

# Bonhams

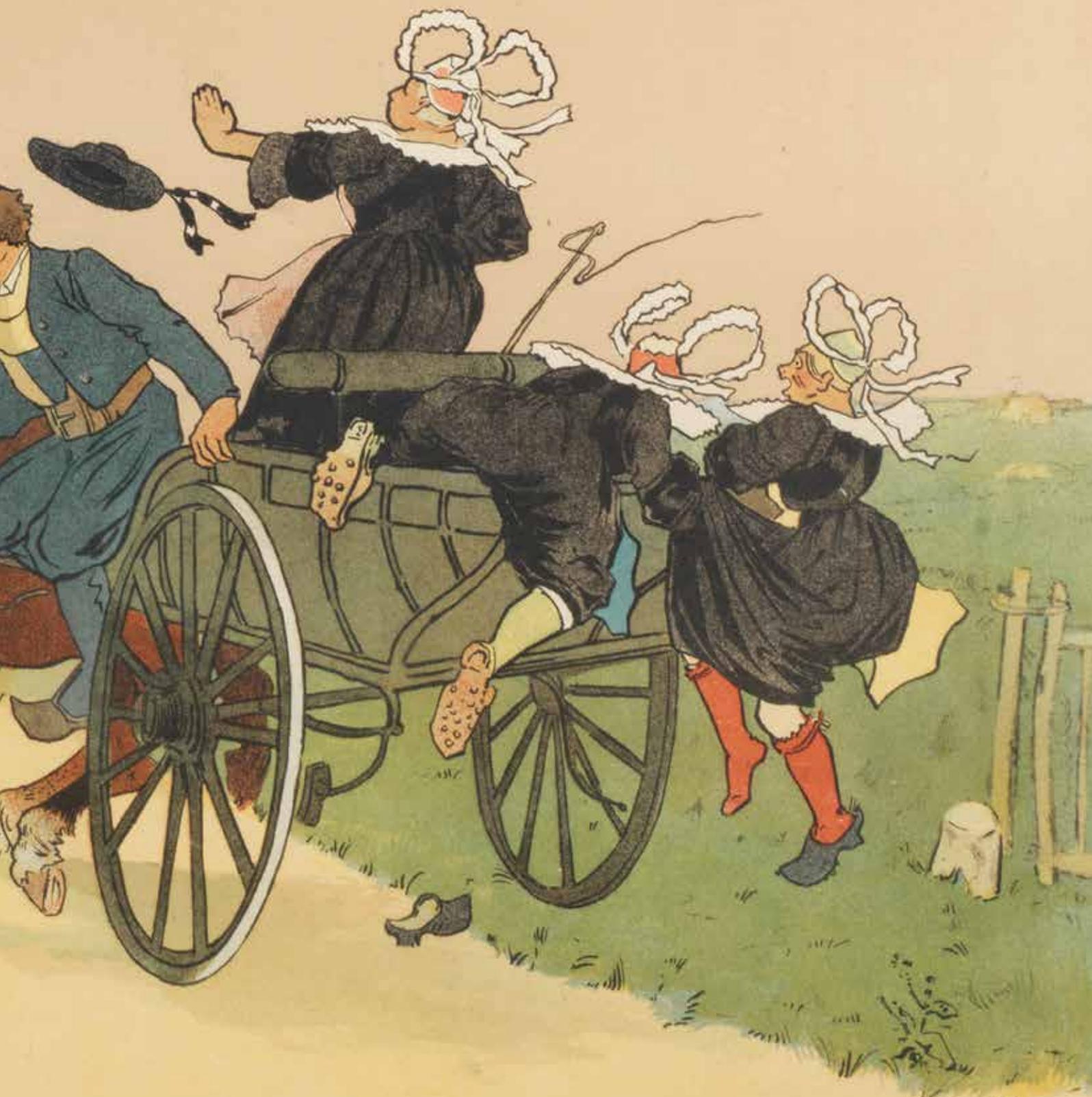


## The London to Brighton Veteran Car Run Sale

Veteran Motor Cars and Related Automobilia

New Bond Street, London | 2 November 2018





Thor

# THE BONHAMS TEAM ENTERED IN THE VETERAN CAR RUN 2018



Malcolm Barber, 1903 Peerless



Rupert Banner, 1897 Daimler



Tim Schofield & Stephen Cleminson,  
1902 Panhard et Levassor



Rob Hubbard, 1904 Rambler



Sholto Gilbertson, 1903 Panhard et Levassor  
Pictured driving the Oldsmobile last year



John Polson, 1904 Vulcan



Robert Hadfield, 1901 Pick

# The London to Brighton Veteran Car Run Sale

## Veteran Motor Cars and Related Automobilia

101 New Bond Street, London | Friday 2 November 2018 at 15:00

### VIEWING

Thursday 1 November 14:00 to 16.30  
Friday 2 November from 09.30

### SALE TIMES

Friday 2 November:  
Automobilia 15:00  
Motor Cars 18:00

### SALE NUMBER

24879

### CATALOGUE

£25.00 + p&p

### REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at [www.bonhams.com](http://www.bonhams.com) and should be returned by email or post to the specialist department or to the bids department at [bids@bonhams.com](mailto:bids@bonhams.com)

To bid live online and / or leave internet bids please go to [www.bonhams.com/auctions/24879](http://www.bonhams.com/auctions/24879) and click on the Register to bid link at the top left of the page.

### BIDS

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

Please note that bids should be submitted no later than 4pm on Thursday 1 November. Thereafter bids should be sent directly to [bids@bonhams.com](mailto:bids@bonhams.com)

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

### Live online bidding is available for this sale

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

### IMPORTANT INFORMATION

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

### ENQUIRIES

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

Automobilia  
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[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### SPECIALISTS

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### 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 311  
Back cover: Lot 307



### Bonhams 1793 Limited

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

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

# 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 is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

**PLEASE NOTE FROM THE 1 SEPTEMBER 2018:  
For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 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.

## NOVA (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

## EU Imports

• Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Mark Gold post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

## Non-EU Imports

• If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.  
• If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: [www.gov.uk/nova-log-in](http://www.gov.uk/nova-log-in). N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

## 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.

**Bonhams' preferred payment method is by bank transfer.**

• **Bank Transfer:** 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 the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice. Payment may also be made by one of the following methods:

• **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

• **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

• **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society 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 up to 10 working days to clear.

## 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.

## Vintage Sports-Car Club Eligibility Documents

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

## The Veteran Car Club of Great Britain Dating Plates and Certificates

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

## Keys and Documents

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

## Motor Car Presentation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

## Photography

Simon Clay  
Tom Wood  
Neil Fraser  
Roger Dixon (Automobilia)

# 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, and provide identification, photographic (passport or driving licence) and address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

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

## How fast will the auctioneer go?

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

## Can I view the files that accompany the vehicles?

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

## 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 vehicles. It is also advised that the vehicles 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.

## 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 vehicles. It is also advised that the vehicles 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.

## V5C Registration Document procedures

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.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle.

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.

All registration document enquiries should be directed to Olivia Spurrier.

## 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.

We accept the following methods of payment.

### Bonhams' preferred payment method is by bank transfer.

#### 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

### Payment by card

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

### 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 up to 10 working days to clear.

### Payment by cash

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 or notes.

## Are there any other charges?

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

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter. Storage and handling charges may also be payable by the Buyer as detailed on the specific "Collections" page.

**PLEASE NOTE FROM THE 1 SEPTEMBER 2018: For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.**

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their contact details are listed in the sale catalogue.

### IMPORTANT V5/V5C INFORMATION

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

# Bonhams Motoring International Specialist Team

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## United Kingdom



Jamie Knight



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams

## Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

## West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

## East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

## Additional contacts

### Automobilia

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### Motorcycle Administrator

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### Motor Car Presentation

Chris Bailey, Showcase SVS  
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subscriptions@bonhams.com

### Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

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+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 3 November between 8:30am and 9:30am. All remaining unpaid lots will be uplifted by Straight Eight 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.

## 2018 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 on Saturday morning (between 9:00 - 12:00) outside the Bonhams Restaurant in Haunch of Venison Yard, at the rear of 101 New Bond Street.



## Automobilia

All purchased lots must be cleared from the sale venue by 7pm on the sale day. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

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

Uncollected lots will be available for collection **by appointment only** from Wednesday 7 November 2018

To arrange collection please contact the Automobilia Department +44 (0) 20 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com) to make an appointment.

## Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Straight Eight Logistics to local store.

**Vehicle Removal charges**  
£260 + 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 Straight Eight Logistics, 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).

Straight Eight Logistics  
Unit 15 Lymington Enterprise Centre  
Ampress Park  
Lymington  
SO41 8LZ  
+44 (0) 20 3540 4929  
[transport@straighteightlogistics.com](mailto:transport@straighteightlogistics.com)  
[www.straighteightlogistics.com](http://www.straighteightlogistics.com)

## Motor Car Presentation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

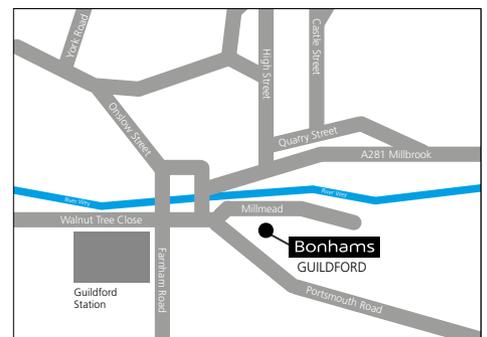
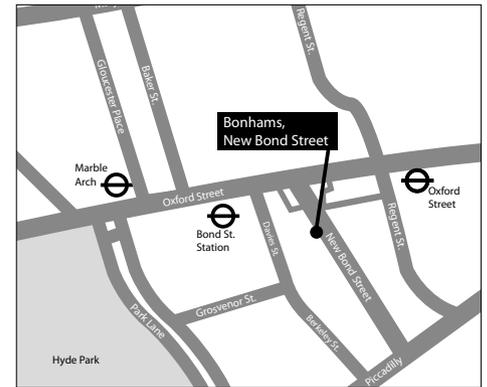
## Directions to New Bond Street

### 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



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

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

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

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

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

# Automobilia

including The Stanley Sears and  
Jack Sears Automobilia Collection (Part II)

15:00

Lots 1 - 214

Images of each lot can be found at: [bonhams.com/automobilia](http://bonhams.com/automobilia)



# LERIE DE PARIS

# ANNE-NIROUET

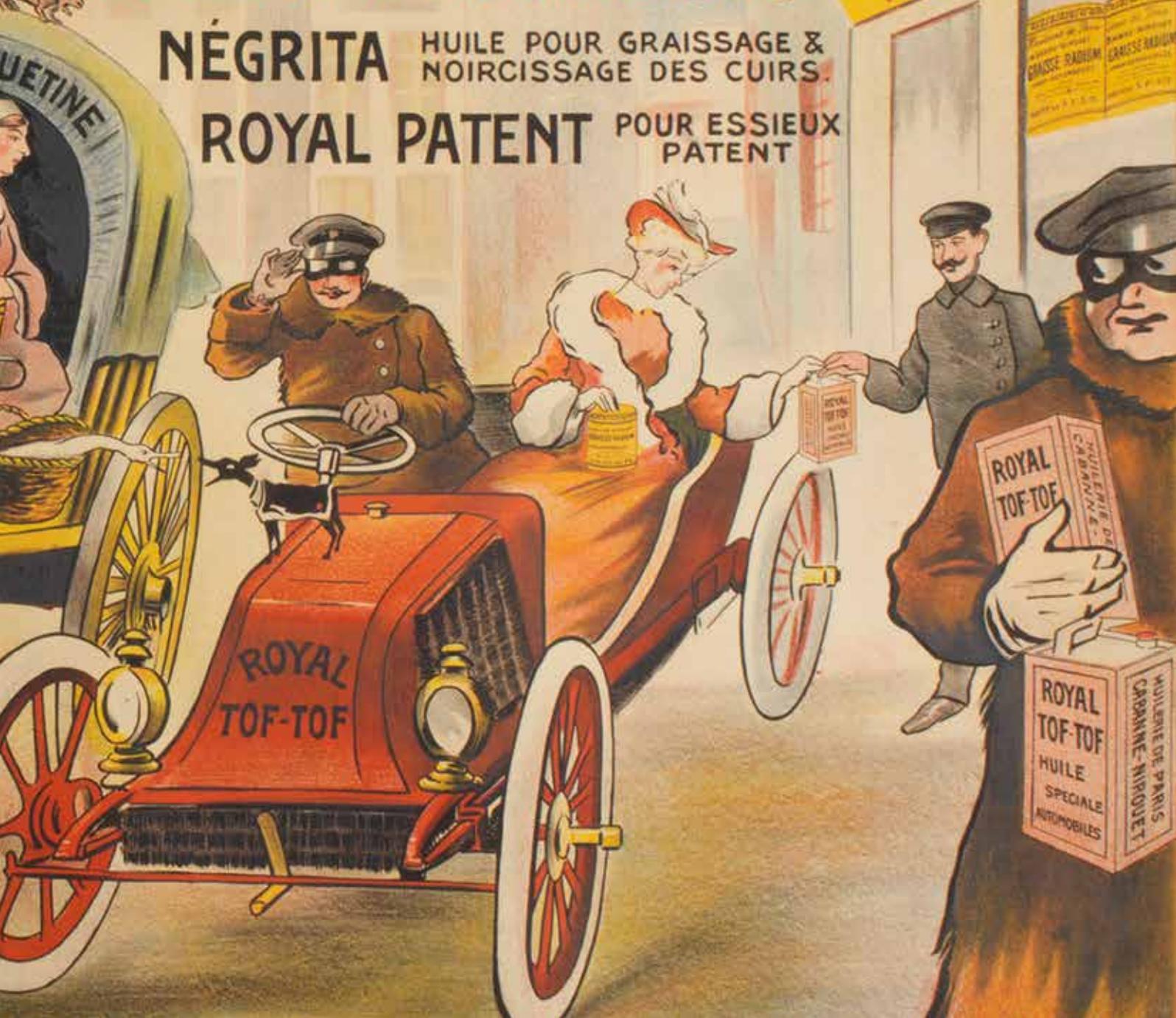
D'HUILES & DE GRAISSES DE TOUTES ESPÈCES

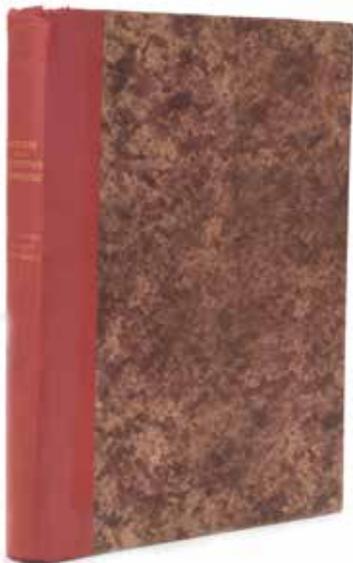
CHAMPIGNY S/MARNE (Seine)

CARROSSERIE  
AUTOMOBILES

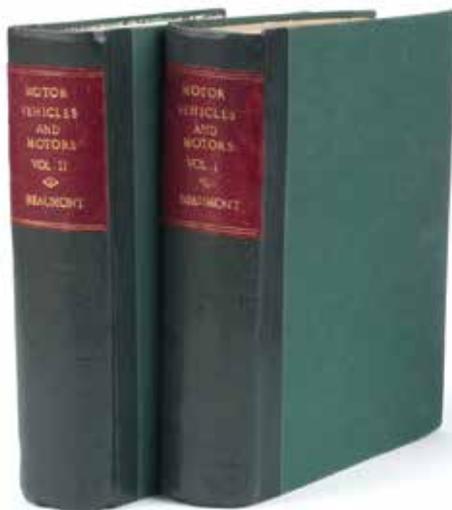
**NÉGRITA** HUILE POUR GRAISSAGE &  
NOIRCISSEMENT DES CUIRS.

**ROYAL PATENT** POUR ESSIEUX  
PATENT

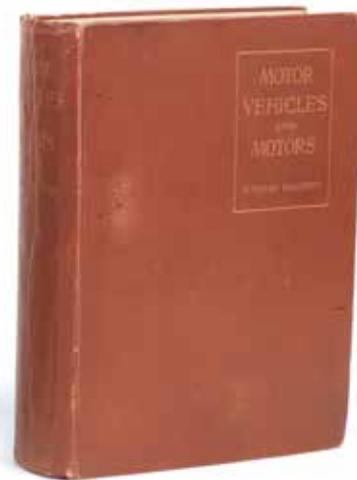




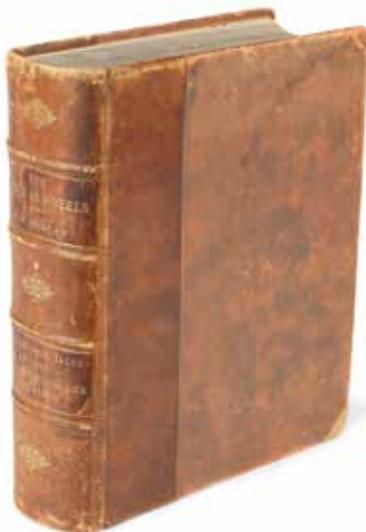
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7



8



9

1 •  
**A QUANTITY OF MOTOR TOURING BOOKS AND GUIDES,**

early 20th Century, including Claude Anet: Through Persia in a Motor Car; Luigi Barzini: Pekin to Paris in a Motor Car; Francis Miltoun: The Automobilist Abroad; Montague Grahame White: At the Wheel Ashore & Afloat; Gordon Home: The Motor Routes of England; Roy Trevor: En Route; and other tour accounts and guides mainly across the UK, Europe and North Africa, together with assorted period and later folded canvas British road maps including Bacon's, Ordnance Survey, and others.  
(Qty)

£250 - 350  
€280 - 390

2 •

**MOTORING NOVELLAS BY C.N. & A.M.**

**WILLIAMSON AND OTHER AUTHORS,** early 20th Century titles including C.N. & A.M Williamson: The Motor Maid; The Lightning Conductor; The Lightning Conductress; The Car of Destiny; My Friend the Chauffeur; and other titles by various authors including Marie Corelli: The Devil's Motor; Max Pemberton: The Man Who Drove the Car; G Sidney Paternoster: The Lady of the Blue Motor; J W Duffield: Bert Wilson at the Wheel; and other titles.

(Qty)

£250 - 350  
€280 - 390

3 •

**ASSORTED PUBLICATIONS RELATING TO EARLY MOTORING,**

including Luigi Barzini: Pekin to Paris in a Motor Car, published 1907, an account of Prince Borghese's journey, English text (some wear to covers); a circa 1911 Lanchester 25 & 38Hp Descriptive Manual, dark blue hard covers, 8vo; four Temple Press Motor Manuals, three Iliffe Autocar Handbooks, and an O'Gormans Motor Pocket Book (front cover loose and spine worn).

(10)

£250 - 350  
€280 - 390

4 •

**BOOKS RELATING TO MAINLY EDWARDIAN MOTORING SUBJECTS,**

mainly technical subjects including John Scott Montagu: Cars and How to Drive Them, Part I (3rd Revised Edition), and Part II (1905); Charles Welsh: Chauffeur Chaff or Automobilia, (1905); The National Society of Chauffeurs Handbook for 1915; Max Pemberton: The Amateur Motorist (1909); Sigmund Krausz: The Autocar Automobile Dictionary (English/French/German); John Henry Knight: A Catechism of the Motor Car (1914); Archibald Williams: The Romance of Modern Mechanism (1906); and four editions of "How It Works", also by Archibald Williams.

(14)

£250 - 350  
€280 - 390

5 •

**HISTOIRE DE LA LOCOMOTION TERRESTRE; BOUND VOLUME PUBLISHED BY L'ILLUSTRATION, PARIS, 1935,**

large folio, edited by B. De Saunier, C. Dollfus and E. De Geoffroy, hard covers with maroon cloth spine with gilt tooling, 447pp, French text, with sections relating to early motoring, cycling and other transport related subjects, well illustrated with some tipped-in colour plates.

£300 - 400  
€340 - 450

6 •

**ASSORTED EARLY MOTORING BOOKS,**

including Max Pemberton: The Amateur Motorist; Roger B Whitman: Motor-Car Principles; R Moffat Ford: The Motor Car Manual, 3rd edition, believed 1901; Montague Grahame White: At The Wheel - Ashore and Afloat, signed by the author with dedication; and other titles relating mainly to technical subjects.

(14)

£300 - 400  
€340 - 450

7 •

**W. WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS; VOLUMES I & II,**

rebound in green cloth bindings with dark green leather spines and gilt tooling, published by Archibald Constable Company Ltd., comprising Volume I, 2nd revised edition, 1902, 636 numbered pages, and Volume II, 1st edition 1906, 677 numbered pages.

(2)

£300 - 500  
€340 - 560

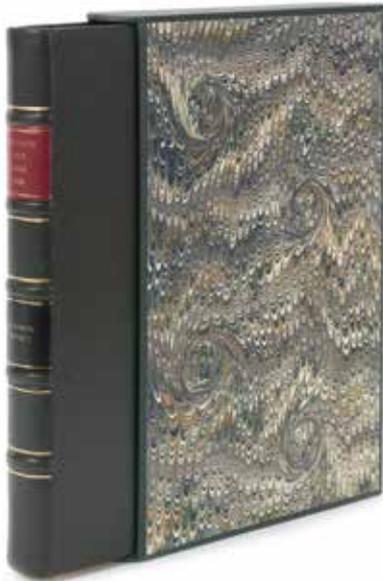
Formerly the property of R.C.Blake Esq.

8 •

**W. WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS; 1ST EDITION 1900,**

published by Archibald & Constable Company Ltd, 636 numbered pages, in brown publisher's binding with gilt tooling.

£300 - 500  
€340 - 560

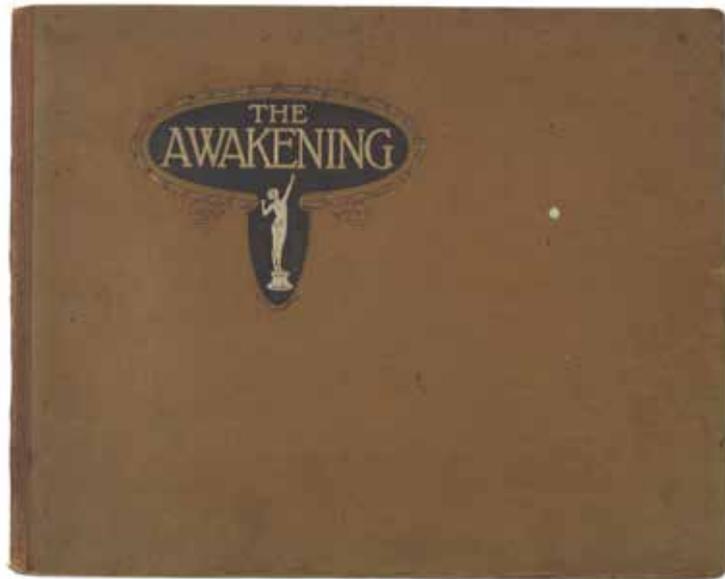


11

9 •  
**H O DUNCAN: THE WORLD ON WHEELS; A SIGNED LIMITED EDITION VOLUME,** subtitled *"Thrilling True Tales of the Cycle and Automobile Industry"*, printed by Herbert Clarke, Paris, bound as a single volume with hard brown covers and brown leather ribbed spine with gilt tooling, signed by the author in blue ink to title page and hand numbered 78, 1200 numbered pages, English text, well illustrated, 4to.  
**£300 - 500**  
**€340 - 560**

10 •  
**ASSORTED BOOKS RELATING TO EARLY MOTORING SUBJECTS,** comprising Lord Montagu: *A History of Ten Years of Automobilmism 1896-1906*, and *Cars and How to Drive Them, Part 1* (4th edition); *The Book of The Motor Museum* booklet (2nd edition); Filson Young: *The Happy Motorist*; A J Wallis-Taylor: *Motor Vehicles for Business Purposes*; Emma Burbank Ayer: *A Motor Flight through Algeria and Tunisia*; Rankin Kennedy: *The Book of the Motor Car, Volumes I-III*; and Gordon Home: *The Motor Routes of England*, volumes for Western and Southern sections. (11)  
**£450 - 550**  
**€510 - 620**

11 •  
**ELIZABETH BENNETT: THOUSAND MILE TRIAL; A DELUXE LEATHER BOUND LIMITED EDITION,** published 2000, in green leather binding with raised banded spine with gilt tooling, limited edition number 69/120, 364 gilt-edged numbered pages, contained in green cloth slipcase with marbled effect decoration.  
**£500 - 700**  
**€560 - 790**



12

12 •  
**ALEX J.M. GRAY: THE AWAKENING; AN ALBUM OF MOTOR CAR AND COACHWORK IMAGES ADVERTISING WARLAND DUAL RIMS, CIRCA 1912,** brown card covers with embossed decoration to front cover, 4to, containing 30 monochrome plates illustrating various motorcars including Sunbeam, Straker-Squire, Siddeley-Deasy, Rolls-Royce, Renault, Napier, Minerva, Metallurgique, Mercedes, Itala, Cadillac, Benz and others, some with coachwork styles by Flewitt, Cann, Seligmann, Connaught and Cockshott.  
**£800 - 1,200**  
**€900 - 1,300**

13 •  
**AUTOMOBILE CLUB JOURNAL; TWO BOUND VOLUMES FOR 1905,** each bound in hard covers with gilt-tooled leather spines, comprising Volume IX (5th Jan-29th June 1905), and Volume X (6th July-28th Dec 1905), bound with indices, pages in seemingly good order. (2)  
**£250 - 350**  
**€280 - 390**

14 •  
**AUTOMOBILE CLUB JOURNAL; A SINGLE BOUND VOLUME FOR 1902-03,** bound in maroon Rexine hard covers with gilt-tooled leather spine, covering issues for Volume IV (24th July-25th December 1902), and issues for Volume V (1st Jan-25th June 1903), bound with indices.  
**£250 - 350**  
**€280 - 390**

Volumes I-III of this periodical appeared as 'Notes and Notices' and were issued to Club Members only.

15 •  
**THE AUTOCAR; BOUND VOLUME XIII FOR LATE 1904,** in green cloth publisher's bindings with gilt-tooled decorative cover, covering issues 454 to 480 (2nd July-31st Dec 1904), bound with index, some wear to covers, offered together with a bound Volume XXVII of *Cycling and Motoring* for early 1904; in publisher's green cloth bindings, covering issues 678 to 702 (16th Jan-29th June 1904), some wear to covers. (2)  
**£250 - 350**  
**€280 - 390**

16 •  
**THE AUTOMOTOR AND HORSELESS VEHICLE JOURNAL; VOLUME II FOR 1897-8,** bound in yellow cloth publisher's bindings, covering issues 13 to 24 (15th Oct 1897-15th Sept 1898), bound with index.  
**£250 - 350**  
**€280 - 390**

17 •  
**COOPERS VEHICLE JOURNAL; BOUND VOLUME XXXVII FOR 1916,** black Rexine hard covers, covering issues 247 to 258 (January-December 1916) of this monthly periodical, bound with index.  
**£250 - 350**  
**€280 - 390**



18



19

18 •  
**SEVEN EARLY MOTORING MAGAZINE LOOSE ISSUES,**  
 comprising two issues of Motoring Illustrated (Volume I No.10 May 10th 1902 and Volume I No.12 May 24th 1902); four issues of The Motor Car Journal (Volume VII No.358 January 13th 1906, Volume VIII No.381 June 23rd 1906, Volume IX No.426 May 4th 1907 and Volume IX No.433 June 22nd 1907); and a single issue of The Automobile Club Journal & Motor Union Gazette (Volume XI No.216 June 14th 1906); each with covers, various conditions.

(7)  
 £250 - 350  
 €280 - 390

21 •  
**LA VIE AU GRAND AIR; EIGHT LOOSE ISSUES FOR 1904,**  
 eight issues of the weekly French motoring periodical for 1904, comprising issues 284 (18th Feb), 297 (19th May), 298 (26th May), 301 (16th June), 302 (23rd June), 308 (4th Aug), 316 (29th Sept), and 320 (27th Oct), offered together with a 9th December 1904 issue 193 of French satirical magazine L'Assiette au Buerre "Les Boules de L'Auto par Grandjouan Galanis et Gose", containing various motoring illustrations by the artists, (covers detached but present).

(9)  
 £250 - 350  
 €280 - 390

19 •  
**A FIRST ISSUE OF THE CAR ILLUSTRATED; VOL 1. NO.1, MAY 28TH 1902,**  
 edited by the Hon. John Scott Montagu MP, spine nearly detached but otherwise good condition, large 4to, complete with loose leaf supplement bearing pasted in photographic image of King Edward VII sitting in 24Hp Daimler, offered together with Paul N Hasluck: The Automobile, bound Volumes I-III.

(5)  
 £250 - 350  
 €280 - 390

22 •  
**LA VIE AUTOMOBILE; TWO BOUND VOLUMES FOR 1904,**  
 matching volumes in later black cloth bindings, with index and unusually with covers and advertisements, French text, covering January-June and July-December, in seemingly good clean order.

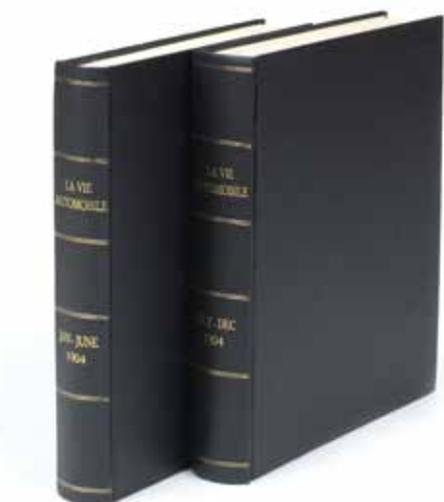
(2)  
 £300 - 400  
 €340 - 450

20 •  
**THE AUTOCAR; SIX BOUND 'OFFICE COPY' VOLUMES FOR 1910 TO 1913,**  
 in black cloth bindings with gilt tooled spines marked 'Office Copy', an incomplete run comprising Volume XXIV for Jan-June 1910 (issues 741-766); Volume XXVI for Jan-June 1911 (issues 794-818); Volume XXVII for July-Dec 1911 (issues 819-845), spine partially detached; Volume XXIX for July-Dec 1912 (issues 872-897); Volume XXX for Jan-June 1913 (issues 898-923), spine partially detached; and Volume XXXI for July-Dec 1913 (issues 924-949); bound with indices.

(6)  
 £250 - 350  
 €280 - 390

23 •  
**THE AUTOMOBILE CLUB JOURNAL AND MOTOR UNION GAZETTE; BOUND VOLUMES XI TO XX (1906-1910),**  
 later titled The Royal Automobile Club Journal, bound as eight volumes in various bindings, an incomplete run, comprising Volumes XI to XV, covering the dates January 4th 1906-June 25th 1908, missing volume for second half of 1908, and continuing with Volumes XVII to XX, covering the dates January 7th 1909-December 29th 1910, each bound with index.

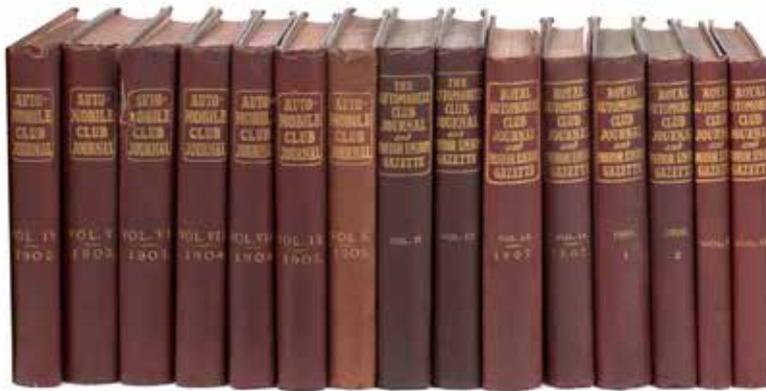
(8)  
 £900 - 1,200  
 €1,000 - 1,300



22



23



24

24 •  
**THE AUTOMOBILE CLUB JOURNAL/  
 ROYAL AUTOMOBILE CLUB JOURNAL;  
 BOUND VOLUMES IV-XXVI (1902-1913),**

a complete run bound as 23 volumes in publisher's bindings, bound with indices and covering issues 13-609 (July 24th 1902-December 26th 1913), comprising first 7 Volumes (IV-X) titled Automobile Club Journal, the next 2 volumes (XI-XII) titled The Automobile Club Journal and Motor Union Gazette, then 6 Volumes (XIII-XVIII) titled Royal Automobile Club Journal and Motor Union Gazette, all in burgundy bindings, and then continuing 8 Volumes (XIX-XXVI) titled The Royal Automobile Club Journal, in dark blue bindings, some wear to bindings, offered together with two Automobile Club Journal publications rolled in original postage packaging (unopened) dated 1905.

(24)  
**£1,000 - 1,500**  
**€1,100 - 1,700**

Volumes I-III of this publication, originally titled 'Notes and Notices', were issued to Club Members only.

25 •  
**THE CAR ILLUSTRATED; BOUND  
 VOLUMES 1-5, 7-9, 14-15 AND 19-20, (1902  
 TO 1907),**

subtitled 'A Journey of Travel by Land, Sea & Air', each bound in publisher's green or pale blue cloth covers with gilt tooling, comprising bound Volumes 1-5 (Issues 1-65, May 28th 1902-August 19th 1903), Volumes 7-9 (Issues 79-117, November 25th 1903-August 17th 1904), Volumes 14-15 (Issues 170-195, August 23rd 1905-February 14th 1906), and Volumes 19-20 (Issues 235-260, November 21st 1906-May 15th 1907), each volume bound with index, some wear to covers.

(12)  
**£1,000 - 1,500**  
**€1,100 - 1,700**

26 •  
**LA FRANCE AUTOMOBILE; EIGHT BOUND  
 VOLUMES 4 TO 10 AND VOLUME 12 FOR  
 1899-1905 AND 1907,**

a near complete run (missing Volume 11 for 1906) of this French periodical covering motoring, aeronautical and related subjects, Volume 4 in later brown cloth binding, Volume 5 bound with red leather spine, all other volumes in believed original bindings with brown leather ribbed spines with gilt tooling.

(8)  
**£2,000 - 3,000**  
**€2,000 - 2,700**

27 •  
**MOTOR CYCLING AND MOTORING/THE  
 MOTOR: BOUND VOLUMES 1-7  
 (1902-1905) AND VOLUME 15 (1909),**

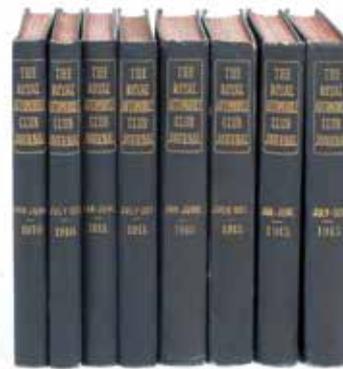
comprising Motor Cycling and Motoring bound as two Volumes in green cloth publishers bindings with gilt tooling, Volume 1 bound with reproduction Issue 1 (February 12th 1902) and continuing with original Issue 2 (February 19th 1902) to Volume 2 Issue 52 (February 4th 1903), and then continuing with later title The Motor (Incorporating Motor Cycling and Motoring) Volumes 3-7, bound as 7 volumes, some in publishers green cloth bindings, covering Volume 3 Issue 53 (February 11th 1903) to Volume 7 Issue 184 (August 1st 1905), some bound with advertisements, and together with bound Volume 15 of The Motor, covering Issue 369 (February 2nd 1909) to Issue 394 (27th July 1909), bound with photocopied contents.

(10)  
**£2,500 - 3,200**  
**€2,800 - 3,600**

28 •  
**A ROYAL AUTOMOBILE CLUB PALL MALL  
 1911 BROCHURE,**

printed by Hudson & Kearns Ltd., embossed cream card covers, announcing the RAC move to the new headquarters in Pall Mall, with details of the amenities, (covers detached), 8vo, offered together with an Automobile Club of Great Britain Regulations booklet, a Motor Car Club Rules booklet, three loose issues of The Royal Automobile Club Journal for Nov 14th 1907, Aug 11th 1911 and Aug 2nd 1912, and an edition of The Automobile Handbook for 1908.

(7)  
**£250 - 350**  
**€280 - 390**



24



26



27

29 •  
**EARLY MOTORING LITERATURE  
 INCLUDING A 1914 K-W IGNITION  
 APPARATUS CATALOGUE,**

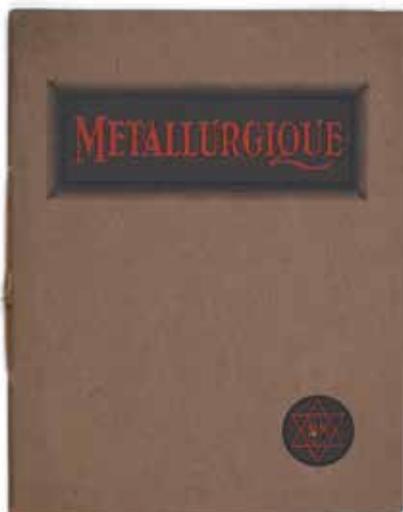
the K-W catalogue 18, American, with decorative card covers (detached), with details of various motoring electrical equipment including magnetos, together with an Automobile Engineer Year Book for 1914 (spine worn and covers detached), a 1916 edition of The Automobile Blue Book, (worn), three Motor Union of Great Britain & Ireland handbooks for 1908, 1909, and another, an AA & MU Handbook for 1914-15, and a May 13th 1911 loose issue of Flight magazine.

(8)  
**£250 - 350**  
**€280 - 390**

30 •  
**A 1903 BROWN BROTHERS SALES  
 CATALOGUE,**

brown linen hard covers, 431 numbered pages with indices, well-illustrated, 4to, some wear and fading to covers, together with a BSA Back Rim Brake trade advertising sheet.

(2)  
**£250 - 350**  
**€280 - 390**



31

31 •

**A METALLURGIQUE SALES BROCHURE FOR 1911 MODELS,**

dated November 1910, cord-tied brown card covers, 36 numbered pages, well illustrated with colour and monochrome illustrations, details and specifications of all models and coachwork styles, including the ENV Aviation engine, two pages with ink or pencil hand-written annotations, 4to.

£250 - 350

€280 - 390

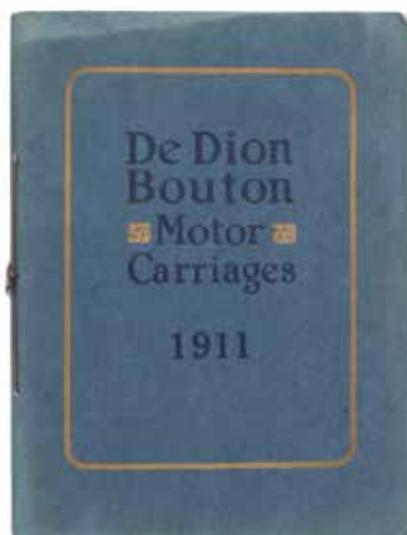
32 •

**A DE DION BOUTON MOTOR CARRIAGES 1911 SALES BROCHURE,**

cord-tied blue card covers, 31 numbered pages, well illustrated with details and specifications of all models for the 1911 season, small 4to.

£250 - 350

€280 - 390



32

33

**AN ALBUM OF EDWARDIAN MOTORING POSTCARDS,**

containing 77 postcards with a motoring theme, many of a humorous nature, featuring artworks after various artists including Tom Browne, Chas Crombie, F Macleod, Pirkis, Lance Thackeray, and others, majority with handwritten messages, postage stamps and postmarks.

£250 - 350

€280 - 390

34

**AN EDWARDIAN CASED SET OF 24 ROAD MAPS OF ENGLAND & WALES, ISSUED BY THE AUTOCAR,**

a full set of 24 sectional road maps printed both sides, "Specially prepared for Use on the Motor Car", contained in brown leather protective case with pop-stud fastening and celluloid viewing window, the case measuring 25 x 21cm.

£250 - 350

€280 - 390

35

**A CASED SET OF ORDINANCE SURVEY MAPS FOR ENGLAND AND WALES, BY EDWARD STANFORD, PUBLISHED 1906,**

pigskin case opening to 4 sectioned case housing 40 maps on linen, a 1901 edition of the Contour Road Book of England, the lid fitted with map measuring device, the case 39 x 20 x 11cm, with repairs to lid.

£250 - 300

€280 - 340

36

**A FINE LEATHER CASED SET OF BARTHOLOMEW'S ROAD MAPS OF ENGLAND AND WALES, 1913,**

retailed by Edward Stanford of 12 13 14 Long Acre, London, 37 sectioned maps on linen with card covers, complete with distance measure in lid and copy of 'The Contour Road Book of England' dated copyright 1911-1912, the case initialled R.D. and dated Feb 24 1913 on the lid, 40cm wide.

£250 - 350

€280 - 390



33

37 ◊

**TWO LARGE FRAMED PHOTOGRAPHS OF EARLY MONT VENTOUX HILL-CLIMB CARS,**

both monochrome, the first depicting Jules Goux in his Peugeot in the paddock, 60 x 90cm, mounted, framed and glazed, the second a race scene depicting a Rolland-Pilain, 79 x 110cm, framed and glazed.

(2)

£300 - 500

€340 - 560

38

**AN ALBUM OF RARE AND EARLY PHOTOGRAPHS OF THE 1894 PARIS-ROUEN 'LE PETIT JOURNAL' CONCOURS, "THE FIRST COMPETITIVE MOTOR RACE",**

blue Rexine hard covers, small 4to, with title page (detached) in French listing entrants for the 'Voitures Sans Chevaux' (Horseless Carriages) event on 22nd July 1894 and organised by the publishers of Le Petit Journal, containing 19 monochrome 4¼ x 6½ inch photographs by R.Girard, pasted on card leaves and depicting entrants with their steam and petrol pioneer vehicles including Gautier-Wehrle, Panhard & Levassor, Peugeot, de Bourmont, Serpollet, de Montais, and others, many images faded and several with formatting outlines, some pages loose.

£2,000 - 3,000

€2,200 - 3,400

Please note that the photographs contained within this album are sold without copyright.

39

**AN IMPORTANT ARGENT ARCHER 'SOUVENIR OF AUTOMOBILE CLUB 1,000 MILE TRIAL' PHOTOGRAPH ALBUM, 1900,**

official large format album in maroon Rexine hard covers with leather ribbed spine and gilt-tooled title to front cover, with Argent Archer label to inside front cover and containing 37 monochrome photographs covering the dates 23rd April to 12th May 1900, majority 8½ x 11 inches, pasted on stiff card leaves, and with photographer's impressed mark to lower right corner, depicting many competing motor vehicles with their drivers and passengers at various stages during the trial including the start from Hyde Park, arrivals, departures and exhibitions at Bristol, Cheltenham, Edinburgh, Mill Hall Newcastle, Sheffield, Lincoln, and arrivals back at Whitehall, London, with some images of specific vehicles including De Dion Voiturette, 6Hp Panhard, Peugeot, Daimler and an image of C.S.Rolls in his 12Hp Panhard, each page with hand-written pencil caption to lower edge.

£3,000 - 4,000

€3,400 - 4,500

Please note that the photographs contained within this album are sold without copyright.



34



35



36

40  
**AN ADVERTISING POSTER "HUILERIE DE PARIS CABANNE-NIROUET", CIRCA 1905 AFTER ERNEST MONTAUT (FRENCH 1878-1909),**

colour lithographic poster by Imprimerie CH Wall & Cie, Paris, on paper, depicting the sale of oil and grease products for both 'automobiles' and 'voitures' as well as for domestic purposes, from a shop in a Parisian side street, printed EM artist's initials, unframed, laid on linen, 100 x 138cm.

£400 - 600  
 €450 - 670



41  
**A RARE ROLLS-ROYCE CARS OFFICIAL TRIALS SUCCESSES POSTER, CIRCA 1906,**

printed on black and red on card, with additional title header "All British Rolls-Royce cars" printed in red, some discolouration and foxing, 86 x 56cm, framed and glazed.

£500 - 700  
 €560 - 790



42  
**TWO FRAMED LITHOGRAPHIC PRINTS INCLUDING 'RENAULT 1908' AFTER ERNEST MONTAUT (GAMY),**

both printed by Mabileau of Paris, the 'Renault 1908' print depicting Ferenc Szisz at the wheel during the 1908 French Grand Prix, 42 x 72cm, the other an early aviation print after M.Campion, depicting an aircraft in flight over the Great Sphinx of Egypt, 40 x 79cm, (slight wrinkling to upper edge), each presentation mounted, framed and glazed.

(2)  
 £250 - 350  
 €280 - 390



38



39



40



41



43



44



45

43  
**ELEVEN PRINTS PUBLISHED AS SUPPLEMENTS TO MOTOR MAGAZINE, AMERICAN, CIRCA 1909,**  
 each in colour on paper, 36 x 25cm, including works after Droit, Montaut, Gamy, H Armengol and others.

(11)  
 £250 - 350  
 €280 - 390

44  
**'MEETING DE TAMISE 7-16 SEPTEMBRE 1912', A PRINT AFTER ANDRE NEVIL,**  
 sepia tone pochoir lithograph on paper, depicting a mono-hydro-plane taking off from the River Thames, 16 x 34 inches, matted, shrink mounted.

£250 - 350  
 €280 - 390

45  
**'DISPATCH RIDER', A PRINT AFTER SNAFFLES (CHARLES JOHNSON PAYNE, BRITISH 1884-1967),**  
 print after an original pencil illustration depicting a motorcycle courier in a Great War battlefield setting, 30 x 28cm, applied to mount with caption and vignette to lower border, 50 x 45cm overall, framed and glazed.

£250 - 350  
 €280 - 390

46  
**'LA COUPE GORDON BENNETT', A LITHOGRAPHIC PRINT AFTER BRAXON, CIRCA 1904,**  
 lithograph on paper, believed to depict Leon They in the 96Hp Richard-Brasier at the 1904 event, some creases in places, 44 x 74cm, mounted, framed and glazed, 62 x 91cm overall.

£250 - 350  
 €280 - 390



46



47

47  
**'CIRCUIT DES ARDENNES - LE BARON DE CRAWHEZ', A LITHOGRAPHIC PRINT AFTER EMILE SEVELINGE, CIRCA 1905,** coloured lithograph on paper, 38 x 50cm, framed and glazed.  
 £250 - 350  
 €280 - 390

48  
**A SERIES OF TWELVE FRAMED 'MOTORITIS' VETERAN MOTORING PRINTS, AFTER CHAS CROMBIE, 1906,** lithographic prints originally reproduced as colour plates in the 1906 publication by Perrier, each depicting a humorous interpretation of the Motor Car Act, each 21 x 26cm, mounted framed and glazed, together with three other small framed prints comprising two coachbuilder's profile designs by J & C Cooper, and an 1896 Columbia Bicycles framed advertisement from the Illustrated London News.  
 (15)  
 £250 - 350  
 €280 - 390

49  
**'RENCONTRE DIABOLIQUE' ('DIABOLICAL ENCOUNTER'), A LITHOGRAPHIC PRINT AFTER WALTER THOR (GERMAN, 1870-1929), CIRCA 1905,** printed by Kossuth & Cie of Paris and with stamped number '1,172' to lower right border, a village scene depicting an encounter between an early motorcar and a horse-drawn carriage, 46 x 60cm, mounted, framed and glazed, 64 x 77cm overall.  
 £300 - 400  
 €340 - 450

50  
**'DEVOUEMENT' ('DEVOTION'), A LITHOGRAPHIC PRINT AFTER WALTER THOR (GERMAN, 1870-1929), CIRCA 1905,** coloured lithograph printed by Mussuth & Cie of Paris and with stamped number '334' to lower right border, a humorous French motoring scene, 38 x 60cm, mounted, framed and glazed, 56 x 77cm overall.  
 £300 - 400  
 €340 - 450

51  
**'A.C.F. CONTROLE', A LITHOGRAPHIC PRINT AFTER HARRY ELIOTT (CHARLES EDMOND HERMET, FRENCH 1882-1959), CIRCA 1902,** coloured lithograph depicting a village timing station at a 1902 French road racing event, 36 x 101cm, framed and glazed.  
 £400 - 500  
 €450 - 560

52  
**'GONE AWAY', A LITHOGRAPHIC PRINT AFTER CECIL ALDIN,** colour lithograph depicting a lady driver with chauffeur passenger on a country motoring jaunt, 45 x 60cm, some light crease marks in places, margins trimmed, mounted, framed and glazed, 64 x 80cm overall.  
 £400 - 500  
 €450 - 560

53  
**TWO FRAMED EDWARDIAN MOTORING LITHOGRAPHIC PRINTS AFTER THOR,** each printed by Kossuth of Paris and depicting early motoring incidents in a rural setting, each approximately 58 x 37cm, and glazed within wooden frames.  
 (2)  
 £800 - 1,200  
 €900 - 1,300

54  
**W.H., 'THE MOTORIST', DATED 1907,** initialled 'W.H.' and dated '07' with title, pen and ink line illustration on card depicting an early motorist in motoring coat, hat and goggles, 32 x 25cm, affixed within cream card mount, 42 x 35.5cm overall.  
 £250 - 350  
 €280 - 390



49



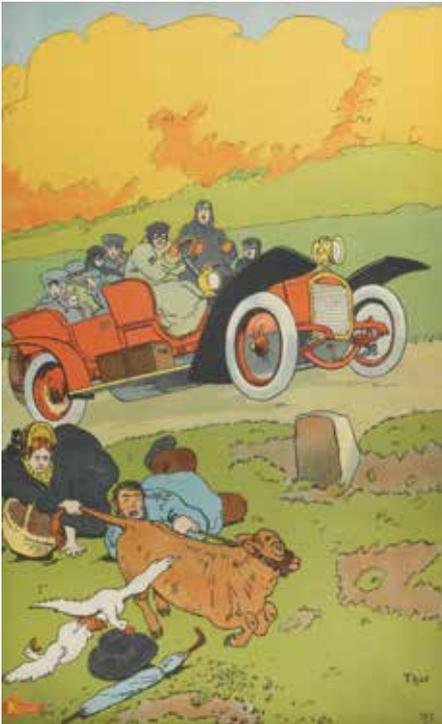
50



51



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45 (part)



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55  
**WILLIAM GUNNING KING (BRITISH 1859-1940), 'SCREW LOOSE', 1905,**  
 signed, pen and ink with white ground on artists' board, village scene depicting an engineer, driver and lady passenger with their broken down car in conversation with a local villager, 27 x 37cm, with annotations to reverse, with cream card mount, believed to have been published in Punch magazine.  
**£300 - 400**  
**€340 - 450**



55

56  
**TWO 'AQUATIC' MOTORING CARTOONS BY LEONARD RAVEN-HILL (BRITISH, 1867-1942) AND PERCY T REYNOLDS (BRITISH, WORKING 1900'S),**  
 each depicting a motoring mishap with water, the first by Raven-Hill, pen and ink on artists' board, initialled 'LRH' and titled with inscription: "*These tak' my advice measter, an' leave un there!*", 28 x 38cm, the second by Reynolds, an original illustration for a 'Stepney Wheel' advertisement, circa 1905, pen and ink on paper, signed and titled with inscription: (Voice from the bank) "*Hi there! Have you got a Navigation licence?*", 26 x 19cm, each with card mount.  
 (2)  
**£300 - 500**  
**€340 - 560**

57  
**WILLIAM RALSTON (SCOTTISH, 1841-1911), 'THE STORY OF AN AUTO-MOTOR CAR', 1896, FOR 'THE GRAPHIC',**  
 a sequence of four small pen and ink humorous illustrations on card, unsigned, depicting the village exploits of Messrs 'Jones, Brown and Robinson' in their first journey in an early motorcar, and their subsequent mishaps and calamities, each approximately 12 x 13cm, three with rubber stamp dates '28 Nov 96' to reverse, four from an original sequence of six illustrations, common mounted horizontally with cut-out publisher's printed captions, 27 x 69cm overall including mount.  
**£800 - 1,200**  
**€900 - 1,300**

This series of illustrations were originally published in *The Graphic*, a British illustrated weekly newspaper (1869-1932) and are believed to be the first published motoring cartoons.

58 AR  
**GORDON HORNER (BRITISH, 1915-2006), 'LONDON TO BRIGHTON RUN 1955 - IN CHARACTER', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**  
 signed in pencil and titled, grisaille sketch in ink with wash on paper, Brighton street scene depicting a 1903 White steam car, with The Autocar purple ink stamp to upper right dated '9 Dec 1955' and believed reproduced in that issue on pages 950-951, some formatting annotations to lower edge, 76 x 56cm.  
**£250 - 350**  
**€280 - 390**



58



60



59

59 AR

**GORDON HORNER (BRITISH, 1915-2006), 'LONDON TO BRIGHTON RUN 1955 - GRUB UP!', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**

signed and titled, grisaille sketch in ink with wash on paper, scene depicting a 1904 Panhard et Levassor car #194 with crew picnicking at the roadside, with The Autocar purple ink stamp to upper edge and dated '9 Dec 1955' and believed reproduced in that issue on pages 950-951, formatting pencil annotation to lower edge, 76 x 56cm.

£250 - 350  
€280 - 390

60 AR

**GORDON HORNER (BRITISH, 1915-2006), '1896 PARIS-MARSEILLES-PARIS RACE', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**

signed and titled 'Hotel de Ville Lyons 1896', grisaille sketch in ink with wash on paper, scene depicting the Mayor welcoming the crew of winning Panhard et Levassor #6 car driven by Emile Mayade, with artist's handwritten caption "all Panhard and Levassor's Carriages, easily first" in soft grade pencil to lower border, 56 x 76cm.

£250 - 350  
€280 - 390



61



62



63



64



65



66

61 AR  
**GORDON HORNER (BRITISH, 1915-2006), '1896 PARIS-MARSEILLES-PARIS RACE', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**  
 signed, grisaille sketch in ink with wash on paper, scene depicting competitors pushing one of the broken cars down, with artist's handwritten format instructions and notes in soft grade pencil to upper and lower borders, 56 x 76cm.  
**£250 - 350**  
**€280 - 390**

62 AR  
**GORDON HORNER (BRITISH, 1915-2006), '1896 PARIS-MARSEILLES-PARIS RACE', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**  
 signed, grisaille sketch in ink with wash on paper, scene depicting cars en route, with artist's handwritten format instructions and caption "an opportunity for a little reckless driving" in soft grade pencil to upper section, 56 x 76cm.  
**£250 - 350**  
**€280 - 390**

63 AR  
**GORDON HORNER (BRITISH, 1915-2006), '1896 PARIS-MARSEILLES-PARIS RACE', AN ORIGINAL ARTWORK FOR THE AUTOCAR,**  
 signed, grisaille sketch in ink with wash on paper, scene believed to depict eventual overall winner Emile Mayade's Panhard et Levassor #6 car undergoing roadside repair as another competitor waves as they drive past, with artist's hand-written caption and format instructions in soft grade pencil to upper section, 56 x 76cm.  
**£250 - 350**  
**€280 - 390**

64 AR  
**WILLIAM ROGER BENNER (BRITISH 1884 1964), 'SMUG',**  
 signed 'Will Benner' to lower left, watercolour on paper, rural scene depicting a well-attired elderly couple in their veteran car 'BC 1' passing a frustrated motorist with his broken-down "modern" (1930s) car, 27 x 25cm, mounted, framed and glazed.  
**£400 - 600**  
**€450 - 670**

65 AR  
**SYDNEY SEYMOUR LUCAS (1878-1954); "THE PASSING OF THE HORSE",**  
 signed, watercolour on paper, 12 x 19.5cm, mounted, framed and glazed.  
**£400 - 500**  
**€450 - 560**

Sydney Charles Seymour Lucas was an accomplished watercolourist and portrait painter and illustrator, he exhibited at the Royal Society of Portrait Painters, the Royal Academy and the Royal Scottish Academy from 1909-1940.



67

**ERNEST L FORD (BRITISH), 'PURSUED!', AN EARLY MOTORING SCENE,**

signed and dated '10', gouache on paper, largely monochrome scene depicting an early chain-driven race car at speed chased by the shadow of an overhead aircraft, 31 x 46cm, mounted, framed and glazed.

£500 - 700

€560 - 790

Ernest L Ford, working 1900s-1930s, produced cover artworks and other work for 'The Motor' magazine from 1908, and later worked for 'The Car' magazine, responsible for cover designs for many pre-War motoring sales brochures.

67

**A VETERAN VEHICLE SECURITY WHEEL BRACE,**

hinged cast iron with spike, for wheel fitting, 31cm long.

£250 - 350

€280 - 390

68

**A BRASS 'JELLY MOULD' ELECTRICAL SWITCH,**

with cream ceramic insulator base.

£250 - 350

€280 - 390

69

**A LINKED PAIR OF ELECTRICAL SWITCHES,**

brass with cream ceramic insulator bases, with wooden link handle and mounted to a wooden base.

£250 - 350

€280 - 390

70

**TWO BRASS GREASERS,**

for mounting, each with sprung plunger, the larger 15cm high, the smaller 13cm high.

(2)

£250 - 350

€280 - 390

71

**A PAIR OF LINKED 'JELLY MOULD' LIGHT SWITCHES,**

brass with beige ceramic insulators, linked with wooden bar handle, mounted to a wooden panel with two ceramic fuse blocks, some wiring to rear.

£250 - 350

€280 - 390



69



71

72

**A 'STADIUM' REAR-VIEW MIRROR, BRITISH,**

brass with rectangular bevelled mirror, 10.5 x 14.5cm, with fully articulating mounting bracket to rear.

£250 - 350

€280 - 390

73

**ASSORTED EDWARDIAN MOTORING ACCESSORIES,**

including two small drip-feed oilers, one marked 'R' to glass, the other numbered '40' to base of column, a brass twin tap unit, door catches, oilers, and a small funnel, offered together with a light brown canvas Gladstone-type tool bag with leather handle.

(Qty)

£250 - 300

€280 - 340

74

**THREE MOTORING ACCESSORIES TO SUIT EARLY MOTOR TRICYCLE OR QUADRICYCLE,**

comprising a small wooden-cased trembler coil by Stanley & Patterson of New York, with brass fittings and mounting lugs, Magneto/Battery switch, some loss to side edge of hinged wooden lid, 14cm high, possibly also suit single-cylinder Veteran car, a Belgia carbide lamp by Willocq Bottin, brass body, 6cm diameter lens and clear faceted side-lenses, 20cm high, possibly suit De-Dion, Beeston, Quadrant or similar, and a brass bulb horn, with bracket for handle-bar mounting, with bulb, 37cm long overall.

(3)

£300 - 400

€340 - 450



70



122

123

75

**A LUCAS 'KING OF THE ROAD' NO.633 OIL-ILLUMINATING NUMBER-PLATE LAMP,**

brass body with flange mounting bracket, drum chimney, loop handle, maker's plate on reservoir cover, with 3 inch diameter clear convex number plate lens and 2 inch diameter 'Ruby' side lens and tell-tale lens to rear.

£300 - 400

€340 - 450

76

**A PAIR OF 'TOBY' ELECTRIC SIDELAMPS BY S.J. MITCHELL LTD OF LONDON,**

polished nickel teardrop bodies, with 2 inch bulls-eye lenses and small reflectors to tail points, each 16cm long overall.

(2)

£250 - 350

€280 - 390

77

**A HOWES & BURLEY NO.1100 OIL-ILLUMINATED TAIL LAMP,**

brass body, with spade mounting, with 3¼ inch bevelled clear lens, ruby red side lens, and clear tell-tale lens, with loop handle, some dents in places.

£250 - 350

€280 - 390

78

**A LUCAS 'KING OF THE ROAD' NO.630 OIL-ILLUMINATING NUMBER-PLATE LAMP,**

brass and black-painted body with flange mounting bracket, loop handle, with 3 inch diameter clear number plate lens and 2 inch diameter 'Ruby' side lens and tell-tale lens to rear, 27cm high overall.

£250 - 350

€280 - 390



79  
**A PAIR OF CAV TORPEDO ELECTRIC SIDELAMPS,**  
 brass bodies, spade-mounted, with 2¼ inch bulls-eye lenses (one with old weld repair to surround) and with later rose-coloured backing, clear convex side lenses, and ruby red faceted rear lenses, each 11cm long overall.  
 (2)  
 £250 - 350  
 €280 - 390

80  
**A PAIR OF JBH ELECTRIC OPERA SIDELAMPS,**  
 nickelled bodies with brass fittings, each with two bevelled lenses (one with blue coloured centre), and orange faceted rear lenses, believed suitable for De Dion Bouton or similar, one chip to corner of one lens, offered together with a brass De Dion Bouton radiator script in two parts.  
 (4)  
 £250 - 350  
 €280 - 390

81  
**A PAIR OF CAV TORPEDO ELECTRIC SIDELAMPS,**  
 nickel bodies, spade-mounted, with 2¼ inch bulls-eye lenses (one detached with surround but present), clear side lenses, and ruby red faceted rear lenses, each 12cm long overall.  
 (2)  
 £250 - 350  
 €280 - 390

82  
**A LUCAS 'KING OF THE ROAD' NO.986 ACETYLENE HEADLAMP,**  
 polished brass body, with 7¼ inch clear lens, stirrup mounting with loop handle, with small brass plaque to underside stamped 'Consecutive No. G5092', some minor dent to rear, offered together with a Lucas 'King's Own' No.52 brass generator, the upper body section painted black, 17cm high.  
 (2)  
 £300 - 500  
 €340 - 560

83  
**A PAIR OF LUCAS 'KING OF THE ROAD' NO.724 OIL-ILLUMINATED SIDELAMPS,**  
 polished brass bodies, spade-mounted, with 4 inch clear lenses and ruby red tell-tale lenses, with looped handles, some minor dents in places.  
 (2)  
 £300 - 400  
 €340 - 450

84  
**A LUCAS 'LANDALITE' NO.T54 SELF-GENERATING ACETYLENE HEADLAMP,**  
 polished brass body, fork-mounted, cross body cylindrical generator, 6¼ inch diameter lens, loop handle, with copper maker's plaque to chimney.  
 £300 - 500  
 €340 - 560

85  
**A LUCAS 'MOTOLITE' NO.384 SELF-GENERATING ACETYLENE HEADLAMP,**  
 brass body, fork-mounted, cross body cylindrical generator, 7¼ inch diameter lens, loop handle, with copper maker's plaque to chimney.  
 £300 - 500  
 €340 - 560

86  
**A PAIR OF BLERIOT OIL ILLUMINATED SIDE LAMPS, REGISTERED DESIGN 1903,**  
 each brass body with side flange mount (one lacking fixing bolt and wick adjuster), loop handle, three tiered chimney, 5 inch bevelled convex lens, polished reflector and detachable reservoir, some wear and denting to cases.  
 (2)  
 £350 - 400  
 €390 - 450



84



85



86



90



87  
**A POWELL & HANMER NO.34 "RAY-O-LITE" SELF-GENERATING ACETYLENE HEADLAMP,**

brass body, fork mounting with loop handle, 5¼ inch textured glass lens (some minor damage), some wear in places.  
£350 - 450  
€390 - 510

88  
**A 'PHARE DUCELLIER' ACETYLENE GENERATOR,**

squared brass outer case, central unit with maker's plaque to lid marked "Hors Concours Paris 1900" and stamped 919, with twin taps, slight loss to one upper corner of case, 32cm high overall.  
£400 - 500  
€450 - 560

89  
**A PAIR OF 'MANN EGERTON' ELECTRIC SIDELAMPS,**

believed Blériot-type, nickelled bell-shaped bodies bearing Mann Egerton plaques, stamped numbers indistinct, spade-mounting, 4 inch (10cm) diameter bevelled clear lenses, one missing ruby red rear lens.  
(2)  
£400 - 600  
€450 - 670

90  
**A PAIR OF 'PEERLESS' ACETYLENE HEADLAMPS AND A PAIR OF SIDELAMPS,**

the headlamps by the New York Coach & Headlamp Co., brass drum bodies with spun copper backs to cases, with 8½ inch lenses (one cracked), some wear, polished reflectors loose but present, the brass sidelamps by Dietz, both marked 'Peerless-0' to rear of chimneys, with 5 inch convex lenses and tell-tale rear lenses, spade-mounting, loop handles, some wear.  
(6)  
£400 - 500  
€450 - 560

91  
**A PAIR OF EDWARDIAN BLERIOT PHI HEADLAMPS,**

in restored condition, polished nickel shells, fork-mounted, with 9¾ inch (25cm) clear lenses, polished reflectors, originally electric but bulb carriers and contacts modified for use with modern Halogen bulbs.  
(2)  
£500 - 700  
€560 - 790

92  
**A BRASS SELF-GENERATING ACETYLENE HEADLAMP,**

polished brass, of unknown manufacture (maker's plaque missing), fork-mounted, with 6½ inch convex lens, old weld repair to loop handle.  
£800 - 1,000  
€900 - 1,100

93  
**A PHARE BLERIOT MODEL NUMBER 3468 SELF-GENERATING ACETYLENE HEADLIGHT, FRENCH, CIRCA 1904,**

brass body with maker's plaque to hinged generator cover, curved chimney, fork mounts, carrying handle, 6¾ inch diameter lens, unrestored but in apparently sound condition.  
£800 - 1,200  
€900 - 1,300

94  
**A LARGE PAIR OF DUCELLIER BRASS HEADLAMPS, FRENCH,**

marked Depose Paris, polished brass bodies with loop handles, converted for electric use and wired, with 9 inch clear glass lenses and large bulls-eye magnifying lenses, one with replaced later reflector, the other with old weld repairs to loop handle, the cases numbered '1147 814D' and '1147 2809D' respectively.  
(2)  
£1,000 - 1,500  
€1,100 - 1,700



91

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97  
**A PAIR OF PHARE SOLAR MODEL 66 ACETYLENE HEADLIGHTS BY THE BADGER BRASS MANUFACTURING COMPANY OF KENOSHA, WISCONSIN, USA, PATENTED JAN 31 1899 AND AUG 25 1903,**  
 recently restored and ready to fit, each brass body with copper details including lens rim and maker's plaque, simple curved chimney, fork mounts, 7 inch diameter lens.  
 (2)  
**£1,000 - 1,400**  
**€1,100 - 1,600**



95



95  
**A PAIR OF MODEL 303 BLERIOT SELF GENERATING ACETYLENE HEADLAMPS, FRENCH CIRCA 1905,**  
 each stirrup mounted brass drum body with under-slung cross body generator, brass lid and wingnut with copper side-plate, sprung locking flow control lever, simple flat chimney and loop handle, copper O, F and model number plaques, plain 7½ inch diameter lens and 3 inch Bulls-eye lens with polished reflector.  
 (2)  
**£1,000 - 1,500**  
**€1,100 - 1,700**

98  
**A JUBILEE NO.31 TWO-TONE EXHAUST WHISTLE BY THE RANDALL FAICHNEY CO. OF BOSTON, USA, PATENTED 1912,**  
 brass squared pipes, with spring operated hinged flap, 27cm long overall.  
**£250 - 350**  
**€280 - 390**



96

96  
**A "THE POLKEY" OIL-ILLUMINATING HEADLAMP,**  
 Registered Design No. 401472, brass body with fork mounting, 7¼ inch convex lens, with hinged loop handle, ornate burner with later replacement glass tube, some minor dents, cracks and old repairs in places and hole drilled to rear of case, standing 49cm high overall.  
**£1,000 - 1,500**  
**€1,100 - 1,700**

99  
**AN EDWARDIAN HAND-CRANKED WARNING SIGNAL,**  
 alloy case with brass front plate and short trumpet, with crank handle to rear, making good sound, with mounting bracket and base, standing 20cm high.  
**£250 - 350**  
**€280 - 390**



97



100

**A "LE KRAKFORT" HAND-CRANKED WARNING SIGNAL, FRENCH,**

restored condition, with short brass trumpet, hand-crank with wooden grip to rear, with mounting bracket, with finely made cast alloy internal mechanism and making good sound.

£250 - 350  
€280 - 390

101

**A LUCAS NO.38 DOUBLE-TWIST BRASS BULB HORN,**

with mounting bracket, fly gauze, and with rubber bulb, making good sound, 49cm long overall.

£250 - 350  
€280 - 390

102

**A TWO-TONE EXHAUST WHISTLE BY TROY OF NEW YORK,**

brass pipes with cast bronze sprung hinged mechanism, some old weld repairs, and offered with separate floor mounting foot-operated control pedal.

(2)  
£350 - 450  
€390 - 510

103

**A FULTON AERMORE FOUR-TONE EXHAUST WHISTLE, AMERICAN, PATENTED 1912,**

polished brass pipes, with black-painted cast iron exhaust fitting with lever, 36cm long overall.

£400 - 600  
€450 - 670

104

**A FINE BRASS FOUR-TRUMPET "LE TESTOPHONE" BULB HORN, FRENCH, CIRCA 1909,**

polished brass, with French Deposee stamp, patent stamps, and numbered 1267 to chamber, some minor dents to trumpets in places, with rubber bulb, 61cm long overall.

£800 - 1,000  
€900 - 1,100

105

**A FINE EIGHT-TRUMPET "LE TESTOPHONE" BULB HORN BY CICCIA, FRENCH, CIRCA 1909,**

polished nickel, with French Deposee stamp, patent stamps, and numbered 265 to chamber, some small dents to trumpets and old weld repairs in places, with rubber bulb, 68cm long overall.

£800 - 1,200  
€900 - 1,300

106

**A FINE BRASS FOUR-TRUMPET "LE TESTOPHONE" BULB HORN, FRENCH, CIRCA 1909,**

polished brass, larger version, with French Deposee stamp, patent stamps, with ratchet mechanism and numbered 9808 to chamber, in seemingly good general condition and in functioning order producing good sound, with large rubber bulb, 69cm long overall.

£1,000 - 1,400  
€1,100 - 1,600



100



99



104



105



106



107



108



113

110

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112

111  
**A "THE BRANSOM MOTOR WATCH" IN BRASS DASHBOARD MOUNT,**  
the watch with nickel case, marked to inside of rear cover 'Argentan' and numbered 218606, with white enamel dial with Arabic numerals in black, with winder at 6 o'clock and 6cm diameter bevelled glass lens, fitted within dashboard mounting polished brass case with twin-lever release, with Registered Design No.385787 marked to the reverse.  
**£300 - 400**  
**€340 - 450**

112  
**A DASHBOARD MOUNTING 8-DAY CAR CLOCK IN ANGLED MOUNT,**  
the nickel cased timepiece of Swiss manufacture, white enamel dial with Arabic numerals in black and subsidiary seconds dial, 5cm diameter bevelled lens, marked 'Modele Depose' to rear winder, fitted within angled brass case for dashboard mounting.  
**£300 - 400**  
**€340 - 450**

113  
**A DASHBOARD MOUNTING CASE FITTED WITH WATCH,**  
the timepiece with nickelled case, white enamel dial with Arabic numerals in black and subsidiary seconds dial, bevelled lens 48mm diameter, fitted within flat brass case with blue felt lining, with wide flange and cover with bevelled lens, 9cm diameter overall.  
**£300 - 400**  
**€340 - 450**

114  
**A SINGLE-CYLINDER DE DION BOUTON ENGINE, CIRCA 1902,**  
engine number 7312 stamped to both crankcases, water-cooled, possibly 6hp of the type believed fitted to 'L' Model Voiturettes, cylinder and head with some modifications including a water jacket casing, the whole mounted on curved cast bracket to cross members, possibly used as a stationary engine to power workshop machinery, internal condition unknown, inspection advised.  
**£800 - 1,200**  
**€900 - 1,300**



114

107  
**A LARGE BRASS AMMETER BY TISSERAND OF TROYES, FRENCH,**  
brass case with paper dial numbered 50417, 9.5cm diameter bevelled glass lens, mounted on a wooden display base.  
**£250 - 350**  
**€280 - 390**

108  
**A LARGE BRASS AMMETER BY CHAUVIN & ARNOUX OF PARIS, FRENCH,**  
brass case with paper dial numbered 35688, 9.5cm diameter bevelled glass lens, mounted on a wooden display base.  
**£250 - 350**  
**€280 - 390**

109  
**AN EARLY 'VITESSE MOYENNE' AUTOMETER, FRENCH,**  
average speed calculator, nickelled case with bevelled lens, with central printed tin 'Temps Passe' dial and 500Km outer dial, with hand-operated outer bezel, 9.5cm diameter, with mounting bracket to rear.  
**£250 - 350**  
**€280 - 390**

110  
**A BRASS DASHBOARD MOUNTING CASE TO SUIT WATCH OR CAR CLOCK,**  
polished brass flat circular case, with blue felt interior lining and padded surround to fit timepiece of approximately 56mm diameter, the twist-lock lid with bevelled glass 56mm diameter lens, the case 12cm diameter and stamped to underside 'Davis 1921' and further stamped 'A22'.  
**£250 - 350**  
**€280 - 390**



115



115  
**A 1901 3½ HP DE DION BOUTON SINGLE CYLINDER ENGINE,**  
 engine number 1529, fully restored, unused since restoration, mounted on two metal brackets.  
 £1,800 - 2,200  
 €2,000 - 2,500

116  
**A VETERAN TREMBLER COIL IGNITION SWITCH,**  
 brass, with on/off switch, 7cm diameter.  
 £250 - 350  
 €280 - 390

117  
**TWO DRIP-FEED OIL LUBRICATORS BY L.SEGUIN OF LYON, FRENCH,**  
 each brass with sight glass, the larger stamped '100' to shaft, 19cm high, the smaller stamped '60', 17cm high.  
 (2)  
 £250 - 350  
 €280 - 390

118  
**A LARGE DRIP-FEED OIL LUBRICATOR,**  
 believed French, brass with sight glass, 20cm high overall.  
 £300 - 350  
 €340 - 390

119  
**A DE DION BOUTON BRONZE CARBURETTOR,**  
 numbered '128 72', and bearing 'D.B' stamps with 'L'ABC' marks, 23cm high.  
 £500 - 600  
 €560 - 670

120  
**A LARGE BRONZE LONGUEMARE CARBURETTOR, FRENCH,**  
 to suit Veteran car, Type 26 and with maker's plaque stamped 'No.42929'.  
 £600 - 800  
 €670 - 900

121  
**A PAIR OF BRASS LOOP CARRIAGE HANDLES,**  
 marked 'LB & Co.', the loop handles with dark composite grip sections.  
 (2)  
 £250 - 350  
 €280 - 390

122  
**A PAIR OF WINDSCREEN LATCHES BY V.F. OF PARIS,**  
 nickel-plated, bearing manufacturer's marks, some wear, 9cm long, together with a steel mortise lock by LD & L, possibly for domestic use, with key.  
 (3)  
 £250 - 350  
 €280 - 390

123  
**A PAIR OF WINDSCREEN LATCHES BY H.D., FRENCH,**  
 nickel-plated, bearing manufacturer's mark with anchor symbol, some wear, 9cm long, with one mounting bracket.  
 (3)  
 £250 - 350  
 €280 - 390

124  
**ASSORTED OILERS AND GREASE GUNS,**  
 comprising two brass grease guns, one by Nesthill with wooden handle, 50cm long, another with loop handle, 49cm long, four Joseph Lucas oilers, No.3, No.20 and two No.38 types, and a Joseph Lucas No.62 ½-pint forced-feed oil can.  
 (7)  
 £250 - 350  
 €280 - 390

125  
**A FERODO BRAKE-TESTING METER BY TAPLEY & CO.**  
 in gimbal mount and with fixing bracket with clamp.  
 £250 - 350  
 €280 - 390

126  
**VETERAN MAINTENANCE TOOLS,**  
 all brass, comprising a large Nesthill Royalty greaser with double concentric cylinders and wooden plunger, 47cm long, a smaller Nesthill Royalty double-cylinder greaser, 27cm long, a Nesthill oil-syringe with wooden handle, 51cm long, a smaller Prima syringe with brass loop handle, 31cm long, an Abingdon King Dick stirrup tyre pump, and a Lucas No.38 motor oiler.  
 (6)  
 £250 - 350  
 €280 - 390

127  
**A JOSEPH LUCAS NO.38 MOTOR OILER,**  
 in brass, 21cm long.  
 £250 - 350  
 €280 - 390



128



133



131



130



135



134



136

**128  
A J.KAYE & SONS COPPER  
PRIMING KETTLE,**

polished copper, with side handle and spout (old weld repair), some small dents in places, 18cm high,  
£250 - 350  
€280 - 390

**129  
A VETERAN LEATHER TOOL BAG,**

brown leather with handle to lid and straps with buckles, nickelled lock and catch, opening to beige cloth-lined interior, some wear and staining, 40cm wide.  
£250 - 350  
€280 - 390

**130  
A PANHARD & LEVASSOR BRASS OIL  
SYRINGE, FRENCH,**  
with maker's plaque to cylinder, 29cm long.  
£250 - 350  
€280 - 390

**131  
A GUILD OF MASTER MOTORISTS  
MEMBER'S BADGE,**  
oval with backing plate, blue and red enamel (some loss) with date plates 'From 1908' 'To 1939', 11cm high.  
£250 - 350  
€280 - 390

**132  
A REPRODUCTION MOTOR UNION  
MEMBER'S BADGE,**  
in cast polished brass, 20cm high, offered together with a linked pair of 'jelly mould' brass switches with cream ceramic insulating bases, and a single 'jelly mould' brass switch with black ceramic insulating base.  
(3)  
£250 - 350  
€280 - 390

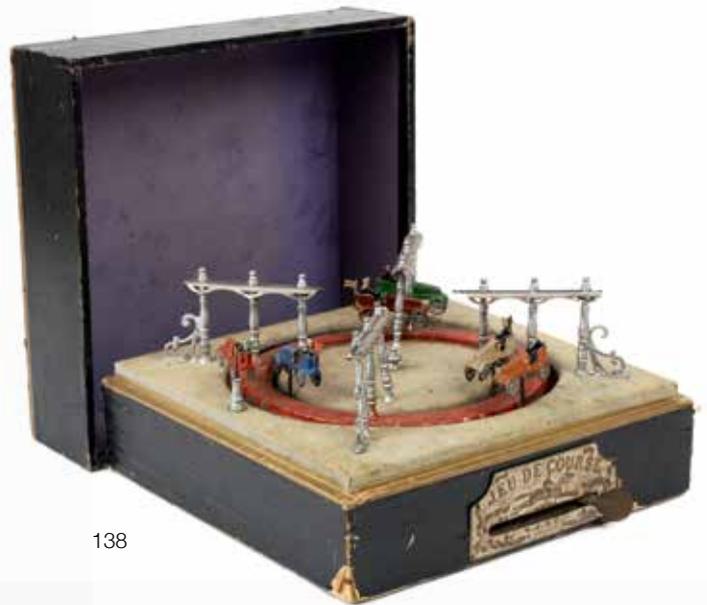
**133  
A VETERAN CAR CLUB 1934 HYDE PARK  
RALLY ENAMEL BADGE,**  
shield shaped with red enamel (slight loss to corners) and central medallion depicting veteran car, 7.5cm high.  
£300 - 400  
€340 - 450

**134  
A ROYAL AUTOMOBILE CLUB ASSOCIATE  
MEMBER'S BADGE BY ELKINGTON WITH  
LINCOLNSHIRE AUTOMOBILE CLUB  
ENAMEL CENTRE,**  
nickel 1908 pattern Type 1A-B badge, numbered N 83, with Lincolnshire Automobile Club centre in red and white enamel, with membership renewal disc cage, introduced 1912, to reverse, 11.5cm high.  
£320 - 400  
€360 - 450

**135  
A RARE FEDERATED MOTOR CLUBS  
CAR BADGE BY FATTORINI & SONS  
LTD OF BRADFORD WITH YORKSHIRE  
AUTOMOBILE CLUB ENAMEL CENTRE,**  
believed issued 1906-1917, nickel badge with Yorkshire Rose brass centre inset with red and white enamel shield emblem, the badge stamped number 205 to reverse, 11cm high, mounted on a turned wooden display base.  
£350 - 450  
€390 - 510



137



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136  
**AN AMUSING BRONZE MASCOT OF EDWARD VII, FRENCH, CIRCA 1907**, solid cast bronze, the portly figure naked save for a miniature crown, 14cm high, loose mounted on circular brass base above turned slate pedestal, 24cm high overall.  
**£1,500 - 2,000**  
**€1,700 - 2,200**

According to information supplied by the vendor this unusual mascot was the property of an infamous Parisian house of ill-repute frequented by King Edward. The contents of this house including the mascot were sold at auction in Paris in the 1970s. This mascot was later sold as lot 43 in the Sotheby's Monaco auction on 23 July 1989.

137  
**A 52 INCH ORDINARY BICYCLE, CIRCA 1885**, restored, original tapered metal backbone, forks and handlebars re-painted black, with re-nickelled brightwork, brake lever, hub and pedal cranks, the V-section driving wheel, re-built with steel spokes, new solid rubber tyre, the 15 inch trailing wheel similarly restored. The seat spring with new leather saddle and metal pan, dropped handle bars with original turned wooden grips.  
**£1,200 - 1,600**  
**€1,300 - 1,800**

138  
**A "JEU DU CORSE" BOXED MECHANICAL GAME BY M J & CIE, FRENCH, CIRCA 1908**, the lid opening to reveal six brightly coloured hand painted metal cars, that race in circles when the front lever is operated, the box 27 x 27 x 14cm, some wear.  
**£300 - 400**  
**€340 - 450**

139  
**AN EDWARDIAN WICKER-CASED PICNIC SET**, incomplete, for restoration, believed for four persons, the case with wicker handles to each end, with locking bar, with lid and fall-front opening to wicker interior containing copper kettle with burner, two wicker-covered glass bottles, another glass bottle, for rectangular enamel plates, three enamel tea-cups, and other food tins and picnic accessories, cutlery and other accessories missing, some wear commensurate with age, the case measuring 73 x 23 x 30cm overall.  
**£250 - 350**  
**€280 - 390**

140  
**AN RAC LONDON TO BRIGHTON COMMEMORATION RUN STARTLINE UNION FLAG, 1956-1974**, the canvas Union Jack flag by Captain O.M.Watts Ltd. of London, measuring 44 x 91cm, mounted to a wooden pole with notches to shaft between applied transfer year dates 1956 and 1974 and applied with RAC plaque for the 1963 Run, dated 3rd November, used to start the Commemorative Run during those years, the flag stained and worn with some holes.  
**£250 - 350**  
**€280 - 390**



145



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141  
**A VETERAN CAR TABLE CRUET, SILVER PLATE BY JOSEPH ROGERS & SONS LTD, SHEFFIELD, CIRCA 1905,**

the wheeled metal car sporting a large 'pathfinder' headlamp, maker's stamps to underside, the car fitted with matching glass salt, pepper and mustard pots with mustard spoon, and a larger matching glass salt cellar, 20.5cm long overall.

£300 - 400  
€340 - 450

142  
**AN EARLY CAR NOVELTY TRINKET BOX, CIRCA 1898,**

wood and metal construction, stained red, the simple coachwork with bonnet and seats lifting to reveal storage compartments, the pierced wheels on leaf spring suspension, 26cm long overall.

£250 - 350  
€280 - 390

143  
**A WOODEN MOTORCAR DESKPIECE A SOUVENIR OF THE LAKES AT RETOURNEMER AND LONGEMER, FRENCH, CIRCA 1905,**

wooden body, with metal axles and wheels fitted with white rubber tyres (perished), the seat with tourist photograph in circular metal frame opening to glass inkwell and spare nibs, the bonnet opening to stamp tray, the front opening to drawer housing ruler, pen and pen knife, the drawer held shut by steering column fitted with rubber, 18.5cm long, together with a child's pencil box of simple embossed plywood form, (lacking sliding lid), 19.5cm long.

(2)  
£250 - 350  
€280 - 390

144  
**TWO VETERAN CAR SHAPED ICE-CREAM MOULDS, AMERICAN,**

each two-part hinged metal construction, one marked E & Co 1107 (for Eppelshiemer & Co of New York) 12cm long, the other numbered 562, 10cm long; together with a plated metal cup, 9cm diameter, by Colonial Silver Co of Portland, Maine, decorated with a pressed brass relief of a large open tourer; and an UnCo telescopic pocket cup decorated with a veteran car on the lid, 5.5cm diameter.

(4)  
£250 - 350  
€280 - 390

145  
**A DECORATIVE THREE-TIERED MOTORIST'S FOB, CIRCA 1905,**  
comprising gilt-effect graduated metal medallions, each struck with motoring image on either side, mounted by short 5-link chain to fob clip, 11.5cm long.

£300 - 400  
€340 - 450

146  
**TWO ADVERTISING ITEMS DEPICTING AN 1899 PEUGEOT CAR,**

cast white metal comprising letter knife, the reverse marked Cl. Bouttau Agence en douane Nice, 11.5cm long; and bottle opener showing both 1899 and 1903 Peugeot cars, 7.2cm.

(2)  
£250 - 350  
€280 - 390

147  
**A COLLECTION OF SEVENTEEN ST. CHRISTOPHER MOTORING FOBs, MAJORITY PRE-1918,**

each cast with image of the Patron Saint of Travellers on obverse and motoring scene on the reverse, largest 25mm. diameter, the smallest 10mm diameter.

(17)  
£250 - 350  
€280 - 390



152

148  
**A LARGE PEKO-STYLE MOTORING CERAMIC TOBACCO HUMIDOR, GERMAN,**  
 glazed painted earthenware bust in the form of an early motorist with grumpy expression wearing goggles and with peaked cap lid, with impressed number '9522' and painted 40 to underside of base, 14cm high.  
**£250 - 350**  
**€280 - 390**

See John J. Zolomij: The Motor Car in Art (see page 181 and 86-87)

149  
**DECORATIVE MOTORING ITEMS DEPICTING LADY VETERAN DRIVERS,**  
 comprising two transfer printed plates, a portrait print after an original artwork by James Francis Day, 30 x 22cm, mounted, framed and glazed and two decorated dressing table boxes (one with remains of contents including Ivo-Ware plastic comb).  
 (5)  
**£250 - 350**  
**€280 - 390**

150  
**NINE VETERAN MOTORING FAIRINGS, SOUVENIRS AND CRESTED WARE AND DECORATIVE CERAMICS,**  
 including pigs in cars, a Monkey chauffeur, a winged Putti driving a car carrying an egg, a glass Blackpool souvenir inkwell, a Christmas cake decoration and others.  
 (9)  
**£250 - 350**  
**€280 - 390**

151  
**SEVEN PLATES DECORATED WITH VETERAN MOTORING SCENES,**  
 each transfer printed, including numbers 2,8 and 10 from the humorous French, "Automobiles" series; and four others.  
 (7)  
**£250 - 350**  
**€280 - 390**

152  
**ASSORTED CHILDREN'S MOTORING CERAMICS DECORATED WITH VETERAN MOTORING SCENES,**  
 majority of pieces made in Germany depicting three different decorations, other assorted individual pieces and a 'Teddy Caught Again' cup and plate set by Hammersley & Co of Stoke on Trent (plate repaired).  
 (Qty)  
**£250 - 350**  
**€280 - 390**

153  
**AN EARLY AND RARE 'BENZIN' CHINA MOTORING JUG BY CARL TIELSCH, GERMAN, CIRCA 1906,**  
 in the form of a portly lady in motoring attire carrying a Benzin jug, the head as the stopper, the falling scarf forming the handle, hand-painted and glazed with gilt detailing, with 'C.T. eagle mark' under the base, 27cm high.  
 (2)  
**£700 - 900**  
**€790 - 1,000**

A similar example of this jug is illustrated in the book *The Motor Car in Art* by John J Zolomij (see page 173).

154  
**A PAIR OF ROYAL WORCESTER GLAZED CERAMIC CANDLE SNUFFERS,**  
 modelled as a pair of veteran motorists, from a modern limited edition of 500 based upon the original 1909 pattern figures, each 10.5cm high.  
 (2)  
**£250 - 350**  
**€280 - 390**

155  
**TWO VETERAN MOTORING VESTA CASES, EDWARDIAN,**  
 comprising car shaped brass case, numbered 32, door to rear with ridged striker underneath, 64mm long and a pictorial relief brass case depicting a speeding veteran motorist on front and reverse, the lid decorated with clouds, ridged striker to underside, 53mm high.  
 (2)  
**£250 - 350**  
**€280 - 390**



153



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156  
**A LADIES' GREEN LEATHER MOTORING COAT,**  
 by Suedecraft of Bradford, dark green leather full-length single breasted coat with waist pockets and belt, with silk lining and with detachable buttoned tartan plaid under-coat with green silk lining.  
 (2)  
**£250 - 300**  
**€280 - 340**

158



157  
**A MOTORIST'S LEATHER COAT,**  
size M/L, dark-brown double breasted style  
with belt, one belt loop detached.  
£250 - 350  
€280 - 390

161  
**A 'VETERAN MOTORIST' CERAMIC  
TOBACCO HUMIDOR, GERMAN,**  
painted earthenware, a bust in the form of  
a mustachioed motorist with goggles and  
sheepskin coat, with peaked cap lid, 13cm  
high, the underside of base inscribed '8254 HL'.  
£350 - 450  
€390 - 510

A similar example of this humidor is illustrated  
in John J. Zolomij: The Motor Car in Art (see  
page 180).

162  
**A 'MOTORIST' CERAMIC TOBACCO  
HUMIDOR, GERMAN, CIRCA 1912,**  
painted earthenware, bust in the form of a  
motorist with blue scarf, brown leather helmet  
and goggles, with lid, 14cm high, the underside  
of base inscribed '8460' and other numbers.  
£350 - 450  
€390 - 510

A similar example of this humidor is illustrated  
in John J. Zolomij: The Motor Car in Art (see  
page 181).

163  
**A LARGE 'VETERAN MOTORIST' CERAMIC  
TOBACCO HUMIDOR, BELIEVED FRENCH,**  
glazed painted earthenware, bust in the form  
of a mustachioed motorist with green cap and  
goggles lid, 17cm high, the underside of base  
with shield emblem and numbered '500' in relief.  
£350 - 450  
€390 - 510

164  
**A 'MOTORIST' CERAMIC TOBACCO  
HUMIDOR, BY WILHELM SCHILLER &  
SON, GERMAN,**  
pre-Great War, clear glazed earthenware with  
underglaze to produce coloured effect, bust in  
the form of a gentleman motorist with goggles  
and white flat cap lid, 14cm high, the underside  
of base with manufacturer's cartouche initials  
'W.S.&S.' in relief and inscribed '3338'.  
£350 - 450  
€390 - 510

A similar example of this humidor is illustrated  
in John J. Zolomij: The Motor Car in Art (see  
page 181).

159



158  
**A LADIES BELT WITH METAL BUCKLE AND  
CLASP DECORATED WITH MOTORING  
SCENES, CIRCA 1908,**  
pressed metal in an art nouveau style, on black  
material belt strap to fit 28-30 inch waist.  
£250 - 350  
€280 - 390

159  
**A RARE PRINCE HENRY CUP  
PRESENTATION MEDAL, 1911,**  
white metal, designed by Karl Korshann for  
the RAC and the Kaiserlicher Automobil-Club,  
cast by Lauer of Nurnberg, the obverse struck  
with allegorical figures and details of the race,  
the reverse struck with profile of Heinrich  
Prinz von Preussen, presented on occasion  
of the rally commemorating the coronation of  
HM King George V, 8cm diameter, in original  
presentation case, offered together with a  
bound reproduction of the Tour Guide for the  
event held in July of that year.  
(2)  
£400 - 600  
€450 - 670

In the preview of the event in The Autocar of  
July 1st 1911, details were announced of the  
42 entrants from the KAC and the 28 from the  
RAC, making a total of 70 entrants (page 28).  
Later issues on July 15, report that 85 cars  
were participating in the event (page 116) and  
on July 29th '...It was later announced that  
every competitor and observer would receive a  
medal bearing the effigy of Prince Henry.....

160



160  
**A 1907 NORTH EASTERN AUTOMOBILE  
ASSOCIATION - RAGPATH SIDE HILL  
CLIMB WINNER'S MEDAL,**  
white metal, with N.E.A.A. design in relief and  
engraved with presentation details, '15th June  
1907 Closed Handicap won by E. W. Leather on  
his 40 H.P. Berliet', 6.3cm diameter, rim drilled in  
two places for dashboard mounting, contained  
within Reid & Sons fitted presentation case.  
£250 - 350  
€280 - 390



161



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163



164



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168

165  
**TWO LARGE PEKO-STYLE MOTORING CERAMIC TOBACCO HUMIDORS, GERMAN,** larger versions, both glazed painted earthenware busts, the first in the form of an early English motorist with grumpy expression wearing goggles and with peaked cap lid, with impressed number '9522' and painted 45 to underside of base, the second in the form of a female passenger with blue veil and green wide-brimmed hat lid, with impressed mark '9524' and painted number 51, both modelled after original early 20th Century caricatures by the Italian artist Peko and produced as lithographs, each 14.5cm high.  
 (2)  
**£600 - 800**  
**€670 - 900**

Examples from this series of humidors are illustrated in John J. Zolomij: The Motor Car in Art (see page 181), with images of the original caricatures on which the humidors are modelled also appear in the same publication (see page 86-87).

166  
**TWO PEKO-STYLE MOTORING CERAMIC TOBACCO HUMIDORS, GERMAN,** smaller versions, both glazed painted earthenware busts, the first in the form of an early English motorist with grumpy expression wearing goggles and with peaked cap lid, with impressed number '9519' and '47' to underside of base, the second in the form of a female passenger with blue veil and green wide-brimmed hat lid, with impressed mark '9521' and painted number 23, both modelled after original early 20th Century caricatures by the Italian artist Peko and produced as lithographs, each 11.5cm high.  
 (2)  
**£400 - 500**  
**€450 - 560**

Examples from this series of humidors are illustrated in John J. Zolomij: The Motor Car in Art (see page 181), with images of the original caricatures on which the humidors are modelled also appear in the same publication (see page 86-87).

167  
**A LARGE PEKO-STYLE 'MOTORIST' CERAMIC TOBACCO HUMIDOR, GERMAN,** larger version, glazed painted earthenware bust, in the form of a portly mustachioed motorist with goggles, cigar, bow-tie and with peaked cap lid, modelled after an original early 20th Century caricature by the Italian artist Peko and produced as lithographs, with impressed number '9523' and painted 78 to underside of base, 14.5cm high.  
**£300 - 400**  
**€340 - 450**

A similar example of this humidor is illustrated in John J. Zolomij: The Motor Car in Art (see page 181), an image of the original caricature on which this humidor is modelled also appears in the same publication (see page 86).

168  
**A PAIR OF PEKO-STYLE 'LADY AND GENTLEMAN MOTORIST' CERAMIC TOBACCO HUMIDORS, GERMAN,** smaller versions, both glazed painted earthenware busts of a motoring couple, the first in the form of a portly mustachioed motorist with goggles, cigar, bow-tie and with peaked cap lid, with impressed number '9520' to underside of base, the second in the form of his female passenger with blue veil and green wide-brimmed hat lid, with impressed mark '9521' and '27' and painted number 8, a pair modelled after original early 20th Century caricatures by the Italian artist Peko and produced as lithographs, each 11.5cm high.  
 (2)  
**£400 - 500**  
**€450 - 560**

Examples from this series of humidors are illustrated in John J. Zolomij: The Motor Car in Art (see page 181), with images of the original caricatures on which the humidors are modelled also appear in the same publication (see page 86).



169

169 Y Φ  
**A 'BEBE PEUGEOT' PROMOTIONAL SMOKER'S WOODEN PIPE, BY MAISON REGAD, FRENCH,** miniature carved burrwood pipe modelled after the Type 69, marked 'Bebe Peugeot Deposee' to side and signed 'L.REGAD' to rear, with mouthpiece, simple metal axles with rolling wheels and small bone or ivory bead to front, 13cm long.  
**£250 - 350**  
**€280 - 390**

Please note that this lot contains ivory and is subject to CITES regulations. The United States Government has banned the import of ivory into the USA.

170  
**AN EARLY MOTORING-THEMED CERAMIC HALF-LITRE STEIN, GERMAN,** painted earthenware stein with hinged lid, decorated with humorous and calamitous rural motoring scene featuring an early motorcar with angry locals and a policeman, the underside of base with impressed marks 'Germany 1518', 20cm high overall.  
**£250 - 350**  
**€280 - 390**



171



170



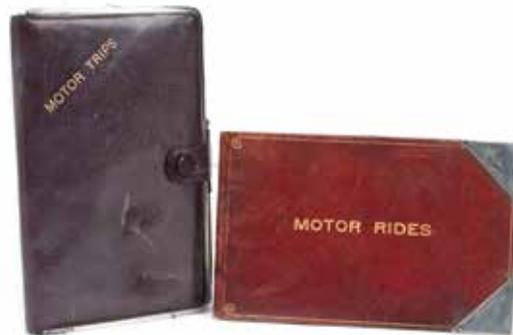
172



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**171  
AN EARLY AND RARE 'BENZIN' CHINA  
MOTORING JUG BY CARL TIELSCH,  
GERMAN, CIRCA 1906,**

in the form of a portly lady in motoring attire carrying a Benzin jug, the head as the stopper, the falling scarf forming the handle, hand-painted and glazed with gilt detailing, with 'C.T. eagle mark' under the base, 27cm high.

(2)  
£1,000 - 1,200  
€1,100 - 1,300

**172  
A STERLING SILVER BROOCH IN THE  
FORM OF A VETERAN CAR, BY HUGH  
CRAWSHAW OF SHEFFIELD, 1994,**

hallmarked, in the form of a Veteran car with caricature driver, 53mm wide, with pin fastening to rear, with hinged case.

£250 - 350  
€280 - 390

**173  
A SERIES OF NINE FRENCH MOTORING  
THEMED SIDE-PLATES,**

glazed ceramic plates by HBCM of France, each decorated with a humorous motoring illustration with caption, titled 'Automobile - Pratique', 'L'Automobile du Menage', 'Automobile Baignoire', 'L'Automobile de Noces', 'Automobile - Nerveuse' (x2), 'Fiacre - Automobile', 'Automobiles de Luxe', and 'Automobile de Campagne', each 20cm diameter, together with a later ceramic Limoges ashtray featuring a 1904 Panhard-Levassor.

(10)  
£250 - 350  
€280 - 390

**174  
A FINE CHEVOB & CO, LATE BAKER-  
TROLL & CO MUSICAL SMOKER'S  
COMPANION IN FORM OF FOUR-SEAT  
OPEN TOURER CIRCA 1904, SWISS,**

metal construction and details, rubber tyres with spare, red leather upholstered seats on rear section lifting to compartment, opening starts music, plays two airs, stops when closed, key to underside of coachwork, maker's plate under lifted section, additional details include, lamps, horn, brake and gear lever, steering wheel, oilers, and opening bonnet to vesta storage and striker under lid, (left rear mudguard detached but present), 23 x 10 x 10cm.

£900 - 1,200  
€1,000 - 1,300

**175  
TWO VETERAN MOTOR JOURNALS,**

comprising 'Motor Rides', red leather covered with silver corners hallmarked Edinburgh 1902, published by Houghton & Gunn, 162 New Bond Street, 8vo; and 'Motor Trips', Oxblood leather covers with silver edging, hallmarked London 1911, a "GEM" book by Thomas de la Rue of London, 8vo.

(2)  
£250 - 350  
€280 - 390

**176  
A DE DION BOUTON LETTER OPENER  
AND AN ENGINE PAPERWEIGHT,**

both French, the brass letter opener with handle decorated with a De Dion Bouton motoring scene, 15.5cm long, the cast metal promotional paperweight in the form of a miniature single-cylinder De Dion Bouton engine, marked under the base, 12cm high.

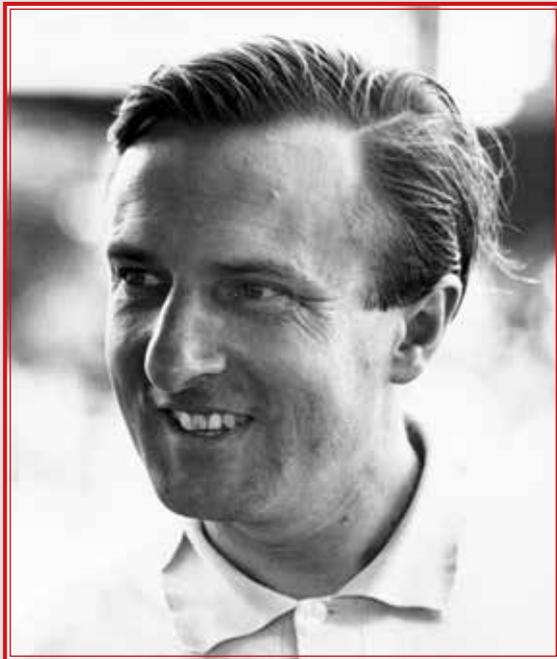
(2)  
£250 - 350  
€280 - 390

# Lots 177-213

## The Stanley Sears and Jack Sears Automobilia Collection (Part II)

### Stanley Sears (1903-1988)

As a boy, he would advise his mother on the next family motoring purchases, the successful family shoe business meant that cars were often upgraded or changed, by doing so he was gaining in knowledge of the rare Leyland Eights before the family moved onto Lanchesters and then Rolls-Royces. At Cambridge he got a degree in engineering, which aided him in later rebuilds of more exciting cars, such as a 1914 TT Sunbeam and a 1914 GP Opel. He had a profound knowledge of cars, especially of the veteran and vintage ones of which he was so fond and many of which he subjected to meticulous restorations. Indeed, he set fresh standards of excellence in this pursuit. As a President of the Veteran Car Club and the 20 Ghost Club it was he who helped materially to form the guidelines and dating parameters that have served the old-car movement so well ever since. His painstaking rebuilding of the more important veteran and Edwardian cars resulted in a fine personal collection.



### Jack Sears (1930-2016)

Eldest son of Stanley Sears, inheriting a motoring interest from an early age. A farmer by profession, Jack Sears was also a British race and rally driver, one of the principal organisers of the 1968 London-Sydney Marathon, popularly known as "Gentleman Jack". He won the inaugural British Saloon Car Championship driving an Austin Westminster, regaining the title in 1963, driving a variety of cars including a Ford Cortina GT, the seven-litre Ford Galaxie and a Lotus Cortina, which was used for the final two races. Sears also co-drove a Ferrari 330 LMB with Mike Salmon to fifth place in the 1963 Le Mans 24 Hours. Then came a modest retainer from the Ford Motor Co when he joined Team Lotus in 1965 to race Cortinas with Jim Clark, and became a key member of Carroll Shelby's Cobra team for its successful onslaught on the 1965 GT World Championship. After an accident curtailed his racing career, he served the sport as a Director and then President of The British Racing Driver's Club.



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177  
**A RADIATOR FROM 'AD 9' 1904 MERCEDES SIMPLEX, FORMERLY OWNED BY STANLEY SEARS,**  
 brass header with core and surround, painted AD 9 to the front, two mounting brackets with traces of red and white paint, (lacking filler throat and cap, used condition), reverse applied with Callay Ltd Repair copper plaque.  
**£800 - 1,000**  
**€900 - 1,100**

178  
**ASSORTED USED SPARES AND ACCESSORIES BELIEVED FROM 'AD 9' 1904 24HP MERCEDES SIMPLEX, FORMERLY OWNED BY STANLEY SEARS,**  
 including a 48mm bronze carburettor numbered 1240, 4 lightweight pistons, piston rings, various brackets and fittings, chain driving cog over-painted white, hand-operated fuel priming pump, manifold and other spares, together with photographs of the car and two letters asking if the car was for sale signed by Brabazon of Tara. (Qty)  
**£600 - 800**  
**€670 - 900**

179  
**A CLAUDEL-HOBSON MODEL C Z CARBURETTOR,**  
 cast alloy body, marked 38 CZ 64559 GP2, used; together with a six drip oiler, three small lightweight pistons, and a Buck and Hickman William's patent tool.  
**£250 - 350**  
**€280 - 390**

180  
**A MODEL OF STANLEY SEARS' 1904 24HP MERCEDES SIMPLEX, 1963,**  
 approximately 1:18 scale, handmade and painted, with rubber tyres and red leather seats, loose mounted on base under glass display case, together with three 8 x 6 monochrome photographs of the model, handwritten 'Made by Ray Watson & Boys of Junior School Cranleigh 1963' on the back. (4)  
**£500 - 700**  
**€560 - 790**

181  
**A 1906 ROLLS-ROYCE 20HP CHASSIS PLATE, NUMBERED 509,**  
 cast bronze with engraved number, originally fitted to chassis number 40 509 1906 'heavy' 20Hp 50 x 100mm, used.  
**£250 - 350**  
**€280 - 390**

In 1905-1906, Rolls-Royce constructed only 37 20Hp cars with 4 cylinder in-line 4118cc engines. The first two were TT replicas, the remainder marketed as the 'Light Twenty' a Sports Model, despite a number being 'heavy' types. The cars had a top speed of 52mph. Chassis number 40509, is from the latter series of 35 cars. The engine was tested on 25 July 1906 and the car registered as AX-165 in September 1906. See John Fasal & Bryan Goodman: The Edwardian Rolls-Royce; pages 74-76, Volume I.

182  
**A 1912 ROLLS-ROYCE 40/50HP CHASSIS PLATE, NUMBER 1996,**  
 cast bronze with engraved number, originally fitted to chassis number 1996 1912 40/50Hp Landalette with Barker coachwork, 50 x 100mm, used, mounted on a wood lined riveted alloy box that sat on Stanley Sears' desk, together with a period Rolls-Royce 40/50Hp spare valve and spring in wooden holder and 4 replica cast bronze S C Rolls & Co chassis plates (un-finished). (6)  
**£250 - 350**  
**€280 - 390**

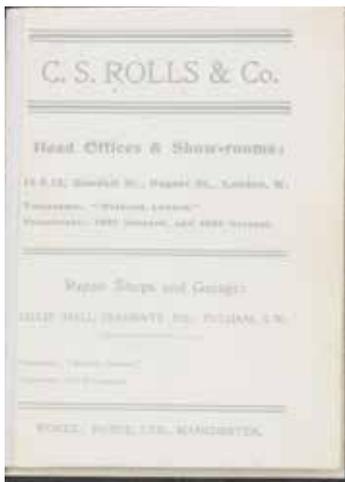
Chassis number 1996 with engine number 116 went on test on 29 May 1912 and was registered as E 1456 when it was delivered to its first owner Sir Reginald Hardy, Bart., D.L., J.P., of Burton-on-Trent. See John Fasal & Bryan Goodman: The Edwardian Rolls-Royce, Volume II, pages 520-521.



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183  
**A SCRATCH BUILT MODEL OF A 1903 ROLLS-ROYCE,**  
 simple construction, on Perspex base with display case, 28 x 18 x 20cm.  
**£250 - 350**  
**€280 - 390**

184  
**TWO MODELS OF 'AX 201' 1907 ROLLS-ROYCE 'SILVER GHOST',**  
 comprising an approximately 1:24 scale constructed white metal model kit by Replicars, British, with wooden display base and original box (weathered); a 1:24 scale model by Franklin Mint in original packing box with papers, together with a print of AX 201 titled 'The Silver Ghost' after an original artwork by Charles Dixon dated 1907, 17 x 22cm, mounted, framed and glazed.  
 (3)  
**£250 - 350**  
**€280 - 390**

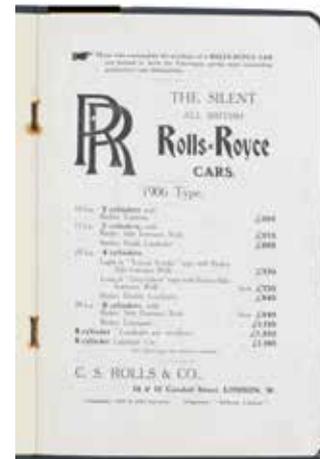
185  
**A 20 GHOST CLUB MODEL OF 'AX 201' MADE AND PRESENTED BY CAPT K E SCHWADER IN 1957,**  
 customised 1:24 scale constructed white metal model kit by Replicars, British, with scratch built engine detail, on display base applied with engraved metal edging under a Perspex cover.  
**£250 - 350**  
**€280 - 390**

186 •  
**A RARE AND EARLY C.S. ROLLS & COMPANY 'ROLLS-ROYCE' SALES CATALOGUE, PRODUCED FOR THE FEBRUARY 1905 OLYMPIA SHOW,**  
 rebound by Rolls-Royce Publications Department in 1950s for Stanley Sears in hard backed cover with pasted-in sheet of price amendments to rear, (lacking original grey card covers, once staple bound but now detached, with tape rebinding to spine), 22pp, title page includes "Works: Royce Ltd, Manchester", with many illustrations including 10Hp, 15Hp, 20Hp, 30Hp, seven assorted "Barker" body types, all with price lists, no Brougham with extension erratum, page 20 dated Feb 1905, 12mo, common bound with a 4-page supplement detailing "What the Press says concerning the Rolls-Royce." (pages stained), with articles extracted from newspapers, periodicals and other publications undated (pre-June 1905 8 page press supplement).  
**£1,400 - 1,800**  
**€1,600 - 2,000**

This catalogue was produced especially for the first launch of the Rolls-Royce in England in February 1905 and has a far greater range of information than the January 1905 catalogue that has no prices, fewer coachwork illustrations, a smaller list of patrons and more errors including the "6 cylinder Brougham with extension" which was in fact a 3 cylinder car. Later editions of this catalogue came with errata pasted onto some pages. See Bonhams Olympia 2017 sale 24125 lot 55.



187



187

187 •  
**A RARE 1906 TYPES 'THE SILENT ALL BRITISH ROLLS-ROYCE CARS' SALES BROCHURE FOR C.S. ROLLS & CO,**  
 rebound by Rolls-Royce Publications Department in 1954 for Stanley Sears with letter dated 1955, in hard backed cover (lacking original card covers, once staple bound but now partially detached, with tape rebinding to spine), 8 pages with prices, small margin tear to some pages, 8vo.  
 (2)  
**£800 - 1,000**  
**€900 - 1,100**



188



188



188

189



190



190 •

**A ROLLS-ROYCE SALES CATALOGUE, 1908,**

gilt embossed maroon card covers (hand dated gummed label to top right corner of front cover), staple bound, small 4to, 32 numbered pages depicting full range of 1908 cars with illustrations, specifications and prices, (some bleeding of colour to covers, some staining).

£350 - 450

€390 - 510

191 •

**A ROLLS-ROYCE SALES CATALOGUE, 1909,**

embossed card covers, (worn with loss and taped repairs, annotated title to spine), ribbon tied (loose), 4to, 70 numbered pages with (un-numbered) 10 sepia tone coachwork images, 7 photographs depicting cars outside establishments where you can buy the best of everything, 6 full colour Town and Country plates "arrival at...." after Charles Sykes and 6 full colour plates depicting Rolls-Royce cars, (some pages loose).

£400 - 500

€450 - 560

192 •

**A ROLLS-ROYCE CARS 1910 MINIATURE CATALOGUE,**

embossed tan card covers (hand dated gummed label to top right corner of front cover), staple bound, small 4to, 16 numbered pages, detailing full range of 1910 40-50Hp cars with some illustrations, specifications and prices, (some bleeding of colour to covers, some light staining).

£250 - 350

€280 - 390

192



193



193 •

**A ROLLS-ROYCE 1911 MINIATURE CATALOGUE,**

embossed green card covers (hand dated gummed label to top right corner of front cover), staple bound, small 4to, 32 numbered pages, detailing full range of 1911 40-50Hp cars with some illustrations, specifications and prices.

£250 - 350

€280 - 390

194 •

**A ROLLS-ROYCE SALES CATALOGUE, 1914,**

embossed card covers, (worn with loss, annotated dates on front cover), ribbon tied (replaced with string), 4to, 71 numbered pages with (un-numbered) 6 tipped in colour plates depicting coachwork on Rolls-Royce cars, 8 sepia tone coachwork images, the text pages pasted with sepia images, (some pages loose or with hand written notes).

£350 - 450

€390 - 510

195 •

**H O DUNCAN: THE WORLD ON WHEELS;**

reprinted edition bound as a single volume in brown card bindings with leather spine with gilt tooling, 1200 numbered pages, an illustrated account of mechanical road transport from the earliest days, covering the invention and development of petrol and steam motorcycles and motorcars, (without dust-jacket), 4to.

£250 - 300

€280 - 340

188

**'THE DIARY OF THE "SILVER GHOST" (TO DATE)', ROLLS-ROYCE PUBLICATION NUMBER 1, 8 JULY 1907,**

an exceptionally rare brochure, silver printed tan card covers with pasted photographic illustrations, staple bound (rusted), 16 pages printed by F. King & Co, London, with advertisements, testimonials and details of the Royal Automobile Club's Official Trial from 26 June to 6 July 1907 covering 3533½ miles, 8vo, together with a re-print of the diary pages of a later edition (up to 15,000 miles) and a Rolls-Royce published advertising print of AX 201 titled 'The Silver Ghost' after an original artwork by Charles Dixon dated 1907, 17 x 22cm, mounted, framed and glazed, the reverse applied with page of text from Rolls-Royce regarding AX 201 and the print.

(3)

£800 - 1,200

€900 - 1,300

189 •

**A ROLLS-ROYCE SALES CATALOGUE, 1907,**

gilt embossed purple card covers (hand dated gummed label to top right corner of front cover), staple bound, small 4to, 32 numbered pages printed in black and red, depicting full range of 1907 cars with illustrations, specifications and prices, (some bleeding of colour to covers, some staining).

£400 - 500

€450 - 560

196

**A SILVER MENU OR PLACE SETTING CARD HOLDER BY WILLIAMS OF BIRMINGHAM, HALLMARKED 1905,**

decorated as a spoked wheel inset with relief of veteran motor car and passengers on turned stand, 6cm high, together with The Automotor & Horseless Vehicle diary and notebook, 1897, paperback; The Automotor & Horseless Vehicle Pocket Book 1899, leather bound; The Automotor pocket book of Automotive Formulae for 1903, paperback; 'Petrol' booklet from Carless, Capel and Leonard, January 1901; J. Veitch Wilson 'The Lubrication of Motor Vehicles and Cycles', booklet published by Price's Patent candle Company Limited, 1900; A Trip Across Europe on a Darracq Voiturette, promotional booklet; The Racing Rules of the Brooklands Automobile Racing Club, booklet (spine worn), 1906 for the 1907 track opening; 1914 Brooklands yearbook: West Surrey A C rules and members list booklet, May 1906 and Churt & Hindhead Cottage Gardener's Society 'Motor Car Gymkhana' entry form, 1917.

(Qty)

£250 - 350

€280 - 390

197

**AUTOMOBILE CLUB OF GREAT BRITAIN & IRELAND PRINTED BOOKLETS AND EPHEMERA,**

comprising 1903 1000 Mile Trial route booklet, 4to, (spine loose and split); The Automobile Handbook for 1904, 1905 and 1908, Annual Dinner menu card, 14 November 1899; 1903 Rules and list of members booklet, 8vo, (covers worn, spine split and loose) with two period letters inside the front cover and the System of Handicapping for Hill-Climbing Competitions, booklet, dated January 1907.

(Qty)

£250 - 350

€280 - 390

198

**ASSORTED VETERAN MOTORING LITERATURE AND EPHEMERA,**

comprising Motoritis after Chas Crombie, published by Perrier, (covers discoloured and loose); The Autocars of 1913, an alphabetical list of cars in the British market; 1909 AA Handbook; 1913 AA & MU Handbook; The Book of the Motor Museum; Silent Sunbeams sales catalogue, 1910; The Renault Works 1898-1919; a children's book 'Motoring in the Park', presented to Stanley Sears at Christmas 1909; and a file of VCC minutes and related correspondence from 1945-47.

(Qty)

£300 - 400

€340 - 450

199

**LONDON TO BRIGHTON RUN MEDALS AND EPHEMERA,**

comprising medals for punctual arrival in Brighton 1936-38, 1946 (x2), 1948, 1950-1964, a diamond jubilee plaque 1956, two RAC plaques 1963-64, car entrant numbers, various programmes, pennants and seven menus including three signed by other participants including G. Lanchester, S C H Davis, Brockbank and others.

(Qty)

£250 - 350

€280 - 390

200

**ASSORTED PRINTS AND PICTURES,**

including a hand coloured print showing "A Burster by Steam" after W Chater, circa 1835, mounted, framed and glazed; 6 Georgian satirical prints; 4 prints in flat wooden frames dated 1818 and 1819 and 1828 showing the progress expected over 10 years under the influence of steam; other framed and glazed prints after original artworks by Cuneo and Marchett,

(Qty)

£250 - 350

€280 - 390

201

**A FILE OF PHOTOGRAPHS AND EPHEMERA RELATING TO H J MULLINER,**

including photographs of Mr and Mrs Mulliner on their 1898 Benz (one signed by Mulliner on the mount); a copied photograph of C S Rolls and H J Mulliner in a Mulliner bodied car, signed on the margin by Mulliner; other images, press cuttings; an Autocar caricature, published 1955; three tax discs 1928-1930 for Mulliner's Minerva; two H J Mulliner's driving licences 1909 and 1912; three later licences issued by East Sussex; two letters addressed to Stanley Sears relating to H J Mulliner's effects, dated 1968; a Brighton medal 1954; a 1935 RAC Eastbourne Rally badge and 'My Book' written by H J Mulliner, a typed draft of an autobiography with some illustrations.

(Qty)

£300 - 400

€340 - 450

202

**A MULLINER COACHWORK ACCOUNTS AND WORK BOOK,**

small 4to, lined exercise book, hand-written detailing car number, type and cost with commissions worked out in columns, interesting reading includes number 254 S.E. Body, G C hood, Screens, Napier 60Hp, chassis number 804 ordered by S F Edge (total cost £218 12s 9d) 1906-08; together with 4 handwritten pages of similar details from H J Mulliner's work book, listing cars 1-23 beginning March 1900.

(Qty)

£250 - 350

€280 - 390



191



194



200 (part)



201

203 •  
**THE IRISH MOTOR NEWS/MOTOR NEWS, 1900-1901,**

bound as two Volumes comprising Volume 1 number 1 February 1900 to Volume 1 number 11 December 1900; Volume 2 number 1 January 1901 to Volume 2 number 14 December 1901: formerly owned by R W Buttemer, founding Member of the Automobile Club of Great Britain and Ireland and the owner of the second motor car in Surrey.

(2)  
**£400 - 500**  
**€450 - 560**

Published in Dublin by James C Percy. Edited by Richard J. McCreedy, the highly-respected "grand-father" of Irish motoring and also the Irish cycling champion for more than 20 years. McCreedy is most famous for his organisational support of the Gordon Bennett race in Ireland. He was one of the first car owners in Ireland and a founder member of the Irish Roads Improvement Association which fought for new highway building and surface improvement.

The title changed to "The Motor News" in the September Issue of Volume 1. Volume 2 has three issues dated August 1901, numbers 8, 9 and 10 and then returns to monthly issues for the remainder of the Volume. A fascinating publication filled with accurate comment and well-illustrated for the time.

204  
**ASSORTED PHOTOGRAPHS OF VETERAN CARS OWNED BY STANLEY SEARS,** comprising 1901 Mors, offered with original hand painted Dutch number plate; 1914 Grand Prix Mercedes, TT Sunbeam and Grand Prix Opel, the 1914 cars offered with files of related correspondence.

(Qty)  
**£300 - 400**  
**€340 - 450**

205  
**A TWO-PAGE DAIMLER MOTOR COMPANY LIMITED INVOICE DATED JUNE 8 1900,** printed letterhead with hand written details for order 344 placed on 28 October 1899, for 6Hp Crawford Wagonette with hood, car number 1565, engine number 1647, each page 4to, together with "A Royal Automobilist" printed supplement to "The Car" 1902, depicting King Edward VII in Lord Montagu's 24Hp Daimler, 35 x 25cm, framed and glazed.

(3)  
**£250 - 350**  
**€280 - 390**

206  
**THE CAR ILLUSTRATED, VOLUME 1 NUMBER 1, MAY 28TH 1902,** with covers (detached, some pages loose or unbound); together with 2 issues of The Car Magazine comprising Volume 1 numbers 4 and 5, November and December 1903; Punch November 27 1946 with article about the Brighton Run (page 48) and a framed and glazed East Sussex County Council Notice about 1903 Motor car Act Identification of Motor Cars.

(5)  
**£250 - 350**  
**€280 - 390**

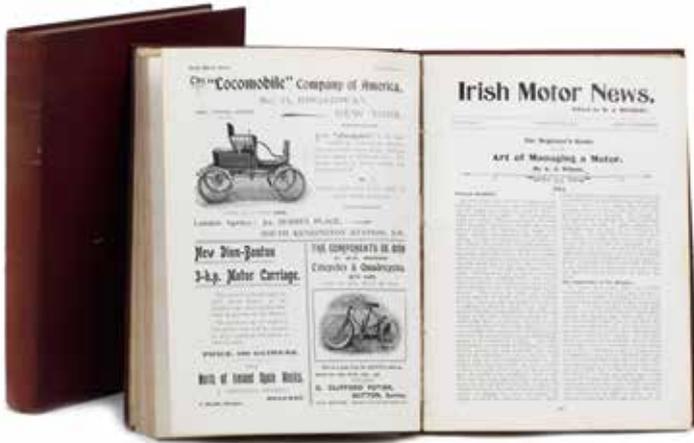
207  
**ASSORTED FRAMED AND GLAZED EPHEMERA AND PHOTOGRAPHS,** including a De Dion et Bouton advertisement dated 1895 (creased with some loss); James D Roots & Co poster dated 1909 (creased and torn); two photographs depicting cars with Cockshoot & Sons coachwork, circa 1905 (common mounted); a hand tinted photograph depicting 1905 20Hp Rolls-Royce AX147 at Brands Hatch August 1953; a reprinted photograph depicting Sir David Salomon's World's First demonstration of horseless carriages; two other Brighton run images and a United Kingdom Society of Coach Makers' certificate.

(Qty)  
**£250 - 350**  
**€280 - 390**

208 •  
**ROLLS-ROYCE PUBLICATIONS,** comprising 1909 Catalogue of Parts for chassis numbers 700-799, 900-1015 and with a few exceptions 539-599, small 4to, green card covers, 123 numbered pages, illustrated, (over-pasted card repairs to damaged spine and covers, pages loose, dog-eared and garage used); 'The Care of a Rolls-Royce Car', 40-50Hp Instruction Book, January 1908, green wrap around covers embossed with race successes, 8vo, 56 printed pages; and a Catalogue of Parts, August 1914 with March 6 1915 price increase, 4to, 234 numbered pages, illustrated, red cloth covers.

(3)  
**£300 - 400**  
**€340 - 450**

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



203

209 •

**ROLLS-ROYCE PUBLICATIONS,**

comprising 1913 Catalogue of Parts, 4to, tan cloth covered card covers, 185 numbered pages, illustrated, (slightly dog-eared and garage used); 'The Care of a Rolls-Royce Car', 40-50Hp Instruction Book, January 1908, green wrap around covers embossed with race successes and remains of elasticated strap, 8vo, 56 printed pages; and a Catalogue of Parts, August 1914 with March 6 1915 price increase, 4to, 234 numbered pages, illustrated, red cloth covers.

(3)  
**£300 - 400**  
**€340 - 450**

210 •

**ROLLS-ROYCE PUBLICATIONS,**

comprising Stanley Sears' own copy of Instructions for the care of Rolls-Royce cars 1911, 8vo, embossed green cloth covers, (worn, pages loose or detached); Instructions for the care of Rolls-Royce cars 1911 (reprinted 1920), 8vo, green cloth hardbacked covers; J Bullamore's copy of Instructions for the care of Rolls-Royce cars 1914 (reprinted 1917), 8vo, blue cloth hard covers, signed inside front cover and a Catalogue of Parts, August 1914 with March 6 1915 price increase, 4to, 234 numbered pages, illustrated, red cloth covers.

(4)  
**£350 - 450**  
**€390 - 510**

A handwritten note inside the cover of the July 1914 instruction books states "J Bullamore was Henry Royce's personal chauffeur, this book originally belonged to him."



207

211 •

**FOURTEEN ASSORTED MOTORING BOOKS,**

including Parnell's Treatise of Roads, 1833, leather bound; Gerard Lavergne; The Automobile revised edition by Paul Hasluck, September 1902 reprint; A B Filson Young: The complete Motorist, 1904; Professor Spooner: Motors and Motoring, 1905; Sir Henry Thompson: The Motor Car its nature, use & management, 1902 and other titles including 3 works written by Mecredy, various conditions.

(14)  
**£250 - 350**  
**€280 - 390**

212 •

**FOURTEEN ASSORTED MOTORING BOOKS,**

including The Automobile edited by Hasluck, new and enlarged edition November 1903; Alfred Harmsworth and other authors: The Badminton Library 'Motors', reprinted August 1903; Max Pemberton: The Amateur Motorist, 1907; F A Talbot: Motor-Cars and their Story, 1912, and other titles, various conditions.

(14)  
**£250 - 350**  
**€280 - 390**

213

**ASSORTED ROLLS-ROYCE TECHNICAL ILLUSTRATIONS AND OTHER EPHEMERA**

including photographic reprints of 40/50Hp chassis plans, a drawing of Royce car No 2, and two blueprints of the same, three Rolls-Royce reprinted catalogues, three photographs of engine parts from a 1906 30Hp 6 cylinder Rolls-Royce with two glass negatives, two boards of letters and photographs relating to 1903 Royce car and three invitations to C S Roll's memorial service, July 1910.

(Qty)  
**£250 - 350**  
**€280 - 390**

**END OF COLLECTION**

## FURTHER PROPERTIES

### VEHICLE REGISTRATION NUMBERS

#### IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, 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 by the DVLA accordingly (This can take between 2 to 8 weeks to process).

When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

#### BUYER'S PREMIUM

Please note that buyer's premium rates on registration numbers are as per the Motor Car section, which will be 15% on the first £500,000 of the hammer price and 12% on the balance thereafter.



**A 363**

214 †

#### **UK VEHICLE REGISTRATION NUMBER 'A 363',**

held on DVLA V778 Retention Document, expires 08 04 2028.

**£20,000 - 25,000**

**€22,500 - 28,000**

This number was originally issued fitted to a 1903 Peugeot 5hp single-cylinder two-seater and was held on retention when the car was sold and exported from the UK.

The A series of numbers were issued by London from January 1904 to May 1905.

215 - 300

**NO LOTS**

**END OF AUTOMOBILIA**

# Motor Cars

18:00

Lots 301 - 314

Images of each lot can be found at: [bonhams.com/24879](http://bonhams.com/24879)



## 2018 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 on Saturday morning (between 9:00 - 12:00) outside the Bonhams Restaurant in Haunch of Venison Yard.



301

**1904 STAR 7HP TWIN-CYLINDER TWO-SEATER**

Registration no. LC 3578

Chassis no. 1064

- *Rare British quality make*
- *Many-time London to Brighton participant*
- *Present ownership for circa 24 years*
- *Believed last used in 2001*
- *Recently started and run*





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. 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 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-cylinder and four-cylinder cars to a diverse and expanding range of De Dion, Panhard, and Mercedes types. The first Panhard-type Star - a 1.1-litre, 7hp, twin-cylinder design - was introduced around 1900, and the 7hp model would continue to be a fixture of the range for the next seven or so years, though the bore, stroke, and cubic capacity changed on an almost yearly basis. Well specified and easy to use, these 7hp Stars were positioned towards the top end of the market, being priced at £320 - £20 cheaper than the equivalent Panhard but considerably more expensive than the comparable Darracq.

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.

An example of Star's final 7hp model, this car is powered by a 1.4-litre Panhard-type twin-cylinder engine. The accompanying history file contains a V5 registration document and a copy VCC dating certificate (No. 1130) issued on 7th February 1968, noting a B&B carburettor and a replica body and mudguards as major modifications. It also contains records of the following London-Brighton Veteran Car Run entries:

- 1988 - Mrs Edna Woollett
- 1989 - Mrs Edna Woollett (driver listed as B Hollamby)
- 1990 - Martin Sargeant
- 1991 - B R Hollamby
- 1992 - Barry Bowyer
- 1993 - Graham Hollamby

It has been suggested that the vendor's late uncle purchased the car in 1994, and that it possibly last took part in the LBVCR in 2001 while in his ownership. Kept in storage since then, the Star has recently been started and run.

**£80,000 - 100,000**  
**€92,000 - 115,000**

302

**1904 CADILLAC MODEL A 6½HP  
REAR-ENTRANCE TONNEAU**

Registration no. BS 8152  
Chassis no. 3987

- Imported into the UK in 1991
- Restored by Nigel Parrott in 1992
- Regular London-Brighton Veteran Car Run participant
- Entered in the 2018 London-Brighton Run



'3987' completes another successful Run



Sir Stirling Moss at the controls



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company, of Detroit, Michigan completed its first car in October 1902, the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon establishing it as the foremost builder of quality cars in the USA. In 1901, Olds Motor Works contracted for the supply of Leland-built engines and, when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers. The company took its name from the great French 17th century explorer who had founded Detroit in 1701.

The first Cadillac automobile was completed and test driven in October 1902, and the following January made a triumphal debut at the New York Automobile Show where sales manager William E Metzger took orders for no fewer than 2,286 cars, famously declaring mid-week that the Cadillac was 'sold out'. An exemplary performer by the standards of the day, the Cadillac's 98ci (1.6-litre) 10hp single-cylinder engine - known as 'Little Hercules' - was mounted horizontally on the left beneath the front seat and drove via a conventional two-speeds-plus-reverse planetary transmission, with centre chain drive to the rear axle. Keenly priced at only \$750, the Model A was available with either two- or four-seat coachwork and had a maximum speed of around 30-35mph.

F S Bennett's Anglo-American Motor Company promoted the Cadillac in the UK, where outstanding performances on Sunrising Hill and in the 1,000 Miles Trial of 1903 ensured that there were customers queuing to place orders. That first 1903 curved-dash Cadillac was re-designated as the Model A after the Model B's introduction for 1904, the 'B' being a more expensive version with box-shaped 'bonnet', pressed-steel frame, 'I'-beam front axle and single transverse front spring. At first Leland & Faulconer supplied only engines, transmissions and steering mechanisms for the Cadillac before taking responsibility for its entire construction in 1905.

Numbered '3987', this outstanding early Cadillac was imported into the UK in 1991 by one D E Jackson and restored for its then owner by Nigel Parrott Veteran Engineering Ltd. Since 1992, this car has been a regular participant in the London-Brighton Run, and it has continued to participate following its acquisition by the current vendor in 2010. In 2003, '3987' took part in the Centenary of Cadillac celebrations during which it was driven by Sir Stirling Moss (see photograph on file). Betty Hill, widow of twice Formula 1 World Champion Graham Hill, was a passenger for the 2004 London-Brighton Run, and in 2006 this Cadillac featured in the New York Times. It has an entry in the 2018 London-Brighton Veteran Car Run. Starting easily and running well, this capable American Veteran is offered with sundry restoration bills; a VCC Certificate of Date; and a V5C Registration Certificate.

**£70,000 - 90,000**  
**€80,000 - 100,000**

**1903 RAMBLER MODEL E 6½HP RUNABOUT**

Registration no. BS 8492

Chassis no. 2112

- Former Concours winner
- Known ownership history
- Full running order



Thomas B Jeffery, egged on by his son Charles, entered the infant motor industry in 1897 in Chicago, Illinois, joining the throng of bicycle manufacturers exploring this new and exciting transport field. The Rambler had its first major public exhibition in Chicago in September 1900 and later that year in New York. A notable feature was tiller steering from the left side of the car and it was this model and its obvious potential which inspired a move to a larger factory in Kenosha, Wisconsin. Although the early cars had forward-mounted engines, Jeffery reverted to the more conventional (for America) format of mounting the engine under the seat, with tiller steering from the right-hand side, for his first major and highly successful production models. The new Rambler featured full elliptic springs front and rear with a live rear axle. The single-cylinder engine produced 6½hp. Transmission was via a simple-to-use planetary system with two forward speeds and a reverse gear. An early customer described his Rambler in the following terms – "It is truly a wonderful piece of mechanism. It starts immediately, runs like a jackrabbit and stops only at our will." Only Oldsmobile exceeded Rambler in terms of production numbers in 1902, Rambler keenly pricing its cars at \$750 and achieving production numbers in the order of 1,500 cars.

This car was supplied originally to a Virginia farmer who eventually dismantled the car to keep his daughter from driving it and then stored the car until 1956 when it was sold to collector Reginald Nash of Richmond, Virginia. He kept the car in unrestored condition until 1972, the car passing then to a Canadian owner who finally began restoration of this highly original and little used car in 1978.

Acquired by an enthusiastic owner in 1995, restoration was completed in time for the car to be shipped to England to participate in the 1996 Centenary London to Brighton Veteran Car Run. The car duly completed that run with flying colours in the allotted time schedule, reflecting the painstaking restoration. In 2003, to celebrate 100 years of motor racing in the USA, this car with Wayne Stansfield (five times winner of The Great American Race) aboard, completed two demonstration laps of the Daytona 500 Race Track in Florida. In 2006 it again performed reliably from London to Brighton.

This quintessentially American Rambler is superbly presented in red livery with black lining and fenders and is upholstered in deep-buttoned black leather. It is equipped with brass accessories including kerosene front lamps and a bulb horn. The standard of restoration earned the Rambler a prestigious and coveted National First Prize at an AACA National Meeting. Overall condition today reflects meticulous conservation of all major features and the most careful use since restoration which included the fitting of a new radiator and transmission gears. A concession to running in busy modern traffic is the small cooling fan, carefully fitted using existing mountings. This most capable and surprisingly nimble veteran, offered from British ownership, again successfully completed the London to Brighton Veteran Car Run every year between 2007 & 2010. The car has been officially dated by the VCC and comes with a Dating Certificate and Report issued in 2015. It is UK registered and offered with a V5C document.

**£45,000 - 50,000**  
**€52,000 - 58,000**

304

## C.1903 DE DION BOUTON 8HP TWO-SEATER

Registration no. not UK registered

Chassis no. to be advised

- Formerly part of the Quattroruote Collection in Italy
- Mechanically restored in the 1990s
- Believed to be a Model R



The names of De Dion and Bouton are inextricably linked with the pioneering years of the motor car, initially in company with Trépardoux in the building of light steam carriages, the first of which appeared in 1883. In the early 1890s De Dion and Bouton turned their attention to the internal combustion engine, much to the annoyance of Trépardoux who quit in 1894, leaving his erstwhile partners to develop what was, in effect, the first high-speed internal combustion engine.

Engineer Bouton's power units developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that De Dion Bouton engines were adopted by many other manufacturers of tricycles, quadricycles, and light cars, both in Europe and the United States, influenced no doubt by the success of the flying tricycles in events such as the Paris-Bordeaux and other endurance races.

This 8hp single-cylinder De Dion Bouton represents the very essence of the De Dion Bouton Populaire, and comes to sale after many decades in the Quattroruote Collection. The preeminent motoring publication in Italy, Quattroruote and was founded by enthusiast and car collector Gianni Mazzocchi in 1956.

He was later joined by Vincenzo Maranghi and together they developed the publication to the level it remains today. In 1961 Vincenzo Maranghi married journalist Anna Castellini Baldissera, and on file is a photo of the newlyweds driving this very car, showing that it would certainly have been part of the Quattroruote Car Collection by then, if not considerably earlier as Mazzocchi is known to have bought cars from the 1940s onwards. His collection would ultimately go on public display as the Quattroruote Collection and for this purpose the car was re-restored as a rolling chassis, most probably to demonstrate the modernity of the De Dion Bouton system.

When that collection was dispersed publicly in 2016 the car was acquired by the present owners. It has been sympathetically refurbished with sporting bucket seat bodywork and refinished to a high standard in the current paint scheme. Noted experts of the marque have analysed the car closely, and based on its wheelbase measurement of 1180mm, 8hp engine and two speed transmission, it conforms to the specification of a Model R, which was catalogued by De Dion Bouton only in 1903. Interestingly, the format of the Model R frame with its length and rear transverse leaf spring, was designed for more commodious tonneau bodywork generally, something that a future owner may wish to pursue.

£45,000 - 60,000

€52,000 - 68,000

305

**C.1902 LIBERIA-DUPONT 12HP  
TWIN-CYLINDER TWO/FOUR  
SEATER DETACHABLE TONNEAU**

Coachwork by L. Barjou, St. Denis

Chassis no. 183

Engine no. 4885

- *Recently discovered*
- *Timewarp condition*
- *Believed to be one of only two survivors of its marque*
- *Potential preservation class entry*



The turn of the nineteenth to twentieth century has parallels to the internet boom around the millennium, only for the then buzz word of 'automobiles'. And nowhere more so than in France, where the industry propelled by the great exhibitions of 1889 and 1900 saw a huge number of existing engineering businesses transition from producing bicycles, armaments, farm machinery and the like into the production of self-propelled passenger vehicles. As that industry grew, likewise the suppliers of components to support it also grew, some specialising in the power source itself as well as building their own motorcars, such as De Dion Bouton and Panhard-Levassor, some in hardware such as axles and chassis frames, Lemoine and Lacoste et Battmann for example, while for others it was oilers, or bonnets and reservoirs.

One pioneering automobiliste was Gustave Dupont, who, born in 1863 in Arras, France would have watched the burgeoning car industry grow up around him, particularly once he moved to Paris to study in the 1880s. From 1885, his base was Plessis-Tréville, where in 1900 two dramatic changes in his life occurred, he was elected as the first Mayor of this commune, and secondly, he founded his own automobile manufacturing business, which he named Libéria, it is said referencing the liberation of the commune which had just happened. The company is known to have had 16 employees in 1900, skilled engineers and craftsmen who constructed these new cars, with for their day relatively modern steel tube chassis, front mounted engine and radiator with water pump.

Dupont appears to have drawn on the above-mentioned local resources quite heavily, for propulsion he chose a proprietary Aster units, initially offering a single cylinder 6½hp model and then following this up with a larger two cylinder Aster powered model, which was rated at 12hp. The latter of which this is an example, carries a unit denoted as a Type 23K engine, and places separate cylinders on a common aluminium crankcase and is married to a 3 speed quadrant change gearbox which would also appear to be an 'off the shelf item'.

These cars, the epitome of the 'voiturette' genre are known to have been available and in active use by the spring of 1901, as they received commentary in contemporary press reports. They were also used competitively: a single Libéria is known to have contested the Paris-Bordeaux in May, by G. Lot who finished 26th of 95 runners, and three were present at the Paris-Berlin in June, though none completed the route.

At the Grand Palais in November 1901, Gustave proudly exhibited his wares, as depicted on these pages with an example of each of his models present. By June 1902, he would contest the Paris-Vienna as a driver for the first time. There as one of 138 entrants listed, a high attrition rate saw the field reduced to only 80 finishers, of which he was the 78th! But, it seems that Dupont's sincere wish to build a car of quality and also to campaign in these races challenged his ability to make them commercially successful, and as quickly as his star had shone, it began to fade, first losing his mayoral title, and then Libéria being declared in bankruptcy in August 1902.



The Liberia stand at the 1901 Grand Palais Salon de L'Automobile (image part of lot)

Today, we believe that just two examples have survived of his brand, a single and a twin. The single reappeared from long term ownership to run the London to Brighton in 2012, and this twin-cylinder car has recently emerged after decades in storage. Fortunately for us today, the extraordinarily well-preserved condition of this wonderful automobile provides us with great insight into the cars that he assembled.

Dupont's choice of coachwork for this car, proclaimed to have been built by Carrosserie L. Barjou is a versatile and beautifully sculpted tonneau, with curvature on almost all planes, multiple accent mouldings and the option of seating for four passengers, or alternatively two, each being snugly fit into bucket seats, for a more sporting configuration.

When viewed closely at areas of paint loss, it appears that the rich terracotta hue may be a second livery for the car, but of that we cannot be sure. Certainly its upholstery, which is almost entirely intact has the appearance of being original throughout. The Dupont Liberia has responded well to light recommissioning and is running, but we would suggest the sensible precaution of a thorough mechanical recommissioning prior to road use.

Sadly, the only aspect that alludes us today is its early history, but we do know that for the last 60 years or more, it has resided in just two ownerships, the last a private collection and the previous being the lesser known Museo dell'Automobile di San Martino in Rio, Italy. At some point it has been shod with solid tyres, rather than pneumatics which it would have had a new, most likely owing to a lack of availability of sourcing suitable spares at a particular juncture in its life.

The rewarding task of returning the car to the road, as well as chronicling the maker and history of the car will remain an opportunity for its next custodian. While it should be noted that the car has not been officially dated by the Veteran Car Club and that application is necessary for annual use on the London to Brighton Veteran Car Run, the knowledge that Dupont appears to have ceased automobile production in 1902 would seem to make this process relatively straightforward.

In general terms it is an incredibly charming 'timewarp' find which will no doubt garner attention wherever it goes.

**£120,000 - 140,000**  
**€135,000 - 160,000**

306

**1894-5 PEUGEOT TYPE 5 2½HP  
TWIN-CYLINDER TWO-SEATER**

Registration no. BS 8343  
Chassis no. 164

- *Believed ex-Paris-Rouen Race 1894*
- *Formerly part of the André Laporte Collection*
- *Outstandingly original*
- *Sympathetically restored in 1999*
- *Louis Vuitton Concours and many-time Goodwood Festival of Speed invitee*
- *London-Brighton entry 2018 (start number '2')*





Peugeot engineer Louis Rigoulot and his Type 5 during the Paris-Rouen trial, July 1894. image part of lot

'The Peugeot is the French car that still maintains its excellence and is the only firm of long- standing repute still manufacturing two-cylinder engined cars and with a range of models from 8 hp to 50 hp ... it is made apparent that the Peugeot cars are fully worthy of the high place they have taken in the motor world.' - Max Pemberton. *'The Amateur Motorist'*, 1907.

During the great Paris Exhibition of 1889 Wilhelm Maybach arrived with his new Daimler Stahlrad. Powering it was a new, perhaps the most famous of all Daimler and Maybach's creations, being the V-twin cylinder engine turning at 700-800rpm. At a meeting in Valentigney (the Peugeot headquarters) in late 1888, Emile Levassor, Armand Peugeot and Gottlieb Daimler had convened, a result of which in early 1889 was a contract between Daimler and his Paris business agent Madame Sarazin, wherein the widow agreed to pay Daimler 12 percent of the price of all engines made under his patents in France.

The following year Mme Sarazin and Levassor were married and Panhard-Levassor commenced manufacturing the Daimler V-twin engines under licence predominantly making them for Peugeot and their own workshops, both companies producing their first petrol cars with this engine in 1890.

Pioneers of the French motor industry, Peugeot had sold its first petrol car in 1891. Three years later, keen to prove the merits of its motor cars, Peugeot entered a team of five specially-prepared automobiles for the world's first long-distance motoring competition, a reliability trial of "*voitures sans chevaux*" from Paris to Rouen. At the controls of entry No 27, a Peugeot Type 5 powered by a rear-mounted Daimler vee-twin engine, was the company's gifted engineer Louis Rigoulot. He had already demonstrated the practicality of the Peugeot carriage by following the 1891 1,200km Paris-Brest cycle race in one of the company's earliest cars and successfully completing the course within the time limit.

The Type 5 "*quadricycle à gazoline*" had been specifically developed for the race: Peugeot achieved a 20 per cent weight saving in the design to give a better power-to-weight ratio over their standard production (Type 3) cars. Only 14 Type 5 cars were built.

Paris-Rouen was where motor sport really began: held on Sunday 22nd July 1894, the trial was organised by the newspaper '*Le Petit Journal*'. Of the 102 entries, just 21 cars had passed the eliminating trials held during the previous week and were set off at 8am on a fine morning for the 79-mile journey. Seventeen cars reached Rouen, averaging between 6.1 and 11.6 miles per hour after taking into account compulsory stops, most notably for a protracted lunch!



Goodwood Festival of Speed, 2013

All five of the Peugeot team finished, and were the highest-placed petrol cars. Rigoulot finished 11th at an average speed of 9.1 mph. Peugeot was adjudged by the organising committee to have shared the first prize of 5,000 francs (£200) with Panhard-Levassor.

Interestingly, one of the other drivers in the Paris-Rouen, a Monsieur Dubois of Chantilly who finished 10th in a Panhard, was so taken by the performance and design of Rigoulot's Peugeot that he appears to have bought the car from the factory once it was released.

This car retains its original rear-mounted 1,026cc (72x126mm) Daimler v-twin engine with hot-tube ignition, driving through a double cone clutch to a four-speeds-and-reverse 'gearbox'. It has its original Peugeot spray carburettor, with the engine speed being controlled by a governor. The engine was made by Panhard-Levassor under licence from the German Daimler Company. According to Peugeot factory records, this car was commissioned on 25th June 1893. The Panhard-Levassor factory records confirm this 2½hp Daimler engine, number '257', was delivered to Peugeot at Valentigney, Franche-Comte in eastern France on 20th December 1893, and was fitted to this chassis, number '164'. Believed built in 1894 and sold the following year, this car was originally bought by the aforesaid Monsieur Dubois. Extracts from both manufacturers' factory records are in the history file.

The seller is a long-time enthusiast, owner and studious researcher of early motors cars, and it is his opinion that while there is no concrete proof that this is Rigoulot's Paris-Rouen car, it is of the identical type and that there is good circumstantial evidence to suggest it might be. For instance, it is not clear why Peugeot retained the car for such a long time when they had a long waiting list, and cars were almost always completed well within six months of them receiving engines. However, as it has been established that Panhard-Levassor commonly refused to sell cars that took part in races in this period until they were out of date the following year, it is more than likely Peugeot were doing the same. It is even possible, because of the commissioning date in mid-1893 and the delivery of the engine in December of that year, this car could have been completed in 1893.

However, a more reasonable assumption would be that the car was most likely completed early in 1894. The full application for a Veteran Passport, which lasts for two years, has recently been completed and the VCC dating committee has put a year of *circa* 1895 on the car based on the date it left the factory - 16th November 1895 - when Monsieur Dubois took delivery. While this is the latest possible date for the car, application for a full dating certificate taking into account the 1893 Panhard and Peugeot records may result in an 1894 date.



It is not known whether there were any other owners of the car after Monsieur Dubois and his family prior to WW2, but the car was undoubtedly kept safely in favourable conditions. This exceptionally original car was then fortunate to pass into the ownership of André Laporte just after WW2 and became the star of his collection. Laporte had been a pilot during the War and the youngest Lieutenant in the French Air Force, becoming an instructor notably to Polish pilots who had joined forces with their British allies. After the War he opened a General Motors dealership in Montpellier and started his collection of old (mainly Veteran and Edwardian) cars, the first of which was acquired in 1946 at his wife's suggestion. Laporte was a very early collector of antique cars and would become President of the *Fédération Française des Véhicules d'Époque* (FFVE) in 1980 and later Vice President of the *Fédération Internationale des Véhicules Anciens* (FIVA). His name will always be associated with the creation of the 'Carte Grise de Collection', the registration logbook which allows many old cars to legally run on French roads.

This very early Peugeot was one of Laporte's favourites and resided for nearly 50 years in Montpellier, Southern France in what became an important collection. André Laporte died in 1996 and this Peugeot was acquired by the vendor at the collection's dispersal sale in October 1998. It was clearly evident at that sale that André Laporte was more interested in originality and conservation than actually using his collection, as the majority of cars were un-restored and 'as found' (including this Peugeot which had, however, been repainted).

In the words of Jean-Michel Cerede, a noted historian, 'he wanted to pay homage to the pioneers, engineers, and constructors who had made possible the evolution of the motorcar... without committing the sacrilege of putting his silent motors into working order'.

The car arrived in the UK in late 1998, when it was decided to put it back on the road; it was complete, even down to the tiniest of details. When the mechanical restoration was undertaken, it was decided to do this in as sympathetic a way as possible with every effort made to conserve and preserve rather than replace.

All the mechanical components are original, including the con-rods, pistons, and valves, together with gear shafts and gears (even the wooden fillets that were riveted between the webbing of the gears to reduce the sound of the straight-cut pinions are still in place). Interestingly, its car number 164 is stamped on every major component (chassis, gear-train, axles, steering, etc), as well as a multitude of smaller items like the fuel tap, reverse lever, linkages, cross shafts and wing brackets. Small leaks were repaired, and various ancillary parts were re-nickel. New drive chains and a starter chain have been fitted. The only two items that have been remade are the water tank, which is under the seat, and the chain guards.



The 'Henry' lubricator; the 'Schauffer and Budenberg' air pressure gauge; the original Peugeot 'spray' carburettor; and even the lamps are all lovely original items and remain with the car to this day. The Peugeot remains completely intact with all its original components and still running on hot-tube ignition. It retains its original body, flamboyant flowing wooden wings, some upholstery, and all instrumentation. Remarkably, the deer antler handles on the steering column, reverse grip handle, and handbrake are all still present and in wonderful condition. It received only a light restoration in early 1999 (with a photographic record) and was repainted again as part of that process. It has no modifications from as-new specification and is like a fine piece of moving furniture.

One contemporary opinion from the Paris to Rouen in 1894 reports: 'The Peugeots, which made a slightly better performance in the trials than did the Panhards, were totally different in construction. They were low built machines with hollow steel tubular frames, in which the cooling water circulated. The wheels were steel spoked and ran on ball-bearings. They used the Panhard-Levassor engine and clutch, but otherwise there was not much likeness between the two'.

In relation to the steering, the Peugeots 'did not appear to be so subject as the Panhard lever to jolts from every rut and stone in the road'. This is due to better weight distribution with the engine at the rear and less weight over the front axle. Therefore the steering is light, being chain operated, using the double handgrip steering column.

The wheels have solid rubber tyres, as pneumatic tyres were not used on cars until André Michelin's first attempts in 1895. The chassis forms part of the cooling system as there is no radiator, with the cooling water being pumped around inside the chassis tubes.

As an extremely rare Paris-Rouen model, this car has been invited to the Louis Vuitton Concours in 2004, and has been an invited competitor at the Goodwood Festival of Speed in 1999, 2003, 2004, and 2013. In 2013, the Peugeot was selected to lead the amazing 20-car Goodwood Festival of Speed 20-Year Parade up the hill.



A Type 5 Peugeot was certainly one of the most capable and well designed cars of its day, and together with the Panhard-Levassors that used the same Daimler designed v-twin engine, did more than any other make to glamorise and popularise the motor car. They were the first car manufacturers to introduce series production and were quick off the mark to export their products. Peugeot were very much leaders at the forefront of the 'Dawn of Motoring', yet by the end of 1895 they had made only 173 cars, with Panhard having made 177.

Following restoration, the car continued to be expertly maintained in-house in a climate-controlled, museum-style environment for the last 20 years. While not a legal requirement, the car has been MoT'd each year and the history file contains certificates covering the last 20 years. It was driven to the MoT station on 20th September 2018 for its annual check, performing faultlessly. The car also has a V5C registration document, a FIVA certificate, a Veteran Passport, and is road licensed. It comes with spare valves, springs, and specialist tools.

Exercised most years on a variety of events both in the UK and in Europe, notably on 'Hot-Tube' where it has covered 95-100 kilometres per day, the car is still capable of 16mph. It was in remarkably good original condition when restored and has had an easy and cosseted life since! Nothing has been done to the car to modernise or improve it from the day it was made.

Alongside Benz, Peugeot are one of very few brands to have perpetuated to the modern day, and those of this age are undoubtedly a leap forward in technology from the German competitor, making them extremely significant and important machines. They very rarely come to market and are seldom found outside of national museums or international collections. This year will be the first time the car has taken part in the London to Brighton Run. Carrying competitor number '2', it offers the thrilling prospect of being there at the very start, which only a select few get to experience, that could be you at the helm!

**£300,000 - 400,000**  
**€345,000 - 460,000**

307

## 1899 STAR 3½HP VIS-À-VIS

Registration no. AW 27

Chassis no. 4

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.

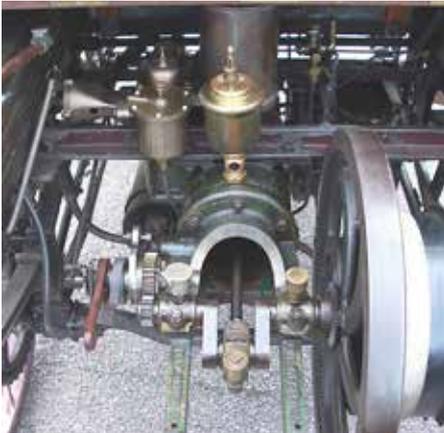
*The Autocar* magazine of 3rd June 1899 reported: "we have spoken of the fact that the Star Cycle Co. of Wolverhampton have entered the field of Motor Car Manufacturers and one day this week we had the opportunity of... trying a short run in one of their cars.

- *Coachbuilt example*
- *Spare engine offered part of lot*
- *Early starter on the LBVCR*

This is practically a facsimile of the Benz but with a slightly larger bore to the cylinder and with an improved screw adjustment for the chain... it ran with great sweetness and with very little noise or vibration whilst it climbed a good steep gradient very well with two on board."

This early example carries vis-à-vis coachwork by Strouds of Nyphon Works, Wolverhampton, and is presented in its original, and then fashionable, varnished wood finish. The car is fitted with the Star patent carburettor and enjoys the great advantage of the Crypto gear, giving enhanced hill climbing ability and ease of manoeuvrability at slow speeds. The engine presently fitted is believed to be the original engine which has the name Star cast both in the cylinder block and engine bearers. A spare engine comes with car which has plain engine bearers.





Motoring past Elizabeth Tower

At one time the spare engine was fitted to AW 27 and thankfully both engines have been retained providing valuable spares and maintaining the history and integrity of the car. The spare engine is mounted on a wooden frame, is fitted with a Zenith Carburettor and turns freely.

This car is widely recorded as car no.4 and in the 1960s the son of one of its earliest owners stated that his father William Woodleigh Wyatt bought the car second hand in 1902, taking three days to drive it from Wolverhampton to Whitchurch. Indeed records show that the car was registered AW 27 in the County of Salop under the Motor Car Act 1903 in the name of William Woodleigh Wyatt of The Firs, Whitchurch, on 16th December 1903. The Wyatt family were engineers and around that time also owned a 1900 6hp Daimler – registration no. AW 325 - which remained in their ownership until the 1980s. The Star also remained in the Wyatt family ownership for many years and was displayed at their engineering works in Whitchurch. A contemporary photograph on file shows a Thomas Gibbons of West Bromwich in a similar car which he bought new. Edward Lisle stands alongside. Further research by a new owner may link this photograph to AW 27, thus adding to its almost complete early history.

In 1978 AW 27 was recorded in preservation in the ownership of Philip Thomas of Eccleston, St. Helens, and in 1986 was acquired by VCC stalwart Bob Taylor of Stourbridge, where it shared the motor house with his Rolls-Royce Silver Ghost. He was to enter the car in numerous Brighton Runs and other events.

AW 27 was acquired by the present owner in 1996 from dealer/collector the late Peter Harper and in 1998 the car with its new owner successfully completed the testing 180 miles Tour de Leman in Switzerland. Since then the car has been used only on local events not involving such great mileages. Although more recently the car has not seen active use, being part of a collection of significant veteran, Edwardian and later cars, it started readily on recent inspection. The vendor recommends the usual careful re-commissioning before active use. The car comes with an interesting history file including copies of extracts from contemporary motor magazines, further information from the Star, Starling, Stuart and Briton Register together with the all-important VCC Dating Certificate No.1745 issued in 1988 while the car was in Bob Taylor's ownership. It comes with Swansea registration documentation, copy of 1978 log book and a copy of the 1903 Register of Motor cars showing this car registered in the County of Salop.

The V5 document and copy registration document from 1978 incorrectly record chassis and engine no. 917 - we have not been able to ascertain any source or reason for that number.

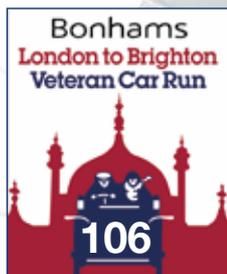
This wonderful Victorian, British, four-seater motor car enjoys the benefit of a particularly early start position on the grid for the prestigious Bonhams London to Brighton Veteran Car Run.

**£80,000 - 100,000**  
**€92,000 - 115,000**

308

**1901 SCHAUDEL 10HP FOUR-SEAT  
REAR-ENTRANCE TONNEAU**

Registration no. BS 8289  
Chassis no. 2



- *Ultra-rare and short-lived French make*
- *Advanced engine/transmission concept*
- *Displayed at the 'Yorkshire Car Collection' 1999-2017*
- *Engine and transmission professionally rebuilt 2017/2018*
- *Many-time London-Brighton competitor*





A Bordeaux gunsmith, Charles Schaudel diversified into bicycle manufacture towards the end of the 19th Century and built his first automobile in 1900.

Far from conventional, and indeed pioneering in design, the Schaudel featured a twin-cylinder engine mounted transversely in the chassis, with the integral three-speed gearbox located in the sump. Sound familiar? Yes, this is exactly the same engine/transmission arrangement that Sir Alec Issigonis used for the Mini. This unitary layout was referred to as 'motobloc', which became the name of the car after Schaudel's brother-in-law Émile Dombret bought him out in 1902.

The rest of the Schaudel was more conventional: final drive was by chain, ignition by trembler coil, the inlet valves were 'atmospheric', and the radiator was mounted ahead of the 'coal scuttle' bonnet. The Schaudel was offered with a four-seater rear-entrance tonneau body, and in this form it remained in production until 1904, when Dombret introduced entirely new Motobloc models of his own design.

One of only two known surviving Schaudels (the other is believed to be in Holland), this ultra-rare French Veteran spent most of its life in the Musée Bonnal à Bègles in Bordeaux. From there, the Schaudel was supplied with 'bare body' to one Jean Barthé of Bordeaux, who sold the car to Colin Moon.

Mr Moon then sold the car to John Brown of Newbury, who used it on VCC events until his death. The immediately preceding owner purchased the car, which was offered from Mr Brown's estate, at Brooks' Beaulieu Sale in July 1999 (Lot 414).

Displayed at the 'Yorkshire Car Collection' from 1999 to 2017, the Schaudel has been used on VCC events with great success and has appeared on television in *'The Forsyte Saga'*, *'Brass'*, *'The Bretts'*, and *'Lost Empires'*. It has also taken part in 12 London-Brighton Runs, only failing to complete the course on one occasion, which necessitated an engine rebuild (in 2013). The gearbox was rebuilt with new bearings and gears at the same time. A 2017 test drive showed the Schaudel to be a spirited performer, with effective brakes and a delightful three-speed gearbox. Top speed is around 25mph.



There are two plaques on the car: 'Société Anonyme des Automobiles Schaudel, Bordeaux', and 'Carrosserie Edmond Leffroy, 80 Boulevard Malesherbes, 8è, Paris'. The body is finished in Bordeaux, with gold pin-striping, gold bonnet flutes, and black wings, while the wheels are black with Burgundy pinstripes. The interior is upholstered in black leather, the seats featuring pleated backs, and the car comes equipped with Ducellier front lamps. In the interests of safety and convenience, an accelerator pedal, starter motor, and additional brakes have been fitted.

The current vendor purchased the Schaudel at Bonhams' London-Brighton Sale in November 2017 (Lot 223), since when he has spent some £34,500 getting it working correctly (bills on file). These extensive works included a full engine and gearbox rebuild; new wheels by Douglas Andrews; rebuilt water pump; new leather drive wheels; new bronze steering bushes; carburettor overhaul; fixing fuel tank leaks; new half-shafts, etc.

The Schaudel is now truly ready for the road having been fettled by one of the best in the business: NP Veteran Engineering Ltd (Nigel Parrot). Unfortunately, at 6' 6" in height, the vendor cannot enjoy driving the car, hence its sale. Accompanying documentation consists of a copy of the 'International Register of Surviving Motoblocs & Schaudels'; copy technical literature; numerous expired MoTs; Science Museum Dating Certificate; bills for restoration; VCC Dating Certificate; an old-style French logbook; and a V5C Registration Certificate.

An opportunity to purchase an exceptionally rare, comfortable, four-seater, twin-cylinder motor car - benefiting from much recent work and expenditure - and with the added advantage of an early London-Brighton start number, 106 on this year's Run.

**£120,000 - 160,000**  
**€135,000 - 180,000**



309

**1900 "ENGLISH MECHANIC"  
3HP TWO-SEATER**

Registration no. A 166  
Chassis no. none

- *Thomas Hylar Whyte's "build it yourself" car*
- *Participated in the 1928 London to Brighton and many since*
- *In the present family ownership for more than 50 years*
- *Recent engine rebuild*





Just imagine: it's the end of the first week of 1900 – the dawn, except to those pedantic killjoys who reckon you should start counting at “01” – of a new century, and you are young, a keen amateur mechanic and fascinated by the new pastime of motoring. You dream of owning a motor car – they’ve been around sufficiently long that nobody now calls them “horseless carriages” – but they are impossibly expensive to buy. You are, perhaps, one of the many thousands who catches the train up to work in London every day and, since it's Friday, you buy the latest number of the tuppenny magazine *English Mechanic* to read on the journey.

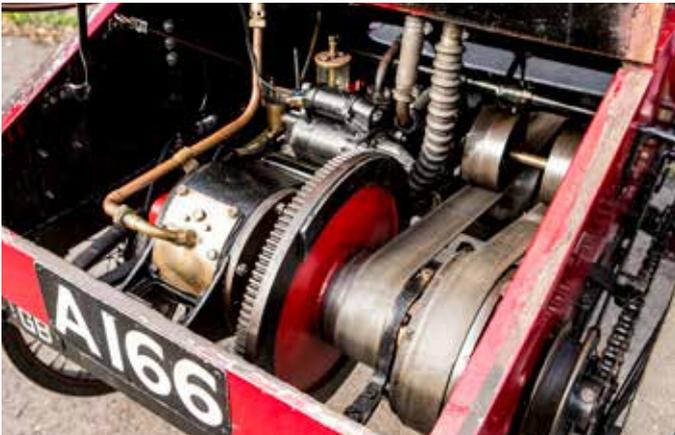
And there, on the first page, is the answer to your impossible dream of motoring; the first article of a series entitled “A Small Motor-Car and how to Build It”. The schematic shows a simple rear-engined two-seater with belt and chain drive looking rather like a Benz, and the anonymous author explains the design philosophy behind the choice of this already rather old-fashioned design: “I have adopted the single-cylinder horizontal motor and belt transmission gear as the most simple arrangement. The use of belts makes a much more silent car than gearing; the starting is more gradual than with the usual friction clutch as used with gear wheels, and with quite a moderate amount of attention they will be found to work extremely well... While fully recognising the desirability of having plenty of power, yet it must not be forgotten that a very powerful motor mounted in a light car gives rise to unpleasant vibrations and tends to shake the carriage to pieces very rapidly.

“Therefore, for our carriage, which is intended to carry two persons only, I believe the happy medium will be a three-horsepower engine.”

Now this wasn't do-it-yourself for the faint-hearted. The following week came general arrangement drawings of the engine and in week three came instructions on how to make the pattern from which the iron cylinder would be cast. And, having cast it, how to bore out the cylinder on your home lathe...

And so it went on for thirty-one weeks, the specification subtly changing as, presumably, the author updated his design as he himself built a car and discovered the practical flaws. Finally, at the beginning of August, provided that you had kept pace with the weekly instructions, you had a chassis complete and running and were just starting to build the body along the lines suggested by the author, who now partly revealed himself as “T.H.W. (care of Mr D.J.Smith, Great Arthur Street, Goswell Road, London)”

He was, in fact, a 29-year-old engineer named Thomas Hyler White, and the address he gave was that of the engineering company that supplied castings for the home-built motor car for those unadventurous (or sensible) enough not to attempt to build an iron foundry in their back garden.



A man in indifferent health – he suffered from consumption – Hyler White had nevertheless been a pioneer of the motor industry, having worked for the Daimler Motor Company in Coventry in 1896-98 and had taken part in the 1896 Emancipation Day Run.

The 1900 “English Mechanic” design was neither his first design for a home-built motor vehicle – he had published instructions on building a petrol tricycle in the *English Mechanic* in 1899- nor his last, for he would continue to produce articles on the building of steam and petrol vehicles of varying degrees of viability until 1913, when he outlined a home-built cyclecar in the magazine. He died in 1920, aged only 48.

Amazingly, several “English Mechanic” cars were built, and several survive, this being the earliest known example, though for many years nobody was quite sure what it was. It first came to light in 1921 when the redoubtable C.A. “Bath Road” Smith, ex-record-breaking cyclist and landlord of the “White Lion” at Cobham in Surrey, came across a curious veteran in a field in Kent. The little car had been lying there so long that a tree had grown through the back end of its chassis and had to be chopped down before the car could be moved.

Because Smith’s discovery had a single-cylinder engine under a lid in its tail and two-speed belt drive, he thought it might be a Benz, so that is what it was called when it first too part in the Brighton Run in 1928, when it was driven by E.G. Blake of the Fair Green Engineering Works of Mitcham. Dating was a black art in those days, with one man’s guess as good as another’s, so a date of 1897 was plucked from the air.

While most of the 34 veterans entered in that year’s run managed to reach the finish at Brighton, the “1897 Benz” was one of the four cars that fell by the wayside. It did much better in 1929, when *The Autocar* recorded that it arrived at Brighton at ten minutes past one “under the gradually increasing rain” It arrived safely in 1930, too, at the creditable – amazing, even – average of just over 16 mph (Hyler White had designed the car for a top speed of 14 mph!). After missing the 1931 Run, the so-called Benz ran again in 1932, driven by H.J.F. Parsons, who had previously taken part with a 1900 De Dion, but its elaborate water pump packed up near Reigate and the car retired in a cloud of steam.

Parsons decided that his veteran probably wasn’t a Benz, for there now were sufficient cars of that make around for comparisons to be made, so when it was entered for the 1933 Run, it had become an 1897 “Hurtu” on the basis that the unfortunately-named French make had built copies of the Benz in the late 1890s, but nobody was quite sure what one looked like.



That seemed good enough reason at the time, and so the car continued to be entered as an “1897 Hurlu” by successive various owners until well after the war. Then a car that was quite definitely a Hurlu of similar vintage was unearthed, and the pundits had to guess again.

It was probably a well-known Veteran Car Club member from Essex named Reg Taverner who solved the puzzle and identified the mystery car that he had acquired in the 1950s as an “English Mechanic” built from those 1900 part-work instructions.

At the end of the 1950s Reg who sold the English Mechanic to well-known VCC member and the son of a horse trader Louis Holland. It is said that in typical fashion after hours of haggling, they agreed a deal at 1.00 am, on condition that Reg – who lived in mid-Essex – could deliver the car to the Holland homestead near the Crystal Palace before daybreak!

Though Louis Holland didn’t keep the English Mechanic long, he did give it a thorough restoration and replaced its 1920s registration with the more appropriate “A-166”; in those less greedy days, the old London County Council would happily issue the few early “A” registrations remaining unissued against a payment of £5. In November 1959 Louis Holland drove the English Mechanic in its first Brighton Run under its own name.

In the mid-1960s the English Mechanic was acquired by George Dorrington, the father of the current owner, who would continue to drive it down to Brighton every November. A chance meeting during the 1972 Brighton Run threw further light on the history of the English Mechanic when George halted at a garage in Redhill, where he met an 85-year-old gentleman named Mortlock, who had been a boyhood friend of Thomas Hylar White. “We built our own bicycles before the turn of the century,” he recalled.” Hylar-White then built a steam engine for his bicycle. Around 1898 he became an engineer with Smiths of Carshalton in Surrey, who specialised in making water pumps.” And still had time to write articles on making motor cars and musical instruments for *The English Mechanic*.

The car was dated by the Veteran Car Club some years ago and in more recent times, within the last year or so it has benefited from an engine rebuild. A fascinating and uniquely British automobile, after more than 50 years within this family ownership, the remarkable “English Mechanic” automobile comes to market for the first time publicly.

**£65,000 - 85,000**  
**€75,000 - 98,000**

310

## 1904 RENAULT 9HP TYPE T REAR-ENTRANCE TONNEAU

Chassis no. 3107

Founded in 1898 by Louis Renault and his brothers Marcel and Fernand, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¼hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. At a time when automobile design had yet to crystallise, Renault's front-engined, rear-drive design presaged that of the modern car, while other advanced features included wire-spoked wheels shod with the newly invented Dunlop inflatable tyre. Few changes were found necessary before the Type A was ready for presentation to the public in 1899. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

- *Single family ownership from 1959 to 2012*
- *Professionally restored in the late 1990s*
- *Completed the London-Brighton Run in 1998 and 1999*
- *Present ownership since 2012*
- *Dynastart fitted*

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





1902 is also particularly noteworthy as the year the company began making its own engines, one of which powered Marcel Renault to a remarkable victory in that year's Paris-Vienna Race, defeating the larger Panhard-Levassor opposition to achieve worldwide acclaim and recognition for Renault products.

From the outset Renault engineering was of the highest quality, as exemplified by this 9hp De Dion-engined Type T, which is typical of the first generation of Renault automobiles. A copy of the factory despatch sheet shows that this car was destined for 'Roadway', this being the Roadway Autocar Company of Fulham, West London - Rolls-Royce's neighbours - who were agents for Mors as well as Renault.

Chassis number '3107' was acquired in 1959 by Arthur Cook and remained in his family's ownership until 2012 when it was purchased by the current vendor. Reputedly, Mr Cook's daughter found the Renault while playing in a hay barn in Bletchley, Buckinghamshire. The car was fitted with a Ford Model T front axle at that time. Its prior ownership history is not known.

Renowned marque specialist H F Welham of Surbiton commenced the restoration (there are bills on file detailing the works) and applied for VCC dating. Subsequently, the Renault was inherited by Mr Cook's daughter and son-in-law, who entrusted Briardale Workshops of Malton with completing the restoration, which included sourcing a correct front axle from France. Bills on file total circa £36,000.

The body is an exact replica of that on Renault's own Type T, the chassis of which is just one number away from this car's. A modern ignition coil is fitted in place of the original trembler set-up, and the car currently has a 1904 Humber gearbox. There is a rebuilt 1904 Renault gearbox (with brackets) included in the sale, ready to fit. Following its restoration, the Renault successfully completed the London-Brighton Veteran Car Run in 1998 and 1999.

Since purchasing the Renault in 2012, the current vendor has installed a Dynastart for convenience, and on a recent visit the car started instantly. It is currently fitted with a pre-1904 Humber gearbox, whose ratios suit it perfectly, while the correct type of Renault gearbox - completely rebuilt - is included in the sale. The VCC's previous dating committee had agreed the date of manufacture as 1904 and a certificate number 2426 was provisionally granted subject to fitment of the correct gearbox. This was never completed and as such to obtain a dating certificate the Renault gearbox will have to be installed and submitted for full dating. Bills for the gearbox rebuild may be found within the substantial history file, which also contains expired MoTs (1998-2003), Renault dating letter, copy factory build record, Science Museum dating letter, etc.

Ready to use, this delightful smaller Renault is well catered for by both the Veteran Car Club and the Renault Frères and, of course, should be eligible for the London-Brighton Run once fitted with the correct gearbox.

**£70,000 - 90,000**  
**£80,000 - 100,000**

311

*Ex-1903 Paris-Madrid Tour; current Regent Street  
Motor Show Concours champion*

**1903 DARRACQ 24HP FOUR-CYLINDER  
MODEL JJ REAR-ENTRANCE TONNEAU**

Registration no. DE 11

Chassis no. 4294

- *Pioneering French make*
- *One of only two known*
- *Restored in the mid-1990s*
- *Offered with 1903 Paris-Madrid memorabilia*
- *VCC Dating Certificate No. 1654*





Born in Bordeaux in 1855, Alexandre Darracq made a fortune in the bicycle industry's boom years of the late 19th Century and like many of his contemporaries subsequently turned his attention to powered transport. Darracq's new venture was financed by the sale of his Gladiator bicycle business to Dunlop, though he continued to make bicycle components in his new factory at Suresnes, Seine.

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

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

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

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

This 1903, 24hp Darracq - one of only two known - was delivered new to Mr Albert Arvengas (born 10.02.1858) of Paris in 1903 or late 1902. In May 1903, Mr Arvengas took the car as a 'Touriste', accompanying the infamous Paris-Madrid 'race to death'. Although the race was halted at Bordeaux because there had been so many fatal accidents, including the death of Marcel Renault, the postcards confirm that, among others, Arvengas went on to Madrid in his Darracq.

Until its recent acquisition by the vendor, the Arvengas family retained the oval wooden plaque, white with blue border and lettering, confirming this car as number '41' of 'Les Touristes'. The vendor also obtained from the family various entrants' instructions, such as where to find the naphtha gasoline collection points; the three-page folding route card; Arvengas's driving licence; and an album of illustrated postcards sent daily by Albert Arvengas from each town he passed through or at which he stayed.



The Overall Winner of the celebrated Veteran Car Concours d'Elegance Award 2017, Regents Street, London. © Goose Productions





Other Paris-Madrid memorabilia and original fittings include the original Megevet Genève radiator cap; two leather helmets, two pairs of goggles, and two collapsible water buckets taken on the race; fitted Darracq basket-type side panniers with brass fittings; tyre pump and jack taken on the race; a 1903 bound copy of *'Le Chauffeur'* with entry from Monsieur Arvengas; and a large bound volume of *'Dépêche 1903'* detailing the progress of the race. A modern overall breathable cover comes with the car also.

The Darracq was first re-commissioned by a French enthusiast, who purchased it from the Arvengas family in the 1970s. After various owners and rallies, it was decided that the car was worthy of a full restoration, which was finished in time for the 1995 London to Brighton Run. Work included all new gears and bearings; full engine rebuild; radiator re-core; replacement of various bearings, pins, linkages etc; body repair; rebuild of wheels (875x105); and a full repaint - in fact, any work considered necessary, all professionally carried out. We are advised that bills relating to the restoration are available from a separate source. The engine is a four-cylinder of 112mm bore and 120mm stroke, giving a capacity of 4,729cc, and there is the normal Darracq three-forward-speeds-plus-reverse gearbox. Top gear gives something approaching 50mph, while a fair average speed is 30mph. It simply romps up hills.

The radiator, although made by the usual Darracq suppliers, is not that originally fitted to this car. Literature of 1903 says that the cooling system was inadequate and evidently that is why the radiator was changed very early on in the car's life, believed 1906. The present bonnet must have been professionally made at the same time, as it uses very early fittings and includes the usual Darracq lift-up vent together with side panels with vented opening doors. The original bonnet, proving the original radiator's shape, was acquired from the Arvengas family. This carries the original paintwork, and the condition suggests it was used for a very short period only.

Evidently, the water-pressurised lubricator was not always trustworthy, and while water connections still exist, the lubricator has been altered so that it is pressurised by the exhaust. Made of soft alloy, the corroded original carburettor was beyond repair; a Zenith is now fitted. The car still carries its original rear-entrance tonneau body with five seats (one on the door) and fittings for a Surrey top and windscreen.

The Darracq is not very large, but with its engine size, its performance, and its confirmed provenance, is an important car and certainly one of the most imposing on the London to Brighton Veteran Car Run.

**£550,000 - 650,000**  
**€690,000 - 740,000**

312

## 1904 WOLSELEY 6HP TWO-SEATER VOITURETTE

Registration no. AJ 334  
Chassis no. 8369

- *Delivered new to North Yorkshire*
- *Known ownership history*
- *New cylinder block (original with car)*
- *Brooklands Double 12 winner (2013)*
- *Full running order*

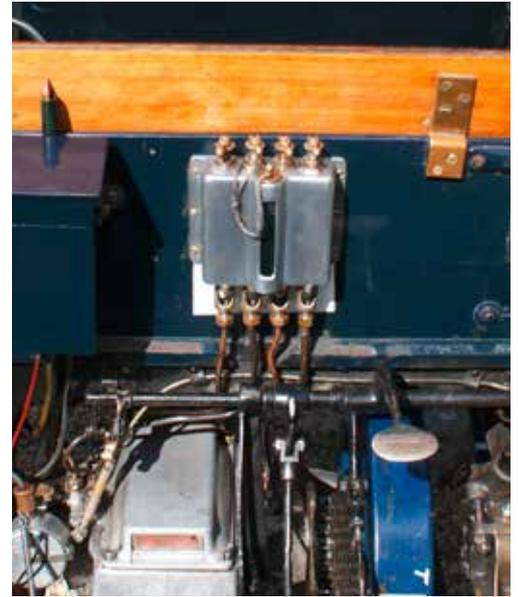
Herbert Austin of the Wolseley Sheep Shearing Machine Co. designed the first Wolseley prototype in 1895 and an improved model in 1897, but it was not until 1899 that the first really successful model was produced, a 3½hp four wheeler.

It was such a model that participated in the Thousand Miles Trial of 1900, confirming Wolseley to be a serious player in the infant British motor industry. On that event Wolseley's entry was driven by their Chief Designer Herbert C. Austin, taking 1st Prize in Class B and winning the French Club Silver Medal. The 6hp Wolseley of 1904 was conventional in most respects, featuring a forward mounted, horizontal, single-cylinder engine with bore and stroke of 4½" x 5".

Final drive was provided by central chain and its most popular guise was a two-seater configuration. Cooling was provided by distinctive gilled tubes wrapped around the bonnet – a Wolseley feature. One present day regular user of a 1904 6hp Wolseley sagely describes the model as "the Mini-Cooper of Brighton cars".

This 6hp Wolseley was first registered to Reginald Falshaw of Weeton, Harrogate in June 1905. Mr Falshaw is shown in the 1901 census as an electrical engineer, and the car was entered in the records as a trade vehicle. After three years it went to E Sturdy, Clerk of Works at Harewood House, who last taxed it for the road in 1923.





In 1946, the car re-emerged at a Leeds garage, which was then absorbed by Jaguar dealers, Appleyards. The latter was owned by Peter Appleyard of XK120 Coupe des Alpes fame, who kept the Wolseley as a 'workshop pet'. 'AJ 334' was also a regular at many Yorkshire traction engine rallies and veteran and vintage car events throughout the 1950s 60s and 70s, always being driven to and from such events by Appleyards' manager John Cassere until accidentally suffering frost damage.

The car then went to VCC member Michael Sapsford, who carried out repairs before moving it on to fellow VCC members Roy Middleton and John Zimble, from whom the current vendor bought it in 1991. During that time the Wolseley completed the London-Brighton run several times. The vendor's tenure has mainly involved VSCC events.

Mechanically the car is described as in good condition throughout. The old frost-damaged alloy cylinder block was replaced in 2012 with a new casting to accept the original moving parts (the original block is included with the car). 'AJ 334' is fitted with Bowden-patent controls and has electric lights and indicators fitted for safety reasons but nevertheless easily removed.

The car has appeared regularly in VSCC competitive events including against-the-clock driving tests where it excelled by virtue of brisk performance and agility, and has numerous class awards to its name. It has also participated in VSCC Light Car Section tours and navigation rallies, and has a 100% finishing record. 'AJ 334' took part in the Brooklands Double 12 meetings of 2013 and 2016, which involve the combination of driving tests and a concours. It won the latter in 2013 (Vauxhall's Prince Henry being runner up!) and in 2016 was runner up to an aero-engined Berliet special. On both occasions it was runner up in the driving tests – the vendor notes that the Brooklands test hill takes a long time to climb even with passenger assist!

The private vendor advises us that the car is running well and reliably; indeed, he is confident enough to set out in it unaccompanied and unworried whatever the destination. Accompanying documentation includes a file relating to the engine rebuild, a VCC dating certificate plus the original 1921 logbook showing the date of manufacture as 1904, long before that date had any significance.

**£75,000 - 80,000**  
**€85,000 - 92,000**

313  
**NO LOT**

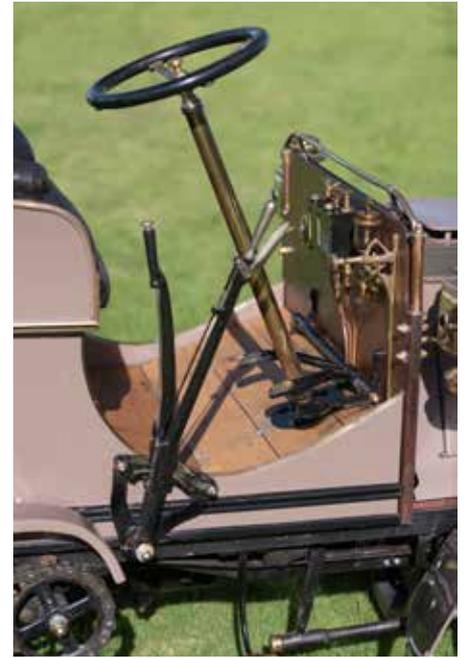
314

**1902 PANHARD-LEVASSOR 7HP  
TWIN-CYLINDER TYPE A1  
REAR-ENTRANCE TONNEAU**

Registration no. CD 319  
Engine no. 3155

- *One of the most reliable and best-made machines of the Veteran era'*
- *First registered in the UK in 1910*
- *Present ownership since 2011*
- *Magneto ignition and electric starting*





'Lacking the sheer drama of the big four-cylinder Panhards, the two-cylinder car must be regarded as one of the most reliable and best-made machines of the Veteran era.' – John Bolster.

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

Panhard-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, Chev R de Knyff, Maurice Farman, Léon Girardot, and Fernand Charron were associated so closely with the marque.

After Emile Levassor's death in 1897, Commandant Arthur Krebs succeeded him as technical and production manager. Krebs 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-Levassor engines by the end of 1901.

This early Panhard-Levassor Type A Tonneau is powered by a twin-cylinder engine rated at 7hp. The accompanying old-style buff logbook (issued 1956) records the date of first registration in the UK as 10th October 1910 and lists only one owner: Stanley Markwell Miles of Melton Mowbray (from February 1951). In the early 1960s, the Panhard was shipped to the USA, and in April 1973 was purchased by a Mr David Armstrong of Richmond, Virginia. The 1973 sales receipt and US title are on file, and the car also comes with a V5C document and VCC Vehicle Identification and Eligibility Certificate. The current vendor purchased the car in 2011. Magneto ignition and an electric starter are the only notified deviations from factory specification.

**£170,000 - 200,000**  
**€185,000 - 230,000**

**END OF SALE**

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1993 ALFA ROMEO 155 GTA STRADALE



1939 HORCH 830 BL CABRIOLET



*Purchased new by Anita Ekberg,*  
1956 JAGUAR XK 140 SE ROADSTER



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Coachwork by Pininfarina

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SEDANCA DE VILLE**

Coachwork by Gurney Nutting

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Design by Frank Costin

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Mugello Grand Prix July 19, 1970  
Nino Vaccarella/Hans Ortner #52



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- Full Membership
- Associate Membership
- Young Associate (17 – 35 years)\*\*
- Junior (Under 17)\*\* with Gazettes
- Junior (Under 17)\*\* without Gazettes
- Family
- Bearer (Corporate)

UK		Europe and the Rest of the World	
£75.00		£82.50	
£48.50		£55.00	
£22.00			
£11.00			
Free			
£125.00		£137.50	
£150.00		£165.00	

**Amount payable - £**

\*\* For Junior and Young Associate Membership Only - Please provide your Date of Birth:  Day     Month     Year

I wish to enrol for membership.

I declare that I shall not drive in any part of a competition which takes place on the public highway unless I hold a valid motor vehicle licence for cars (other than provisional). I am acquainted with and agree to be bound by the General Regulations of the MSA. I agree to abide by the rules of the Club. I agree for my details to be kept electronically and printed in the Member's Handbook (for use by other members only).

**Date:** - .....                      **Signature:** - .....

I wish to pay by:  Credit Card: Please complete the section below with details of your Visa or Mastercard.  
 Cheque: Please make your Sterling cheque payable to VCC of GB and return it with this form.

**Credit Card details:-** Name (on the card) :- .....                      VISA / MasterCard

**Number :-**                          **Security Code:-**   
 (last3 digits on the reverse of your card)

**End Date:-** \_\_\_\_/\_\_\_\_/\_\_\_\_

Please send this completed form (and cheque if applicable) to: - **THE SECRETARY, THE VETERAN CAR CLUB OF GREAT BRITAIN, JESSAMINE COURT, 15 HIGH STREET, ASHWELL, HERTS, SG7 5NL (ENGLAND)**

See our website [www.vccofgb.co.uk](http://www.vccofgb.co.uk) for full details and descriptions of membership types, rallies, activities and benefits of membership.

# A Season with De Dion Bouton Club UK



## The Club commemorated the first Motor Races in Britain 120 years to the day on 29th November 2017

The newly reopened Finishing Straight at Brooklands hosted the largest meeting for Victorian motor tricycles ever seen in Great Britain, even in the period. Paying tribute to the original oval circuit at Richmond Park, the Club's "Team Jarrott" competed in a series of races for "The Sheen House Cup", "The Finishing Straight Trophy" and the 5 Mile DDBUK Championship.

Stop press - our unique race meeting has just been shortlisted for **Motorsport Event of the Year** at the international **Historic Motoring Awards** in London.

A stunning stand at the NEC Classic Car Show brought huge success including winning "Car of The Show" with a rare example of the world's first production V8 – a De Dion Bouton naturally.

Rallies in France and UK, our popular hands-on technical workshop "Greasy Fingers", and more racing at the Club's home track at "Barnards" in Essex made for another busy season of events. A new website bringing all this to the public and our members around the world is about to be launched.



**Winner - Club of the Year at the International Historic Motoring Awards (2016)**  
**Winner – Best Club Run/Rally (2011) - NEC Classic Car Show**

Highly rated quarterly magazine "Motorvations" explores early motoring history worldwide. Social events and technical help. Over 200 members in 18 countries. Enthusiasts as well as owners of De Dion Bouton engined vehicles welcome. Interested? Go to [www.dedionboutonclub.co.uk](http://www.dedionboutonclub.co.uk) and download the application It's just £30.



## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### **Contractual Description of a Lot**

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

#### **Estimates**

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. *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* on each lot purchased:

(a) Motor Cars and Motorcycles  
15% on the first £500,000 of the *Hammer Price*  
12% from £500,001 of the *Hammer Price*

(b) Automobilia  
25% up to £175,000 of the *Hammer Price*  
20% from £175,001 to £3,000,000 of the *Hammer Price*  
12.5% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 or greater (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, shown beside the *Lot* number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the 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*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

## Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *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 479Y  
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.

Payment may also be made by one of the following methods:

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes or coins in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

## 10. COLLECTION AND STORAGE

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

## 11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export 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

### 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. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

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

### Bottling Details and Case Terms

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

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

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the 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](http://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](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

### 5 RISK, PROPERTY AND TITLE

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

<p><b>8 FAILURE TO PAY FOR THE LOT</b></p> <p>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):</p> <p>8.1.1 to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p> <p>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;</p> <p>8.1.3 to retain possession of the <i>Lot</i>;</p> <p>8.1.4 to remove and store the <i>Lot</i> at your expense;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>8.1.9 to retain possession of, and on seven days 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</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>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.</p> <p><b>9 THE SELLER'S LIABILITY</b></p> <p>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>.</p> <p>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.</p> <p>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>,</p> <p>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>;</p> <p>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;</p> <p>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.</p> <p>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.</p> <p><b>10 MISCELLANEOUS</b></p> <p>10.1 You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>	<p>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>.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p> <p>10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation".</p> <p>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.</p> <p>10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p> <p>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>.</p> <p>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.</p>
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## 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* on each lot, and
- 3.1.3 if the *Lot* is marked <sup>(AR)</sup>, 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 *balee* 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.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	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:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	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;			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> ;			9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	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	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:	9.7	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;	8.1.1	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	9.8	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	<b>10</b>	<b>OUR LIABILITY</b>
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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	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	The discretion referred to in paragraph 8.1:	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;	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		
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> .	<b>9</b>	<b>FORGERIES</b>		
		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](http://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](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used here (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 of Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.

**“Expenses”** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights’ fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller’s* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**“Forgery”** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**“Guarantee”** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer’s Agreement*.

**“Hammer Price”** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**“Loss and Damage Warranty”** means the warranty described in paragraph 8.2 of the *Conditions of Business*.

**“Loss and Damage Warranty Fee”** means the fee described in paragraph 8.2.3 of the *Conditions of Business*.

**“Lot”** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**“Motoring Catalogue Fee”** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**“New Bond Street”** means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

**“Notional Charges”** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**“Notional Fee”** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the *Conditions of Business*.

**“Notional Price”** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**“Notice to Bidders”** the notice printed at the back or front of our *Catalogues*.

**“Purchase Price”** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer’s Premium* and *VAT* on the *Buyer’s Premium* and any *Expenses*.

**“Reserve”** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**“Sale”** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**“Sale Proceeds”** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**“Seller”** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), “*Seller*” includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the *Conditions of Business* by the words “you” and “your”.

**“Specialist Examination”** a visual examination of a *Lot* by a specialist on the *Lot*.

**“Stamp”** means a postage *Stamp* offered for *Sale* at a *Specialist Stamp Sale*.

**“Standard Examination”** a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

**“Storage Contract”** means the contract described in paragraph 8.3.3 of the *Conditions of Business* or paragraph 4.4 of the *Buyer’s Agreement* (as appropriate).

**“Storage Contractor”** means the company identified as such in the *Catalogue*.

**“Terrorism”** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**“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](http://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 “indemnity” is construed accordingly.

**“interpleader proceedings”**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**“knocked down”**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**“lien”**: a right for the person who has possession of the *Lot* to retain possession of it.

**“risk”**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**“title”**: the legal and equitable right to the ownership of a *Lot*.

**“tort”**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## 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.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

# Bonhams

**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](http://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](mailto:info@bonhams.com). We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties.

Would you like to receive information from us by email?  or post

### 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 arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: London to Brighton Veteran Car Run Sale		Sale date: Friday 2 November 2018													
Sale no. 24879		Sale venue: 101 New Bond Street													
<p>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.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p><b>The auctioneer has discretion to split any bid at any time.</b></p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s														
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s														
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s														
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion														
£5,000 - 10,000 .....by 500s															
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: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>		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

Please include delivery charges (minimum charge of £20 + VAT)

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

Your signature:

Date:

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

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

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

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

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

UK/07/18

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302	1904	Cadillac Model A 6½hp Rear-Entrance Tonneau
309	1900	"English Mechanic" 3hp Two-Seater
311	1903	Darracq 24hp Model JJ Rear-Entrance Tonneau
304	c.1903	De Dion Bouton 8hp Two-Seater
305	c.1902	Liberia-Dupont 12hp Twin-Cylinder Two/Four Seater Detachable Tonneau
314	1902	Panhard-Levassor 7hp Type A1 Rear-Entrance Tonneau
306	1894	Peugeot 2½hp Twin-Cylinder Two-Seater
303	1903	Rambler Model E 6½hp Runabout
310	1904	Renault 9hp Type T Rear-Entrance Tonneau
308	1901	Schaudel 10hp Four-Seat Rear-Entrance Tonneau
307	1899	Star 3½hp Vis-à-Vis
301	1904	Star 7hp Twin-Cylinder Two-Seater
312	1904	Wolseley 6hp Two-Seater Voiturette





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