennett Trophy – an ambition achieved in 1902 in a spectacularly uneventful drive from Paris to Innsbruck which left the French team in a state of disarray by the roadside.

Alongside the epic drives and races Napier concentrated on building cars of high quality at the Lambeth works which they soon outgrew. A move to larger premises at Acton followed in 1902 and by 1906 1,000 men were employed at the Acton factory.

The ever-ambitious Edge, keen to boost sales in America, where the likes of Mercedes and Mors had a strong foothold, established the Napier Motor Company of America in 1904 to assemble British manufactured Napier motor cars in Boston, thus avoiding the import taxes on complete cars which was holding back sales. The venture met with only limited success in America and that operation ceased in 1912.

This car is one of a very small number of American-assembled Napiers to survive. The fabulously wealthy pioneer American car collector, George Waterman Jnr., assembled a massive collection of early cars in the 1930s, retrieving them from the coach houses and garages of luxury dwellings on the East Coast of America, and housed his collection in Rhode Island and Massachusetts. (The Waterman Collection at one time included both the 1903 Gordon Bennett Napier and the 100hp Napier that ran in the Gordon Bennett eliminating trials of 1904). The old car fraternity was both small and close knit at the time and Henry Austin Clark and Kenneth Stein from Long Island were major players and friends of Waterman.



When Waterman reduced his collection after World War II, Clark and Stein found this Napier and a similar model in the Waterman stores and persuaded him to sell them the two cars. Klein was to retain this car in his collection, Clark keeping the sister car. Klein restored No.49 to running order and brought it to the UK in 1984 to take part in the London to Brighton Veteran Car Run. In later years both of these ex-Waterman cars were acquired by an English collector, this car coming to the UK in the year 2000. The car has since taken part in the Tour de Leman and in later ownership has amassed a record of many successful London to Brighton Runs, on one occasion crossing the finishing line in style six-up, and only once failing to complete owing to a minor mechanical failure.

Although marketed as 12hp in America, presumably for tax reasons, the Model D45 model was marketed in England as the 15hp, the four-cylinder engine, cast in pairs, displacing 2,525cc and reputedly developing 21hp. This engine drove through a four-speed gearbox with final drive by side chains. The more practical side-entrance tourer coachwork reflects then current fashion and the move away from the horsedrawn vehicle inspired rear-entrance bodies of earlier cars.

No.49 has stood well its 111 years, having been sympathetically recommissioned by Klein in America and carefully further restored upon arrival in England in 2000. It is presented in green livery, suitably coach-lined, with deep-buttoned red leather upholstery and brass accessories. Driving equipment includes Phare Solar Model 66 headlamps (dated August 1903), Dietz oil side lamps and rear lamp, a Boa Constrictor snake's head bulb horn, a sprag and a most practical Stepney wheel. A cleverly designed and most useful rear luggage carrier, rug rail, hood, windscreen and side curtains afford good weather protection and comfort for the more inclement drives to Brighton. In its purest form the car is presented without its windscreen, a more recent addition, which can be easily removed/replaced in just a few minutes.

Napier No.49 is a car of British manufacture, assembled in period in America, has been part of three major international car collections, has four cylinders, a four speed gearbox, carries five passengers in comfort, has rarity in spades and comes with an enviable record of completed Brighton Runs. It is entered for the 2015 run and the vendor will be happy to advise the successful bidder re running/driving instructions. The car is VCC dated, Certificate no. 1571, comes also with a Science Museum Certificate of Date, a copy of the State of North Carolina Certificate of Title dated 2000 and is currently Swansea registered.

£350,000 - 400,000
€480,000 - 540,000

109

1904 COLUMBIA MARK XLIII TWO-CYLINDER REAR-ENTRANCE TONNEAU

Registration no. UXG 682

Chassis no. 4220

- *Short-lived American marque*
- *Cosmetically restored in the 1960s*
- *Current ownership since 2004*
- *Participant in seven London to Brighton Runs*

Nowadays principally associated with electric vehicles, Columbia was established in Hartford, Connecticut by one of the giants of the nascent United States automobile industry: Colonel Albert Augustus Pope. The Colonel had established his manufacturing empire in the aftermath of the American Civil War.

His first major product line was bicycles and by the end of the 19th Century the Colonel was head of the American Bicycle Company, a consolidation of some 40-plus firms. Pope first ventured into the field of powered transport in the late 1890s with the electrically powered Columbia, though a few gasoline-powered cars were made also, the first of which appeared around 1899.

That same year Pope had merged his motor manufacturing interests with those of the Electric Vehicle Company (EVC) to form the Columbia Automobile Company. EVC also owned the infamous 'Selden patent' for a gasoline-powered automobile, which had been filed by George B Selden in 1895. EVC sought royalties from all US automobile manufacturers but was challenged by Henry Ford among others, and after many years of litigation the patent was overturned by the courts.

Hiram P Maxim was responsible for designing the first Columbias, his place as chief engineer being taken in the early 1900s by Frederick A Law.





Electrically powered models continued to make up the bulk of Columbia production – in 1904 there were 37 listed as opposed to only two gasoline cars: a 12/14hp twin-cylinder and 30/35hp four. Gradually, the market for electric cars contracted and gasoline models took over. In 1911 there were only two of the former in Columbia's range while that same year the company was offering ten gasoline-powered cars on two different chassis. By then, Columbia had been absorbed by Benjamin Briscoe's United States Motor Company, only to disappear when USMC collapsed in September 1912.

Columbia's first gasoline model of 1899 was powered by a two-stroke engine designed by Maxim. The car shared many common features with contemporary horse-drawn carriages, its large-diameter wheels being designed for the deeply rutted roads of the time. Its engine was a vertical, twin-cylinder, water-cooled two-stroke displacing 616cc, which drove the rear axle directly by chain. Of 3' 11" wheelbase, the chassis featured full elliptic springing front and rear while the solid tyres were mounted on 32" front and 34" rear wheels.

A 1904 Mark XLIII rear-entrance tonneau, the gorgeous Columbia offered here is powered by a 2.9-litre twin-cylinder engine rated at 12/14hp and has a wheelbase of 82". Cosmetically restored in the early 1960s, this stunning automobile is finished in a beautiful deep green with brown leather interior, and features an attractive surrey top. It rolls on green artillery wheels shod with beaded edge tyres (the previous period-style white balloon tyres are available if required). The brass grille and lamps are highly polished, while charming wicker baskets adorn each side of the tonneau. The provision of twin Schebler carburetors, replacing the originals, is the only notified deviation from factory specification.

The current vendor purchased the Columbia in January 2004 from John Kraft of New York, USA, who had rallied the car in local single- and twin-cylinder events plus two in Bermuda. Previous owners include H Jorgensen, H Gilbert, H A Clark and J Melton. Since acquisition, the Columbia has participated in various VCC events including the popular 'Creepy Crawl' and 'Snail Trail', and has successfully completed seven London to Brighton Runs. Presented in good useable condition, the car is offered with VCC dating Certificate and a UK V5C registration document.

£90,000 - 110,000
£120,000 - 150,000

110 * N

*Formerly in the A.W.F. Smith Collection,
Pebble Beach Concours d'Elegance exhibited*

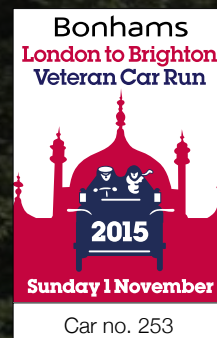
**1903 CLEMENT MODEL AC4R
FOUR-CYLINDER REAR-ENTRANCE TONNEAU**

Registration no. Not currently UK registered, formerly 'N1261' (see text)

Chassis no. 4281

Engine no. 423

- *Long history of participation in the London to Brighton*
- *Owned by numerous luminaries in the hobby*
- *Comprehensively restored*
- *In concours condition*
- *Complete with entry to 2015 Run*





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

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

This example returns to the UK from American ownership and has a long known British history. Its very earliest days were recorded in the program for the London to Brighton Run in 1934.

In those days, perhaps because of the novelty of the cars and that each invariably had a recent tale of discovery before being put back on the road, many of those stories were detailed in the publication. For this car, two years are particularly useful. The aforementioned 1934 edition lists the owner as A.W.F. Smith, a pioneering collector of early motorcars and succinctly lists its history as:

'Originally in French ownership until brought to England early in 1905. Spent the last 24 years locked away in disused coach house, until purchased and run by A.R.Utley last year.'

This single annotation helpfully details its first years of existence, while interestingly in the 1938 edition, it is noted as having 'original paintwork and upholstery', so the current fashion of originality is by no means a new one!

It is probably safe to assume that the registration number that it wore by this time 'N1261' was allocated to the Clément when it arrived in the UK and as such it would have been the 1,261st car registered with Manchester County Borough Council.

A.W.F. Smith would campaign the Clément successively on the London to Brighton Run from 1934-1938, after the war again it was on the run from 1946-1956, with the exception of 1947 when there was no event.



The Clement in the 1960s

Also in this period Smith is known to have joined the F.N.C.A.F. *Les Teuf Teuf* Club in France and the car may well have been used on their events.

By 1957, Smith had acquired a large horsepower Daimler of the same year and this seems to have been his 'Brighton Runner' for the next decade. In 1951 it was presented to the Veteran Car Club of Great Britain and received dating as 1903, being the 17th car so certified.

Smith's extensive collection was dispersed in a legendary auction at Cross-in-Hand in Sussex in 1968. In those days a handful of lines sufficed to describe the cars that were offered, with a single sentence to sum the car up, which in this case it appears to do quite well: 'The car is original, reputedly down to the paintwork itself, and is in excellent condition'.

The combined total value of the sale that day was £77,000, a sum which equaled the record for an auction of its kind according to contemporary reports. To put the importance of the Clement in context, the hammer fell at £5,200, a considerable sum of the money and clearly reflecting its importance and intrinsic value. The buyer then was noted collector Neil Corner, who five months later would take the car on the London to Brighton, with friends and industry luminaries Patrick Lindsay and Colin Crabbe. From Corner, the Clement passed to A.M. Goodman and then to the present owner in 1977.

Over the course of nearly 4 decades of ownership the car has been used on the London to Brighton on a number of occasions, particularly in the early days of its custody. Maintained in the UK for some time, it received a new crankshaft and mechanical work in the 1980s.

In recent years the Clement has been exquisitely restored to a standard befitting the quality and refinement of the mechanical jewel it represents and sparkles cosmetically too! Offered for sale from long-term American ownership on the West Coast in California, approximately a decade ago it was comprehensively restored by noted Veteran and Edwardian 'Brass' experts Tired Iron Works. Attesting to its condition it was shown at the Pebble Beach Concours d'Elegance in 2006.

After his long association, he has decided to part with it, presenting an opportunity to acquire what must be one of the best recorded and active four cylinder veteran cars around and has the further benefit of an entry for this year's event. Please note this Lot is subject to 5% import tax if remaining in the UK.

£400,000 - 500,000
€540,000 - 680,000

Footnote: please note that the registration number 'N1261' was still attached to the Clement when acquired. It is not known to the owner to have been re-appropriated and it may be possible to make an application to return this to the car.



1904 CLÉMENT-BAYARD 9/11HP AC2K TWIN-CYLINDER REAR-ENTRANCE TONNEAU

Registration no. BS 8556

Chassis no. 6022

Engine no. 2113

- On museum display for 50 years
- Outstandingly original condition
- Mechanically overhauled between 2010 and 2014
- VCC dated



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

By January 1903 Clément et Gladiator claimed to have an annual capacity of 1,200 cars but in October that year Adolphe Clément broke his connection with the company and set up a new factory in Levallois-Perret. As he was unable to call the cars it built 'Cléments', he adopted the trade name 'Bayard' after a statue of the legendary medieval French hero 'le chevalier sans peur et sans reproche' that stood in front of his branch factory in Mézières in the Ardennes region, and officially changed his name to Clément-Bayard. He also formed a joint venture with the Earl of Shrewsbury and Talbot to assemble Clément-Bayard cars in London, where they were known as 'Clément-Talbots', eventually becoming the celebrated 'Talbot' marque as assembly developed into manufacture.

Introducing the 1904 'Bayard' range, launched in the autumn of 1903, the French magazine *La Vie Automobile* wrote: 'Clément is one of the three or four giants of our special world. This man who says little and thinks a lot, whose activity is as great as his daring, is one of the unstoppable forces that drive the stupefying speed that we see in the automobile revolution.'

The Clément-Bayard company was a pioneer of vertical integration, with little reliance on outside suppliers. Casting and rough machining work was carried out at Mézières and bodies were built in coachworks near the Levallois factory. Clément-Bayard's products were well-built and stylish, aimed at the well-to-do middle class, and in 1904 the Levallois-Perret factory employed some 1,600 men who built around 1,200 cars annually. Around 1906 Clément-Bayard began building taxicabs, a market also exploited by the rival Renault company, and between them the two firms dominated the Parisian taxicab scene.

Clément-Bayard's factories produced munitions in large quantities during the 1914-18 war, after which he retired and sold his Levallois works to the up-and-coming André Citroën. He died from a heart attack while at the wheel of a car in 1928.



In single family ownership from the 1930s until 2009, and on display in the Swiss National Transport Museum at Lucerne for 50 years from 1960, this twin-cylinder 4/5-seat rear-entrance tonneau is in a state of remarkable originality. Apart from a repaint long ago and a change from low- to high-tension magneto ignition just before The Great War, it appears to be just as it left the Levallois factory in 1904.

The current vendor purchased the Clément-Bayard at Bonhams' New Bond Street Sale of Veteran Motor Cars in November 2010 (Lot 309). The car had been provisionally dated by the Veteran Car Club's Dating Committee of as 1904 manufacture but the new owner now had to prove beyond doubt that it was built before 31st December of that year. A lengthy period of investigative work ensued, leading to the Archive Centre in Paris, which holds records of France motor manufacturers. Copies of the original documents filed by Clément et Cie showed that car number '6003' was inspected and tested in February 1904. This car has original body plates numbering it as '6022', indicating that it was built in March 1904. This was accepted by the Dating Committee and a Dating Certificate duly awarded.

The car had not run for many years and although it started, it was obvious that the engine and running gear were in need of a total restoration, which was entrusted to Terry Formhalls in Downton, Wiltshire. In addition, some of the paintwork was carefully restored while the leather upholstery was left in its original condition. The only deviations from original specification are the fitting of an electric starter and a new clutch with synthetic friction lining. We are advised that the car has performed faultlessly since the restoration, successfully completing two London to Brighton Runs in the vendor's hands. The restoration invoices are in the history file and the car also comes with copies of the aforementioned French records, the VCC Dating Certificate and a V5C registration document.

According to the most recent Handbook and List of Cars of the Veteran Car Club of Great Britain, only eight or so 9/11hp Bayard, Clément-Bayard, Clément-Talbot or Talbot cars eligible for the London to Brighton Veteran Car Run are known to exist in members' hands.

£140,000 - 160,000
€190,000 - 220,000

C.1904 MMC 8HP REAR-ENTRANCE TONNEAU

Registration no. H 13
 Chassis no. 1154 (See text)
 Engine no. 3390

- A rare and short-lived British marque
- In the present family ownership since 1955
- Restored 50-plus years ago



The Motor Manufacturing Company (MMC) was successor to The Great Horseless Carriage Company, which had been founded by the infamous entrepreneur and fraudster, Harry J Lawson, in 1896 and was part of his British Motor Syndicate. Lawson had sought to establish a monopoly of motor manufacturing in the Britain by obtaining as many related patents as possible, starting with those of the German Daimler company. His efforts, like those of the Selden patent's owners in the USA, would be frustrated by the courts.

The Great Horseless Carriage Company shared the Motor Mills in Coventry with Daimler's British offshoot and commenced production in 1897 using Daimler engines and gearboxes, while the bodies and wheels were of its own manufacture. Reorganised as The Motor Manufacturing Company in 1898, it continued with Daimler based designs alongside rear-engined types designed by railway engineer George Iden. Motorcycles, tricycles and quadricycles were added to the portfolio and MMC also supplied its engines to other manufacturers. Simplification of the range saw only three models offered for 1902: a single, twin and four, all with front-mounted engines.

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

This example of a short-lived British marque was purchased from a Mr Broad in August 1955 by Mr Stanley Gilks, proprietor of Stan Gilks Ltd, a motorcycle dealership in Ickenham, Middlesex. There is a hand written receipt for the purchase deposit on file and the car also comes with an illustrated diary of information completed by the previous owner concerning the MMC's history while in his ownership. The previous owner had bought the car circa 1953 from a Mr W F Parr of The Broadway Garage, High Road, Harrow Weald, Middlesex where it is believed to have been for many years. According to information supplied at the time, the MMC was said to have last been used in 1909 and therefore never registered under the 1920 Roads Act. When purchased the car was fitted with a strange upright body (see images on file).

The MMC was already totally stripped down to separate components when purchased. Photographs of the parts as received are in the history file. The restoration was carried out by the present owner, Mr Geoffrey Gilks, Stanley Gilks' son. The restoration was completed around 1960 and the MMC subsequently featured in the motion pictures 'Those Magnificent Men in Their Flying Machines' (1965) and 'Half a Sixpence' (1967). Further restoration work was carried out in the 1980s (see photographs on file). It has not been registered for the road since the 1960s and will require re-commissioning/restoration before further use. As yet undated by the Veteran Car Club, this rare MMC is offered with an old-style logbook and V5 registration document. It should be noted that no number has been found on the chassis; that recorded on the V5 is thought to be the number stamped on the rear axle.

£40,000 - 60,000
€54,000 - 82,000



THE BOND STREET SALE

Sunday 6 December 2015

New Bond Street, London

Final call for entries

Bonhams is pleased to announce that it is now inviting consignments for the annual Bond Street Sale.

With only 35 entry slots available and several motor cars already consigned, the annual event is set to be another exciting auction from Bonhams record breaking motoring department.



THE ARTHUR CARTER COLLECTION

'ONX 113' – the ex-Donald Healey

1953 AUSTIN-HEALEY 100/'100S'

SPORTS COUPÉ

Estimate upon request

The Ken Flint, Jack Horton, Dan Margulies

1952-MODEL CONNAUGHT A TYPE

RACING SINGLE-SEATER

£80,000 - 120,000

'SMO 746' – The ex-BMC Competitions Dept., John Gott

1959 AUSTIN-HEALEY 3000 MKI WORKS RALLY/

MODSPORTS COMPETITION COUPÉ

£140,000 - 200,000

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1955 MERCEDES-BENZ 300SL GULLWING COUPÉ

£1,000,000 - 1,300,000

1962/63 FERRARI 250GT SERIES II CABRIOLET

£1,000,000 - 1,200,000

1964 SUNBEAM TIGER LE MANS COUPÉ

£300,000 - 400,000

THE GORDON WILLEY COLLECTION

(LEFT TO RIGHT)

The ex-Nigel Dawes
**1934 INVICTA 4½-LITRE 'S' TYPE
LOW CHASSIS TOURER**
Coachwork by Carbodies
£500,000 - 600,000

The ex-Billy Cotton
**1938 FRAZER NASH-BMW
328 ROADSTER**
£550,000 - 650,000

**1964 ASTON MARTIN DB5
SPORTS SALOON**
£400,000 - 500,000

The ex-Nigel Dawes
**1955 FRAZER NASH
LE MANS COUPÉ**
£380,000 - 420,000

*Formerly part of the Schlumpf
Museum Collection*
1929 BENTLEY 4½-LITRE TOURER
Coachwork by Vanden Plas
£400,000 - 500,000

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RAF Museum, London

Final call for entries

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THE GORDON WILLEY COLLECTION

(LEFT TO RIGHT)

1935 BENTLEY 3½-LITRE SPORTS SALOON

Coachwork by Mann Egerton & Co. Ltd
£25,000 - 32,000

1958 BENTLEY S1 CONTINENTAL FLYING SPUR

Coachwork by H J Mulliner
£90,000 - 100,000

1936 BENTLEY 4¼-LITRE OWEN SEDANCA COUPÉ

Coachwork by Gurney Nutting & Co.
£90,000 - 110,000

1938 LAGONDA V12 DROPHEAD COUPÉ

Coachwork by James Young
£150,000 - 180,000

1938 BENTLEY 4¼-LITRE HIGH VISION COUPÉ

Coachwork by H J Mulliner
£60,000 - 80,000

1939 BENTLEY 4¼-LITRE 'RAZOR EDGE' BROUGHAM

Coachwork by Freestone & Webb
£35,000 - 40,000

1939 BENTLEY 4¼-LITRE DROPHEAD COUPÉ

Coachwork by H J Mulliner
£140,000 - 170,000

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€11,000 - 16,000



1949 MONDIAL 125CC SPORT
€7,000 - 10,000



1956 PARILLA 175CC
€5,600 - 7,000



THE MC COLLECTION

Left
1954 MV AGUSTA DISCO VOLANTE
€11,000 - 17,000

Right
1980 BIMOTA SB2
€21,000 - 25,000

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1972 DUCATI SCRAMBLER 450
€9,800 - 14,000



1976 BENELLI 750CC SEI
€14,000 - 19,000



1983 DUCATI 900 S2
€7,000 - 9,700



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This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the Sale may be set out in the *Catalogue* for the Sale, in an insert in the *Catalogue* and/or in a notice displayed at the Sale venue and you should read them as well. Announcements affecting the Sale may also be given out orally before and during the Sale without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

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

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

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the Sale and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before

doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on

Bonhams’ behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We 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*, it's fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms 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:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties.”

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

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

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please contact me with a shipping quote (if applicable) ☐

Sale title: London to Brighton Veteran Car Run Sale		Sale date: 30 October 2015	
Sale no. 22728		Sale venue: New Bond Street	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals)			
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: □□ / □□□□ - □□□□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>	

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:	Date:
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* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/06/14

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MOTOR CAR INDEX

Lot No	Year	Model
103	1901	Albion 8hp A1 Dogcart
110	1903	Clement Model AC4R Rear Entrance Tonneau
111	1904	Clément-Bayard 9/11hp AC2K Twin-Cylinder Rear-Entrance Tonneau
109	1904	Columbia Mark XLIII Twin Cylinder Rear Entrance Tonneau
102	1904	Darracq 8hp Two Seater Runabout
112	c.1904	MMC 8hp Rear-Entrance Tonneau
108	1904	Napier Model D45 12hp Four-cylinder, Five-seater, Double Chain Drive, Side-entrance Tourer
105	1899	Panhard-Levassor Type M2E 4hp Two-Seater
107	1904	Pope-Hartford 20hp Model D Twin-Cylinder Side Entrance Tonneau
104	1903	Stanley CX 6½hp Steam Runabout
101	1899	Star Benz 3½hp Vis-à-Vis
106	1904	Winton 4¼-Litre 20hp Detachable Rear-Entrance Tonneau



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