

# Bonhams



## The London to Brighton Veteran Car Run Sale

Veteran Motor Cars and Related Automobilia

New Bond Street, London | 1 November 2019



Panhard-Levassor 7hp Rear-Entrance Tonneau on the London to Brighton Run 2015 (Lot 305)



# THE BONHAMS TEAM ENTERED IN THE VETERAN CAR RUN 2019



Malcolm Barber, 1903 Peerless



Rupert Banner, 1901 Panhard et Levassor  
Pictured aboard the 1897 Daimler



Tim Schofield, 1902 Panhard et Levassor



Rob Hubbard, 1904 Rambler



Sholto Gilbertson, 1904 Oldsmobile Curved Dash



John Polson, 1904 Vulcan



Robert Hadfield, 1904 Rambler  
Pictured driving the 1901 Pick

# The London to Brighton Veteran Car Run Sale

## Veteran Motor Cars and Related Automobilia

101 New Bond Street, London | Friday 1 November 2019 at 14:00

### VIEWING

Thursday 31 October 14:00 to 17:00  
Friday 1 November from 09:30

### SALE TIMES

Friday 1 November:  
Automobilia 14:00  
Motor Cars 18:00

### SALE NUMBER

25446

### 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/25446](http://www.bonhams.com/auctions/25446) 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 31 October. 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  
+44 (0) 20 8963 2840  
+44 (0) 20 8963 2842  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### SPECIALISTS

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

Sholto Gilbertson  
+44 (0) 20 7468 5809  
[sholto.gilbertson@bonhams.com](mailto:sholto.gilbertson@bonhams.com)

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

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

Guy Newton  
+44 (0) 20 7468 8243  
[guy.newton@bonhams.com](mailto:guy.newton@bonhams.com)

Richard Stafford  
+44 (0) 20 7468 5800  
[richard.stafford@bonhams.com](mailto:richard.stafford@bonhams.com)

Ben Adams  
+44 (0) 20 7468 8242  
[ben.adams@bonhams.com](mailto:ben.adams@bonhams.com)

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

Malcolm Barber  
+44 (0) 20 7 468 8238  
[malcolm.barber@bonhams.com](mailto:malcolm.barber@bonhams.com)

### CUSTOMER SERVICES

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

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

**Please see back of catalogue for important notice to bidders**

### ILLUSTRATIONS

Front cover: Lot 305  
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

Bonhams  
**LONDON TO BRIGHTON**  
VETERAN CAR RUN 2019

# 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.

### PLEASE NOTE FROM THE 4 MARCH 2019:

For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

For Motor Cars 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, sBonhams 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  
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.

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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.

### PLEASE NOTE FROM THE 4 MARCH 2019:

**For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.**

### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

**For Motor Cars 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

## United Kingdom



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Guy Newton



Richard Stafford



Ben Adams



James Knight



Malcolm Barber

### UK Motor Cars

101 New Bond Street  
London, W1S 1SR  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

## Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



François Tasiaux



Michael Haag

### European Motor Cars

4 rue de la Paix  
75002 Paris  
+33 (1) 42 61 10 11  
eurocars@bonhams.com

## West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

### West Coast Motor Cars

7601 W.Sunset Blvd  
Los Angeles, CA 90046  
+1 (415) 391 4000  
usacars@bonhams.com

## East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

### East Coast Motor Cars

580 Madison Avenue  
New York, NY 10022  
+1 (212) 461 6514  
usacars@bonhams.com

## Additional contacts

### Automobilia

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

Adrian Papiro  
+44 (0) 20 8963 2840  
adrian.papiro@bonhams.com

### Automobilia Administrator

James Garguilo  
+44 (0) 1483 445 496  
james.garguilo@bonhams.com

### Press Office

Lynnie Farrant  
+44 (0) 20 7468 8363  
lynnie.farrant@bonhams.com

### Bonhams | MPH

Rob Hubbard  
+44 (0) 1869 229 471  
rob.hubbard@bonhams.com

### Motor Car Business Manager

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

### Motor Car Administrator

Olive Spurrier  
+44 (0) 20 7468 5806  
olive.spurrier@bonhams.com

### Motorcycle Administrator

Kristi Lavis  
+44 (0) 20 8963 2817  
kristi.lavis@bonhams.com

### Motorcycle Department

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

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

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

Andy Barrett  
+44 (0) 20 8963 2821  
andrew.barrett@bonhams.com

### Catalogue Subscriptions

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

### Buyers/Sellers Accounts UK

Cheryl Uggles  
+44 (0) 20 7468 8292  
+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

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

# Collections

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of sale, or on Saturday 2 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.

## 2019 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 9:30 - 11:00) outside Emelia 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 6 November 2019

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  
2G & H Marchwood Industrial Park  
North Road, Marchwood  
Southampton SO40 4BL  
020 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)

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.

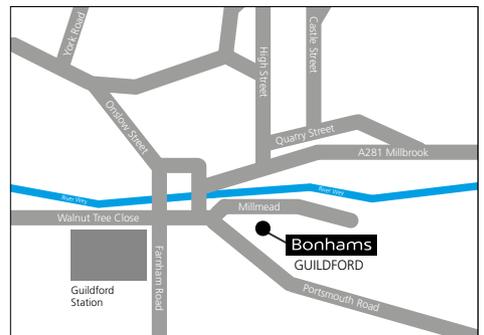
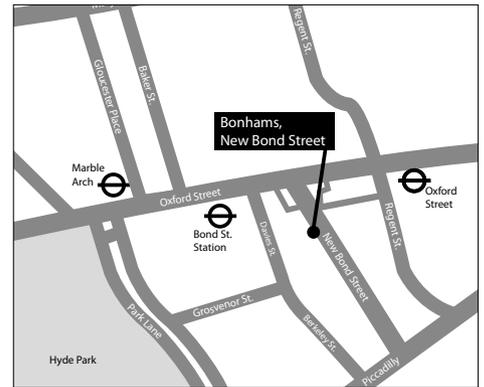
## Directions to New Bond Street

### By Underground

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

### Address

101 New Bond Street  
London  
W1S 1SR



# Automobilia

14:00

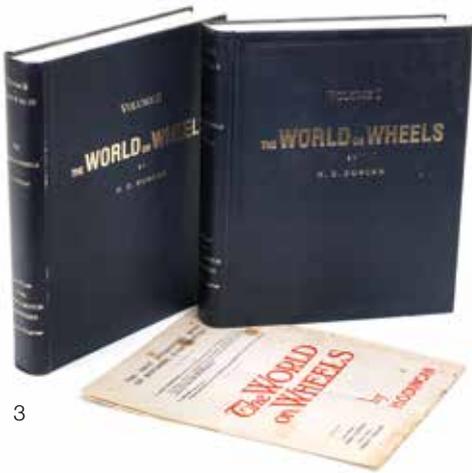
Lots 1 - 204

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

Not all imperfections are stated. All lots sold as viewed







3



8

1 • **W WORBY BEAUMONT: MOTOR VEHICLES AND MOTORS; VOLUMES 1 AND 2,**

subtitled 'Their Design Construction and Working by Steam Oil and Electricity', bound as two Volumes in brown cloth bindings, published by Archibald Constable & Company Ltd, comprising Volume 1 first edition, published 1900, 636 numbered pages, and Volume 2 first edition published 1906, 677 numbered pages.

(2)  
£300 - 500  
€330 - 560

2 • **THREE BADMINTON LIBRARY BOOKS,**

comprising Alfred Harmsworth & Other Writers: 'Motors and Motor-Driving', third edition 1904, 522 numbered pages (some foxing); The Duke of Beaufort: 'Driving', fourth edition, 1894, 425 numbered pages; and Earl of Albemarle & G. Lacy Hillier: 'Cycling', 1896 reprint, 400 numbered pages, each 8vo.

(3)  
£250 - 350  
€280 - 390

3 • **H O DUNCAN: THE WORLD ON WHEELS; VOLUMES 1 AND 2,**

bound as two volumes in dark blue Rexine hard covers, 1,200 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, offered together with a typed 5-page letter from the author dated 9th December 1936, and a pamphlet of testimonials from leading newspapers and the motoring press relating to the title.

(4)  
£300 - 500  
€330 - 560

4 • **GERARD LAVERGNE: THE AUTOMOBILE - ITS CONSTRUCTION & MANAGEMENT;**

dark green hard covers, published by Cassell & Co. 1902, revised and edited by Paul N Hasluck; together with Paul N Hasluck: The Automobile, Volumes I & II - A Practical Treatise on the Construction of Modern Motor Cars, Steam, Petrol, Electric and Petrol-Electric, based on Gerard Lavergne's "L'Automobile Sur Route".

(3)  
£250 - 300  
€280 - 330

5 • **ASSORTED EARLY MOTORING BOOKS,**

relating to mainly technical motoring subjects including John Scott Montagu: Cars and How to Drive Them, Volume 1 (2nd edition 1903); A B Filson Young, The Complete Motorist (5th edition 1905); T Hyler White: Petrol Motors and Motor Cars (4th edition 1909); T C Bridges & H Hessel Tiltman: The Romance of Motoring; Rankin Kennedy: The Book of the Motor Car, Volumes I-IV; and other titles.

(12)  
£250 - 350  
€280 - 390

6 • **ASSORTED BOOKS AND LITERATURE RELATING TO EARLY MOTORING SUBJECTS,**

including W Worby Beaumont: Motor Vehicles and Motors, Volume I (2nd edition 1902) and Volume II (1st edition 1906); a sales brochure for The 'Brown' Cars by Brown Bros Ltd; a 1910 issue of Cooper's Vehicle Journal (covers worn and detached); a handbook for 16Hp Albion; Lord Montagu: Cars and How to Drive Them, Part 1 (4th edition) and Part II (2nd edition); Gerald Rose: A Record of Motor Racing 1894-1908; Gerard Lavergne: The Automobile - Its Construction & Management; R W A Brewer: Carburation in Theory and Practice; and other titles and manuals.

(Qty)  
£400 - 600  
€450 - 670

7 • **D. FARMAN: "LES AUTOMOBILES, VOITURES, TRAMWAYS ET PETIT VEHICULES", 1898,**

maroon cloth covered hardback, 429 numbered pages with advertisements, second printing with revised and updated text, French text, edited by J.Fritsch, 8vo, together with a business card for his brother Maurice Farman.

(2)  
£250 - 350  
€280 - 390

Richard Farman, one of three brothers, born to a respected English Journalist living in Paris with his French wife. While Maurice and Henry (Henri) found fame in sporting pursuits such as cycling and motor racing, later progressing to flying and aircraft design, Richard, known to his friends and family as Dick, was more academic and spent his time researching and writing books and concentrating on the business side of the family interest. His books were all authored as D. Farman.

8 • **A SIGNED LIMITED EDITION OF H O DUNCAN: THE WORLD ON WHEELS;**

Ex Libris Detroit News Library, 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 87, 1200 numbered pages, English text, well illustrated, 4to, some scuffs and wear to binding.

£300 - 500  
€330 - 560

9 • **THE AUTOCAR; BOUND VOLUMES IX AND X, FOR LATE 1902 AND EARLY 1903,**

comprising Volume IX, later bound in maroon cloth hard covers, covering issues 349 to 374 (5th July - 27th December 1902), and Volume X, in dark green cloth binding with faux crocodile skin effect, covering issues 384 - 391 (7th March - 25th April 1903), including covers, advertisements, and index.

(2)  
£250 - 350  
€280 - 390

10 • **THE AUTOCAR; BOUND VOLUME V FOR 1900,**

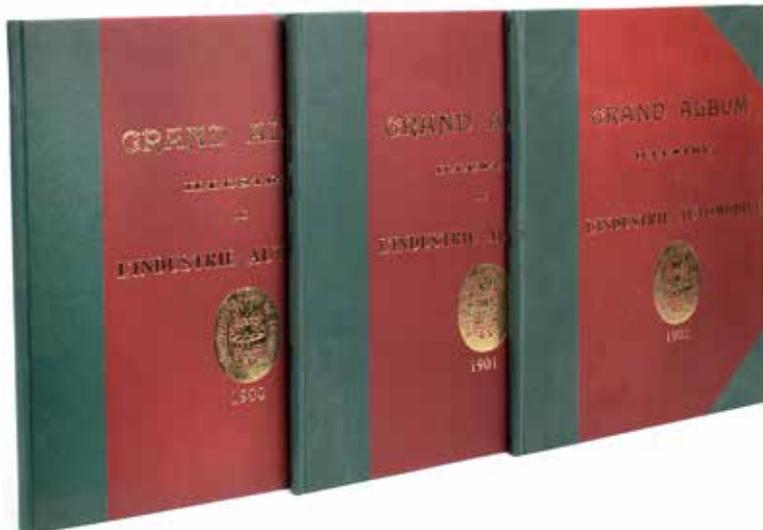
in green cloth binding, covering issues 219 to 270 (6th January - 29th December 1900), together with an Index to Volumes I to XLI (covering 1895-1918 inclusive) of The Autocar, published in 1974 by the Veteran Car Club of Great Britain.

(2)  
£300 - 400  
€330 - 450

11 • **THE CAR ILLUSTRATED; FIRST ISSUE VOLUME I NO.1, 28TH MAY 1902,**

36 numbered pages, with advertisements, some old tape residue to spine, front cover missing and rear cover present but detached.

£250 - 300  
€280 - 330



13

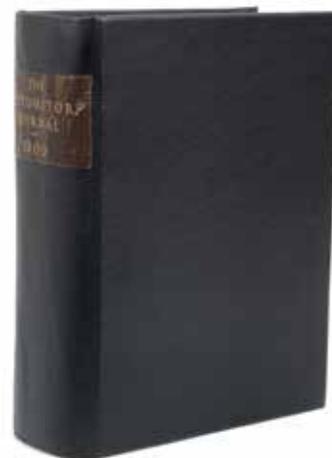


14A

12 •  
**MOTOR CYCLING & MOTORING/THE MOTOR; THREE BOUND VOLUMES FOR 1903-4 AND 1905,**  
 comprising Motor Cycling & Motoring Volume 2-3 in blue cloth binding, covering issues 48-77 (7th January-29th July 1903); The Motor (incorporating Motor Cycling and Motoring) Volume 3-4 in red cloth binding, covering issues 74-104 (8th July 1903-3rd February 1904), with index; and the Motor Volumes 7-8, in blue cloth binding, covering issues 173-197 (23rd May-31st October 1905).  
 (3)  
 £400 - 600  
 €450 - 670

13 •  
**GRAND ALBUM ILLUSTRE DE L'INDUSTRIE AUTOMOBILE; THREE REPRINTED BOUND VOLUMES FOR 1900, 1901 AND 1902,**  
 quality reprints produced by Cecil Bendall, circa 1960, for the VCC of Great Britain, large format volumes in French text, bound in maroon and green cloth publisher-type bindings with gilt tooling, volumes for 1901 and 1902 with some ink marks to spines.  
 (3)  
 £300 - 500  
 €330 - 560

14 •  
**THE AUTOMOTOR JOURNAL; BOUND VOLUME XIV FOR 1909 (JANUARY TO DECEMBER),**  
 complete volume for 1909, covering issues 417-468 (2nd January-25th December), bound with index but without covers, recently rebound in heavy black leather with original tooled section to spine.  
 £500 - 700  
 €560 - 780



14



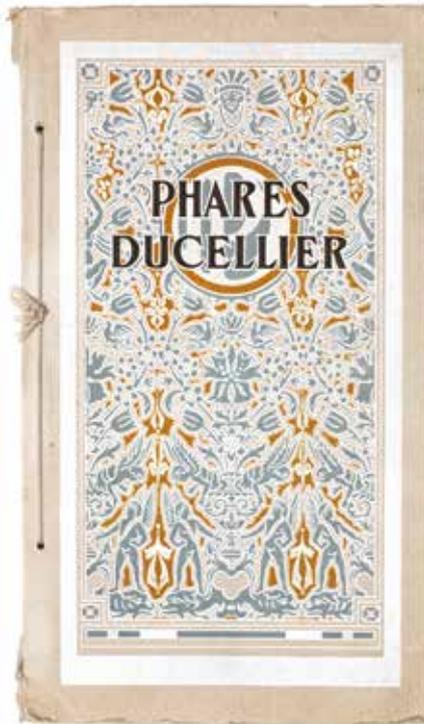
15

14A • ♦  
**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)  
 £800 - 1,200  
 €1,600 - 2,000

15 •  
**A FRENCH SALES BROCHURE FOR 'PHARES DUCELLIER' LAMPS, ALBUM NO.10, CIRCA 1909,**  
 brown cord-tied embossed decorative card covers, 119 numbered pages in French text, well-illustrated with details for the range of acetylene, oil-illuminated, petrol and electric powered head-lamps, side-lamps and carriage lamps, generators and associated fittings, small 4to, gentle fold to front cover, some light staining to back cover and bearing Barber Freres of Vienna dealer's ink-stamp to last page, in otherwise good general order.  
 £250 - 350  
 €280 - 390



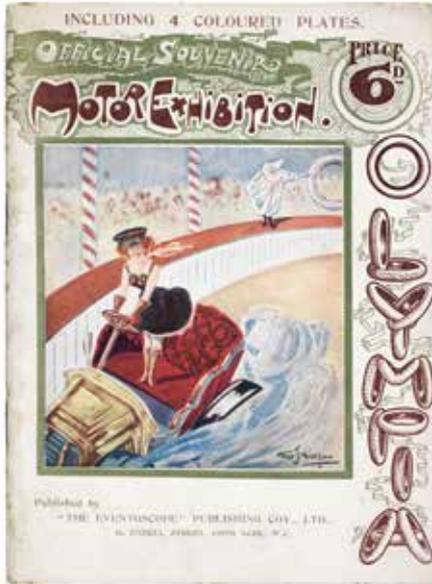
16



18



20



17

16 •  
**A ROLLS-ROYCE SALES CATALOGUE FOR 40/50HP SIX CYLINDER MODELS, JANUARY 1914,**

cord-tied cream card covers, 71 numbered pages, with details, specifications and other information and well illustrated with tipped-in colour and monochrome plates for Touring, Torpedo-Phaeton, Landaulet, Cabriolet, Limousine, Double Limousine and Two Seater Cabriolet models, 4to.

£900 - 1,200  
€1,000 - 1,300

17 •  
**AN OFFICIAL SOUVENIR PROGRAMME FOR THE 1907/08 OLYMPIA MOTOR EXHIBITION,**

published by "The Eventoscope" Co. Ltd of 16 Endell St, Long Acre, London, staple-bound card covers with front cover colour illustration, 64 numbered pages in English text, containing various articles, exhibitor advertisements and other satirical and humorous contributions, well illustrated, small 4to.

£250 - 350  
€280 - 390

18 •  
**A FRENCH SALES BROCHURE FOR 'PHARES DUCELLIER' LAMPS, 1912,** cord-tied light grey embossed decorative card covers, 135 numbered pages in French text and with single sheet supplementary insert, well-illustrated throughout including several pages with illustrations in colour, for the range of acetylene, oil and electric powered head-lamps, side-lamps, carriage lamps, generators, and other accessories, 4to, some slight tears to spine but in otherwise good clean order.

(2)  
£250 - 350  
€280 - 390

19 •  
**A 1902 DE DION-BOUTON NEW 6HP VOITURETTE SALES PAMPHLET,** 6-page fold-out pamphlet with details and specifications for the model, together with a De Dion-Bouton Three-Speed Gear and Reverse 4-page pamphlet for 1903 Model 8Hp car, reprinted from The Autocar, December 13th 1902, some fold marks and annotations and partially torn, both 4to, and two editions of R J Mecredy: De Dion Bouton Motor Carriages - Their Mechanism and How to Drive Them; Book I & II, both 6th editions 1910, rebound in later hard covers.

(4)  
£250 - 350  
€280 - 390



21

20 •  
**A ROLLS-ROYCE 'MINIATURE CATALOGUE' FOR 1912,** cord-tied embossed grey card covers, for 40-50Hp Six Cylinder models, 43 numbered pages, illustrated with details, prices, chassis specifications and other information for Pullman-Limousine, Limousine-Landaulet, Cabriolet, Touring and Torpedo-Phaeton, 8vo.  
£800 - 1,000  
€890 - 1,100

21 •  
**A ROLLS-ROYCE CARS SALES BROCHURE, 1906,** cord-tied embossed olive card covers, produced under C.S.Rolls & Co. of 14 & 15 Conduit Street, Regent Street, London, 98 numbered pages, containing specifications, race successes and other information, well illustrated with prices for 10Hp Tonneau, 15Hp Tulip Tonneau, 20Hp Standard Side Entrance, 20Hp "Roi des Belges", "Convertible", 20Hp Single Landaulet, Phaeton De Luxe, Victoria, 6-Cylinder "Clayton East", Double Landaulet, Pullman-Limousine, "Tatton-Bower", 8-Cylinder V-Engine "Legalimit", 8-Cylinder Touring Car, Shooting Brake, and Motor Landau models, 8vo, soft vertical fold and some minor wrinkling to pages in places.  
£900 - 1,200  
€1,000 - 1,300

22 •

**AN H.H.MULLINER CARRIAGE MANUFACTORY CATALOGUE, LATE 19TH CENTURY,**

printed by James Baldwin & Sons of Morville St for the Birmingham based carriage coachbuilder's with showrooms at 300 & 301 Broad St and works at 10, 11 & 12 Gas St, light brown stiff card covers (rebound), illustrated with body styles for various 2 and 4-wheel horse-drawn carriages and carts, including Landau, Brougham, and Phaeton types, 4to, hand-written date annotation '1883 ?' to front cover, library stamp to first page and pencil annotations to illustrations.

£800 - 1,200  
€890 - 1,300



22

23 •

**A ROLLS-ROYCE 'MINIATURE CATALOGUE' FOR JANUARY 1914,**

staple-bound cream card covers, 58 numbered pages, with successes, prices, specifications and illustrations and other details for Six-Cylinder Two-Seater, Torpedo-Phaeton, Touring, Cabriolet, Landaulet, and Limousine Rolls-Royce models, small 4to, some staining to covers.

£800 - 1,200  
€890 - 1,300



23

24 •

**A 'DUCELLIER MOTOR LAMPS' SALES BROCHURE FOR 1912-13 RANGE, FOR BRITISH MARKET,**

distributed by A.A.Godin agents of Red Lion Square, London, card covers with colour illustration, English text, 96 numbered pages, well-illustrated throughout including several pages with colour illustrations, for the range of carbide, electric and oil-powered head-lamps, side-lamps, carriage lamps, generators, horns and other accessories, small 4to, some slight wear to spine, in otherwise good order.

£250 - 350  
€280 - 390



24

25 •

**VARIOUS SALES LITERATURE FOR EARLY MOTORING ACCESSORIES,**

comprising a 1911 Enots Motor Car Components brochure, cord-tied brown card covers, 48 well-illustrated numbered pages, some wear, a small Michelin Tyres instructional pamphlet, some wear and creasing, both 8vo, and four modern reproduction hard-bound brochures with photocopied pages for 1910 Lucas 'Motoralities' Motor Lamps, 1912 CAV Motor Car Lighting 'Blue Book', and two for Gamages, "The Motorist's Mecca" and "The Economical Motorist".

(6)  
£250 - 350  
€280 - 390

26 •

**ARCHIBALD FORD: THE DARRACQ AND ITS MANAGEMENT;**

blue cloth hard covers, published 1905 by The Liverpool School of Motoring, together with three other technical titles comprising Marshall's Practical Manuals, No.3, T H Hawley: Petrol Motors Simply Explained, and No.6, Eric W Walford: Practical Motor Car Repairing (rebound); and The Motor Manual, published by Temple Press 1906.

(4)  
£250 - 300  
€280 - 330

27 •

**THREE BROWN BROTHERS TRADE CATALOGUES FOR 1913 AND 1918,**

comprising hardbound catalogue No.81 for 1913, and associated List Catalogue 81/2 with card covers, for motoring accessories and tools, together with a hardbound 'Trader' Garage Reference Book for 1918, some wear and staining.

(3)  
£250 - 300  
€280 - 330

28 •

**A 1911 NAPIER INSTRUCTION BOOK WITH 1912 PRICES ADDENDUM,**

embossed green cloth hard-back covers, 124 numbered pages, to suit 10, 15, 26 and 30Hp models, 8vo.

£250 - 350  
€280 - 390

29 •

**TWO ROLLS-ROYCE 40-50HP SIX CYLINDER INSTRUCTION BOOKS FOR 1909 AND 1912,**

comprising 'The Care of a Rolls-Royce Car' instruction book, green canvas card covers, dated March 1909, for 1907-1909 Types, (formerly owned by the Chauffeur to Lord and Lady Leon of Bletchley Park 1912-1936), and an 'Instructions for the Care of Rolls-Royce Cars' book, dark blue canvas hard covers, dated August 1912, for Chassis 1700-2099, each 8vo.

(2)  
£250 - 350  
€280 - 390

30 •

**A 'POINTS TO BE VERIFIED PERIODICALLY IN ROLLS-ROYCE CARS' BOOKLET, CIRCA 1908,**

staple bound dark green card covers, 50 numbered pages, pertaining to various technical and mechanical aspects, small 8vo.

£1,000 - 1,500  
€1,100 - 1,700



31  
**A LEATHER-CASED SET OF  
 BARTHOLOMEW'S ROAD MAPS FOR  
 SCOTLAND,**

brown leather case with handle and replaced straps with buckles, the divided interior fitted with incomplete matching folded linen-back maps 1-29 (missing Nos 19, 20 & 24), but with two similar Bartholomew's contour maps (hand numbered 19 & 20) for Moray Firth and Skye & Wr.Ross, lacking measuring wheel and Contour Road Book, the case measuring 28cm wide.

£250 - 350  
 €280 - 390

31



33

32  
**AN INTERESTING ALBUM OF  
 PHOTOGRAPHS AND NEWSPAPER  
 CUTTINGS COMPILED BY THE LATE  
 KENNETH ULLYETT,**

circa 1950, containing much of veteran car and motorcycle interest and covering related events, together with other veteran related ephemera including two London-Brighton Veteran Car Run official programmes for 1937 and 1938, a 1903 Pick No.4 Double Cylinder 6Hp Voiturette sales leaflet issued by the Agent A M Hine of The Parkstone Motor & Cycle Co., mounted, framed and glazed, a monochrome photograph by Hull Daily Mail & Times of a 1901 Pick Voiturette 'CT 174', after acquisition by Veteran Car Club member, Mr. Alfred E.Steeper, of Broughton, Brigg, Lincolnshire, in 1954, 29 x 37cm, mounted, framed and glazed, a photograph of an 1897 Benz driven by S.C.H. Davis at the 1929 Brighton Run, 11 x 15cm, pasted on card, and two reproduction posters for Lucas Lamps 'We Make Light of our Labour', and an 1899 De Dion Bouton after Wilhio, both framed and glazed.

(8)  
 £300 - 400  
 €330 - 450

33  
**ASSORTED PHOTOGRAPHS DEPICTING  
 VETERAN AND EDWARDIAN CARS,**

majority monochrome, various sizes, including a 9 x 11½ inch period image of a London garage mews, pasted on card mount (loss to upper left corner), four smaller period coachwork photographs on card including De Dion Bouton, and other assorted loose photographs and later re-prints featuring FN, Cottereau, Spyker, De Dion-Bouton, 1896 Renault three-wheeler, Rover Imperial, Benz, Vauxhall, Austin, Ford, and other marques, including a race image of Lautenschlager in the Mercedes at Lyon 1914.

(Qty)  
 £250 - 350  
 €280 - 390

34  
**TWO LARGE PHOTOGRAPHIC PRINTS,  
 PRE-WW1,**

depicting military vehicles with bicycle mounted troops, 32 x 58cm, framed and glazed, together with 'Evreux 1913 - Inauguration de station d'aviation', depicting a Bleriot type monoplane, 37 x 55cm, mounted, framed and glazed.

(2)  
 £250 - 350  
 €280 - 390

35<sup>00</sup>  
**A LARGE PHOTOPRINT ON SHEET ALLOY  
 OF THE BRIGHTON 'BRITISH AIRWAYS  
 I360' TOWER,**

used to promote the opening in 2016, the photo split onto two alloy sheet pieces, 125 x 305cm each, 250 x 305cm overall.

£400 - 600  
 €450 - 670



35

36

**A 'GENEVIEVE' FILM POSTER, BELGIAN,** Belgian version of the poster printed by J.Lichtert & Fils, Brussels, for the 1953 British comedy film starring Kenneth More, Kay Kendall, Dinah Sheridan and John Gregson, with artwork image featuring the 1904 12Hp-Darracq 'Genevieve' and the 1905 12/16Hp Spyker Double Phaeton, some old fold marks and affixed with original postage stamp, 54 x 35cm, offered together with two official programmes for the 1936 (covers detached) and 1937 RAC Veteran Car Run events, and a poster for the 1983 event.

(4)

£250 - 350  
€280 - 390

37

**"CYCLISTES & CHAUFFEURS...", A FINE ADVERTISING POSTER FOR L'ÉTOILE ASSURANCES, FRENCH, CIRCA 1905,** printed by Camis of Paris, on paper with text details of the "Star" Insurance Services offered and a depiction of an unfortunate cyclist and motorist being paid from a Cornucopia of money after accidents, the allegorical 'Star' figure standing on a winged wheel with the Paris skyline in the background, 126 x 98cm, framed and glazed.

£500 - 700  
€560 - 780



37

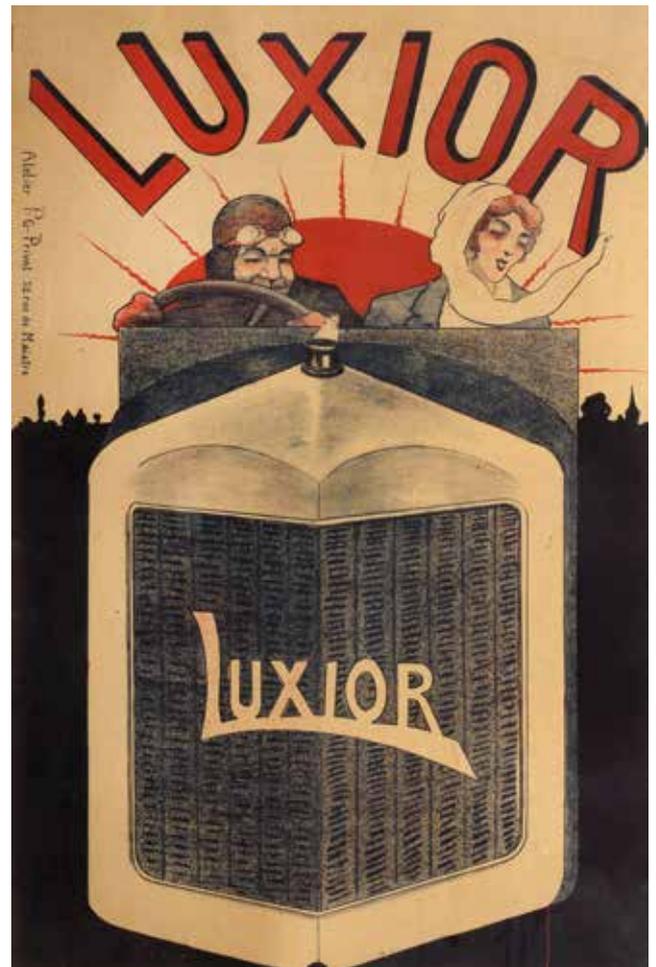
For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

38

**A RARE 'LUXIOR' ADVERTISING POSTER AFTER HENRI PRIVAT LIVEMONT, CIRCA 1913,**

stone printed lithograph on paper, 60 x 39.5cm, conservation mounted on linen, matted, framed and glazed, offered with certificate of authenticity from South Pointe Gallery, Key West, Florida.  
£800 - 1,200  
€890 - 1,300

The Luxior was a French automobile manufactured from 1912 until 1914. A four-cylinder from Vincennes in the suburbs of Paris, it had a 1779 cc engine and was one of the first light cars to be offered as a saloon. In 1912 the company also produced a 1767 cc model advertised as having a "valveless pre-compression engine with superimposed cylinders".



38



36



39

39  
**MISTI (FERDINAND MIFLIEZ, FRENCH, 1865-1923), 'CYCLES MOTOCYCLES CLÉMENT' POSTER, CIRCA 1900,**  
 large advertising poster for Clement and Pneumatique Dunlop, printed by Bourgerie et Cie of Paris, depicting a lady cyclist reaching for a paper advertising lantern, two sheet poster, laid on linen, approximately 254 x 92cm.  
**£1,000 - 1,400**  
**€1,100 - 1,600**

40  
**'THE "OLD CROCKS" RUN', A FRAMED PRINT DEPICTING THE RAC LONDON TO BRIGHTON VETERAN CAR RUN,**  
 colour print, street scene depicting cars departing from Hyde Park on their 56½ mile journey to Brighton, 57 x 54cm, mounted, framed and glazed.  
**£250 - 300**  
**€280 - 330**

41  
**MARIUS NOYER, 'BROKEN DOWN IN FRANCE'**  
 signed, dated, mixed media on artist's paper, depicting early motorists broken down in a rural setting, 42 x 62cm, framed and glazed.  
**£250 - 350**  
**€280 - 390**

See lot 155 Bonhams London to Brighton sale 30 October 2009 for the sister painting by Noyer 'Lost in France'.

42  
**J G ROBERTS, 'ACROSS THE PATH...'**  
 signed, mixed media on paper, with handwritten caption in lower margin, 26 x 42cm, mounted, framed and glazed.  
**£250 - 350**  
**€280 - 390**

43  
**ASSORTED FRAMED PRINTS RELATING TO EARLY MOTORING,**  
 including a 'Les Pannes - Sous Le Vent' lithographic print after E. Montaut, 1903, 40 x 50cm, an N & C Raincoat advertising poster, 33 x 43cm, several photographs depicting early motor cars, and other prints, various sizes, each framed and glazed.  
 (19)  
**£250 - 300**  
**€280 - 330**



44A



45

44  
**A PAIR OF MOTORING LITHOGRAPHS FROM TURIN MOTOR SHOW 1907,**  
 each paper mounted on card, full colour artwork after C. Tirones, issued by L'Automobile Club di Torino, each 47 x 70cm, some wear, loss and discolouration to paper.  
 (2)  
**£300 - 400**  
**€330 - 450**

44A  
**PATRICK 'PAT' MILNE, 'CAMILLE JENATZY IN THE 1903 GORDON BENNETT TROPHY WINNING MERCEDES SIMPLEX 90 HP',**  
 grisaille ink and gouache illustration, size 24 x 38cm, mounted, framed and glazed.  
**£400-600**  
**€450 - 670**

45  
**FREDERICK GORDON CROSBY (BRITISH 1885-1943), 'THEN THE PLUG BLEW CLEAN OUT ...OR A ..CHAIN SHIVERED INTO TWO OR MORE', AN ORIGINAL CARTOON ILLUSTRATION FOR THE AUTOCAR,**  
 initialled 'FGC' to lower right, pen and ink on artist's board, small humorous cartoon illustration of a veteran car in trouble, an illustration for an article by B H Davies entitled 'The Simplest Car Ever' published in the 23rd May 1941 issue of The Autocar, 14 x 19.5cm, displayed within card mount with title, 28 x 41cm overall.  
**£400 - 500**  
**€450 - 560**

The following three lots are the work of George Wright who alongside his brother Gilbert Scott Wright were rated as the foremost sporting painters of their time well known for their stagecoach, hunting and equine art. The work of both brothers was used for the small paintings often seen on metal cases such as cigarette boxes. These three contemporary paintings would appear to be part of a series for a publication as they have storage references on the reverse. Also several other automobile paintings in the same style have been noted. The artist has applied considerable effort to depict actual models of cars and not a generic vehicle

46  
**GEORGE WRIGHT (BRITISH 1860-1942), '1904 22HP DAIMLER',**  
 signed lower right, grisaille painting in oil on canvas, depicting the car with driver and two passengers passing by a farmyard stables, the farmer holding two horses, 30 x 44cm, in wooden frame.  
**£800 - 1,000**  
**€890 - 1,100**

47

**GEORGE WRIGHT (BRITISH 1860 – 1942), 'CIRCA 1905 DE DIETRICH',**

signed lower right, grisaille painting in oil on canvas, country scene depicting driver and passengers in the De Dietrich talking to a female equestrian on horseback, 30 x 45cm, in gilded wooden frame.

£800 - 1,200  
€890 - 1,300



48

**GEORGE WRIGHT (BRITISH 1860-1942), '1910 MAUDSLAY IN WINTER',**

signed to lower right, grisaille painting in oil on canvas, country winter scene depicting the car, believed to be a 1910 Maudslay, with driver and three passengers, passing a kennel men exercising a pack of hounds in the snow, 31 x 46cm, in painted wooden frame.

£500 - 800  
€560 - 890

46

47



49

**ROBERT WALKER MACBETH RA (BRITISH 1848-1910), 'A ROADSIDE TRAGEDY', AN ORIGINAL ARTWORK FOR THE GRAPHIC,**

initialled 'RM' to lower right, grisaille artwork in ink and wash heightened with white on artist's board, depicting a village roadside scene where a veteran car has run-over the troubadour's monkey with angry villagers of the 'Five miles from anywhere and NO HURRY' wayside inn looking on in horror, with the female motor passengers looking back in shock, 45 x 69cm, displayed within original card mount with artist's name and title and 'presented by William Smith Esq. JP Mayor of Brighouse 1907', further mounted within glazed black painted wooden frame applied with The Graphic Gallery and Brighouse Public Library and Art Gallery labels to reverse indicating that Alderman Smith donated the picture in 1907, measuring 77 x 95cm overall, offered together with an original centre-fold from a December 9th issue of The Graphic where this artwork was reproduced, 40 x 59cm.

(2)

£2,500 - 3,000  
€2,800 - 3,300

This was painted in 1905 for The Graphic magazine and issued as a centrefold in The Graphic December 9th 1905 and full sized prints in 1908 by W R Howell.

Provenance via disposal from the gallery and Anderson & Garland, Newcastle Auction House. Robert Macbeth was a very popular Scottish artist who lived mainly in England and his works are on display in many galleries. William Smith was a major collector of Victorian paintings and benefactor to the town of Brighouse.

50

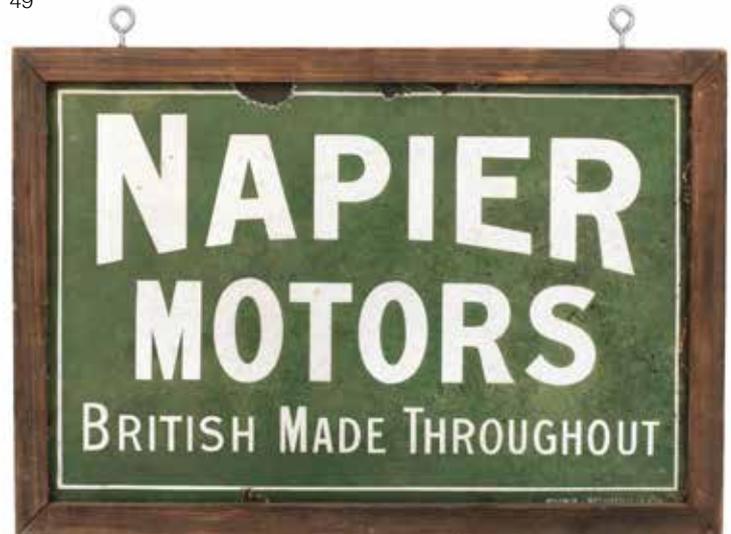
**A NAPIER MOTORS 'BRITISH MADE THROUGHOUT' HANGING ENAMEL SIGN,**

double sided, in green and white, one side faded, both sides worn with some chips, loss to enamel and rusting, 40 x 60cm, in wooden frame.

£300 - 400  
€330 - 450



49



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54

51  
**ASSORTED BRASS SIDE MIRRORS AND BRACKETS,**  
 comprising a pair of rectangular mirrors and a pair of circular mirrors, each with mounting arm brackets, a single Dekla circular mirror by Clayton Wright Bros of Birmingham, lacking bracket, together with a pair of short mounting brackets and three matching longer mounting arms, two fitted with brackets.

(10)  
**£250 - 300**  
**€280 - 330**

55  
**THREE FOOT AND HAND WARMERS,**  
 comprising a large brass foot warmer with brown carpet covering, with drawer and carrying handle to one end and two side vents, 60cm long, a smaller copper foot warmer with ribbed casing, 46cm long, and a copper hand warmer, 20cm long.

(3)  
**£250 - 300**  
**€280 - 330**

56  
**A RARE FOLDING MOTORIST'S LADDER, CIRCA 1910,**

stamped Hodgkinson's Patent, Ambergate, Derby, mahogany frame unfolding from three sections and articulating fore and aft to reveal the black painted steel rungs, when folded 92cm long, when unfolded 249cm long, the upper rails mounted with hooks to fit roof mounted Edwardian luggage racks.

**£1,000 - 1,500**  
**€1,100 - 1,700**

57  
**A SET OF THREE LUCAS OIL-ILLUMINATED SIDELAMPS AND A TAIL LAMP,**

each Japanned black with brass lens rims and chimneys, comprising a pair of Lucas No.722 sidelamps, 3¾ inch clear lenses, and a Lucas No.632 tail-lamp, 3 inch clear lens and ruby side lens, each spade mounted.

(3)  
**£250 - 350**  
**€280 - 390**

58<sup>0</sup>  
**TWO LUCAS NO.725 OIL-ILLUMINATED SIDELAMPS,**

with 4 inch 'bulls-eye' clear lenses, a near pair, one Japanned black, the other nickelled finish body for restoration, spade mounted.

(2)  
**£250 - 350**  
**€280 - 390**

59  
**A PAIR OF OIL ILLUMINATED "OPERA" SIDELIGHTS BY AUTEROCHE, FRENCH, CIRCA 1908,**

model number 164, square brass bodies with side flange mounts, square lenses each with one blue striped lens, one clear lens, one faceted 'ruby' tell-tale lens in the door, simple chimney and rounded reservoir, 19cm high overall.

(2)  
**£250 - 350**  
**€280 - 390**



55

52  
**ASSORTED VETERAN SPARES AND COLLECTABLES,**  
 comprising five electrical switches including two jelly-mould types, with two spare covers, an 8 day clock with white enamel dial (cracked), Arabic numerals, blued steel hands, in working order, (lens loose), and a Victor Bicycles print, 24 x 33cm, framed and glazed.

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

53  
**ASSORTED EDWARDIAN MOTORING ACCESSORIES,**

comprising a JCM Security of London rectangular rear view mirror, circa 1914, nickel-plated brass, with ball joint fitted with windscreen pillar mounting bracket, a reproduction circular brass mirror with mounting bracket, a Braimes oiler, a single twist horn, worn, lacking bulb, and four brass light switches with ceramic insulator bases, one 'jelly-mould' type.

(8)  
**£300 - 400**  
**€330 - 450**

54  
**A PAIR OF BRASS SIDE-MIRRORS,**  
 polished brass, with rectangular bevelled mirrors, 18 x 13cm, fitted with mounting arms articulated on ball and socket joints.

(2)  
**£250 - 350**  
**€280 - 390**



56



59

56

60

**A PAIR OF LUCAS NO.F141 SIDELAMPS AND A LUCAS NO.634 NUMBER PLATE LAMP,**

each oil-illuminated, polished brass bodies with spade mounting, the No.F141 sidelamps with 3 inch clear convex lenses, 21cm high, the No.634 number-plate lamp with 3 inch clear flat lens and ruby red side lens, with loop handle, 26cm high overall, each in seemingly good order.

(3)

£300 - 500

€330 - 560



60

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61

**A LUCAS NO.484 'PATHFINDER' TYPE ACETYLENE HEADLAMP FOR DAIMLER, REGISTERED DESIGN 1902,**

the brass body with hinged lid marked 'Coventry Daimler' revealing integral cylindrical generator, fork-mounted, loop handle, the 7¼ inch concave lens with central bulls-eye lens, the underside with plaque bearing Registered Design No.386752 and further stamped '01629', measuring 28cm high overall.

£400 - 600

€450 - 670



62

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62

**A PAIR OF LUCAS 'DUPLEX' NO.784 SELF-GENERATING HEADLAMPS, REGISTERED DESIGN 1906,**

brass bodies, fork-mounted, with 7¼ inch concave lenses, loop handles, with underbody twin generators, each with plaque to underside bearing Registered Design No.463569 and individually stamped with 'Consecutive' Nos. 'RR996' and 'RR1723' respectively, each 31cm high overall.

(2)

£800 - 1,200

€890 - 1,300

63

**A PAIR OF LUCAS 'DUPLEX' NO.784 SELF-GENERATING HEADLAMPS, REGISTERED DESIGN 1906,**

brass bodies, fork-mounted, one with 7¼ inch concave lens with bulls-eye centre, the other with replaced incorrect rim with 5¼ inch convex lens, each with loop handles, with underbody twin generators, each with plaque to underside bearing Registered Design No.463569 and individually stamped with 'Consecutive' Nos. 'H394' and 'H1412' respectively, each 31cm high overall.

(2)

£400 - 600

€450 - 670



64

69

70

64

**A FINE PAIR OF LUCAS 'KING OF THE ROAD' OIL-ILLUMINATED SIDELAMPS,**

polished brass bodies, spade mounted, with 5 inch clear lenses with concentric bevelled outer lens and 'star-cut' side lenses with copper surrounds, with loop handles, one with soft dent to rear but in otherwise seemingly good order, each 36cm high overall.

(2)

£700 - 900

€780 - 1,000

65

**A PAIR OF 'L'OEIL DE SECOURS' ACETYLENE 'EMERGENCY EYE' MIRROR-BACKED LAMPS, FRENCH,**

drum-shaped brass bodies, with 4¾ inch clear lenses, mirror-backed with handles to rear, complete with stirrup mounting brackets, measuring 32cm high overall.

(2)

£300 - 400

€330 - 450

66

**A PAIR OF OPERA LAMPS,**

by SDA, originally candle-powered but converted to electric use, black painted squared bodies, spade mounting to rear stamped '173', bevelled lenses with blue-banded main lenses and ruby-red faceted side lenses, with mounting pillars, each 27cm high overall.

(2)

£300 - 400

€330 - 450



71



72



73



76



75

67  
**A PAIR OF LUCAS NO.S221 'DIVER'S HELMET' ELECTRIC TAIL LAMPS,**  
 polished brass bodies, spade mounting to rear, each with 2 inch ruby-coloured bevelled lens and clear angled side lenses, each 14cm high overall.  
 (2)  
**£250 - 350**  
**€280 - 390**

68  
**THREE 'PHARES AUTEROCHE' MODEL 295 MIRROR-BACKED ACETYLENE SPOT-LAMPS, FRENCH,**  
 brass bodies, with 5½ inch clear lenses, mirror-backed (one damaged), one lacking handle to rear and one with mounting arm and bracket.  
 (3)  
**£300 - 400**  
**€330 - 450**

69  
**A LARGE BESNARD MODEL 586 ACETYLENE GENERATOR, FRENCH,**  
 running board mounted type, squared brass body, with copper makers plaque marked 'Automobiles Eclairage Portatif', with cylindrical generator, twin taps, handle and locking lever to lid, 27cm high overall, contained within original wooden case with lid (detached and lacking hinges).  
**£400 - 500**  
**€450 - 560**

70  
**A FINE PAIR OF LARGE BLERIOT ACETYLENE HEADLAMPS, PATENTED 1904,**  
 distributed by agents Weldhen & Bleriot of 54 Long Acre, London, polished brass bodies, fork-mounted, with 9¾ inch bevelled lenses with tribars supporting central bulls eye lens and outer Fresnel lens (one with slight damage), each marked with Registered Design No.446476, and Patent No.26889.  
 (2)  
**£1,000 - 1,500**  
**€1,100 - 1,700**

71  
**A LUCAS NO.632 NUMBER-PLATE LAMP,**  
 brass body, spade mounting, with loop handle, 3 inch clear lens with ruby-red bevelled side lens, originally oil-illuminated but converted for electric use, 26cm high overall.  
**£250 - 350**  
**€280 - 390**

72  
**A LUCAS NO.633 OIL-ILLUMINATED NUMBER-PLATE LAMP,**  
 brass body, spade mounting, with loop handle, 3 inch clear lens with ruby-red bevelled side lens, 26cm high overall.  
**£250 - 350**  
**€280 - 390**

73  
**A LUCAS NO.634 NUMBER-PLATE LAMP,**  
 brass body, spade mounting, with loop handle, 3 inch clear lens with ruby-red bevelled side lens, originally oil-illuminated but converted for electric use, 26cm high overall.  
**£250 - 350**  
**€280 - 390**

74  
**THREE LUCAS OIL-ILLUMINATED REAR LAMPS,**  
 comprising a No.430 and two No.432 lamps, brass bodies with spade mountings to rear, loop handles, each with 3½ inch ruby-coloured lens and two angled clear side lenses, two lacking reservoirs, each 31cm high, together with three other Lucas lamps for restoration or spare parts, comprising No.630 and No.633 number-plate lamps and a side-lamp, with some parts missing or damaged.  
 (6)  
**£300 - 400**  
**€330 - 450**

75  
**A LARGE B.R.C. ALPHA NO.235 SELF-GENERATING HEADLAMP, FRENCH,**  
 brass body, fork mounted, with 10½ inch bevelled clear lens and tri-bar with bulls-eye lens, loop handle, with underbody generator, small hole to underside of lower chamber, with generator cap loosely attached.  
**£300 - 500**  
**€330 - 560**

76  
**A SALSBURY-FLARE ACETYLENE HEADLAMP, REGISTERED DESIGN 1898,**  
 Registered Design No.308410, brass body, fork mounted, with 6½ inch bevelled convex lens, with loop handled cover opening to cylindrical generator, some wear.  
**£250 - 350**  
**€280 - 390**

77  
**A PAIR OF LUCAS 'KING OF THE ROAD' DUPLEX NO.796 SELF-GENERATING ACETYLENE HEADLAMPS, REGISTERED DESIGN 1906,**  
 Registered Design No.463569, brass bodies, fork mounted, 6¼ inch clear glass lenses, each with twin underbody generators, each with small 'Consecutive' numbered plaque to underside marked 'No.V2211' and 'No.V2242' respectively.  
 (2)  
**£600 - 800**  
**€670 - 890**

78  
**A J & R OLDFIELD 'DEPENDENCE' OIL-ILLUMINATED TAIL LAMP, PATENTED 1904,**  
 Registered Design No.425005, Patent No.20060/1904, brass body, spade mounting to rear, with loop handle, 3 inch ruby red lens with clear bevelled angled side lenses, Registered Design No.425005, 24cm high.  
**£250 - 350**  
**€280 - 390**

79

**A PAIR OF LUCAS 'KING OF THE ROAD' DUPLEX NO.784 SELF-GENERATING ACETYLENE HEADLAMPS, REGISTERED DESIGN 1906,**

Registered Design No.463569, polished brass bodies, fork mounted, 7¼ inch clear glass lenses, each with twin underbody generators, each with small 'Consecutive' numbered plaque to underside marked 'No.4137RT' and 'No.4184RT' respectively, some dents in places.

(2)

£800 - 1,000

€890 - 1,100



77

78

79

80

**TWO PAIR OF BRASS SIDELAMPS BY BLERIOT-PHI AND CAV,**

comprising a pair of oil-illuminated Bleriot-Phi No.62 lamps, 3½ inch convex lenses and ruby-red tell-tale rear lenses, stamped '1972 GG' and '1990 GG' to spade mounts respectively, each 18cm high, and a pair of CAV electric lamps, bell-shaped bodies with 4 inch convex lenses and ruby-red side lenses, spade mounted, used condition.

(4)

£250 - 350

€280 - 390



80

80

81

**A PAIR OF CANDLE POWERED MOTOR LAMPS BY LUIGI TROUBTZKOY & CO, MILANO, ITALIAN, CIRCA 1900,**

polished brass bodies, each side flange mount with 9cm diameter clear bevelled glass lens, domed chimney, maker's mark on door clip, fitted with later manufactured brass wall mounting bracket.

(2)

£300 - 400

€330 - 450



81

82

**A PAIR OF LUCAS TYPE 416 OIL ILLUMINATED SIDELAMPS,**

each polished brass with traces of nickel plate, side flange mounted square bodies with one starburst lens, one plain lens, door fitted with 'Ruby' tell-tale, 29cm high.

(2)

£400 - 500

€450 - 560



83

82

83

**A RARE EDGE'S MOTOR LAMP, CIRCA 1908,**

a Lucas pattern 633 oil illuminated numberplate lamp with steel reservoir surround and bracket, re-badged for S F Edge Limited, brass body and bail handle.

£350 - 450

€390 - 500



118

85

84

**A REPLICA ORDINARY BICYCLE OIL ILLUMINATED HUB LAMP 'LA RANDONNEUR', MODERN,**

in brass and copper with 7cm diameter bevelled glass lens, amber and green tell-tales, unused.

£300 - 400

€330 - 450



84



86

85  
**A LUCAS TYPE 631 OIL ILLUMINATED NUMBERPLATE LIGHT,**

Japanned black with nickelled bright work, 7.5cm diameter clear lens and 4.5cm diameter 'Ruby' lens, later stamped LMS for use on vehicles owned by the London, Midland & Scottish Railway.

£250 - 350  
€280 - 390



89

86  
**A LUCAS 'KING OF THE ROAD' NO.580 SELF-GENERATING ACETYLENE HEADLAMP,**

polished brass body, stirrup mounting with loop handle, 5½ inch convex lens with nickelled rim, with removable generator unit, with Registered Design No.386752 and numbered 'A1673' to underside, in seemingly good order.

£500 - 700  
€560 - 780



87

87  
**A PAIR OF J & R OLDFIELD 'DEPENDENCE' OIL-ILLUMINATING TAIL LAMPS, PATENTED 1904,**

polished brass bodies, spade mounting to rear, with loop handles, 3 inch ruby red lenses with clear bevelled angled side lenses, Registered Design No.425005, each 24cm high.

(2)  
£600 - 800  
€670 - 890



88



90

88  
**A PAIR OF LUCAS 'KING OF THE ROAD' NO.722 OIL-ILLUMINATING SIDE-LAMPS,**

polished brass bodies, spade mounted with loop handles, with 4 inch clear glass lenses and ruby red rear lenses, in seemingly good general order.

(2)  
£400 - 500  
€450 - 560

89  
**A LUCAS 'KING OF THE ROAD' NO.635 OIL-ILLUMINATING TAIL LAMP,**

polished brass body, spade mounting, with loop handle, 3 inch clear lens and ruby red bevelled side lens, 26cm high, lacking rear lens.

£250 - 350  
€280 - 390

90  
**A PAIR OF UNITED MOTOR INDUSTRIES OIL-ILLUMINATING SIDE-LAMPS, CIRCA 1907,**

large polished brass bodies, spade mounting, with loop handles, 5 inch clear lenses with ruby red rear lenses, each 36cm high.

(2)  
£800 - 1,200  
€890 - 1,300

91  
**A LUCAS 'KING OF THE ROAD' NUMBER 38 BULB HORN,**

polished brass early version with detachable fly-mesh and engraved maker's mark, with cast brass mounting bracket.

£250 - 350  
€280 - 390



91



93



92



119

92

**A PHOENIX BRAND MODEL 606 BRASS FOOT-OPERATED TWO-TONE WARNING BELL, AMERICAN, CIRCA 1905,**

14cm diameter, with chained foot plunger.  
£250 - 350  
€280 - 390



93

**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

94

**A CLARION FLOOR-MOUNTING BRASS TWO-TONE WARNING BELL, AMERICAN,**

foot operated with floor mounting bracket, with plunger, 13cm diameter.  
£250 - 300  
€280 - 330

95

**A CLARION FLOOR-MOUNTING TWO-TONE WARNING BELL, AMERICAN,**

foot operated with floor mounting bracket, nickelled gongs, with plunger, 13cm diameter.  
£250 - 300  
€280 - 330

96

**A 'LE TESTAPHONE' SIX TRUMPET BULB HORN BY CICCA, FRENCH, PATENTED 1908,**

number 963, polished brass body with adjustable valves 'Son Unique', 'Marche' and 'Arret', with rubber bulb (perished), 85cm long overall.  
£600 - 800  
€670 - 890

97

**A 'LE TESTAPHONE' FOUR TRUMPET BULB HORN BY CICCA, FRENCH, PATENTED 1908,**

number 6093, polished brass body with adjustable valves 'Son Unique', 'Marche' and 'Arret', with rubber bulb, 70cm long overall.  
£400 - 600  
€450 - 670

98

**A FOUR TRUMPET BULB HORN,**

unmarked, with rubber bulb, 80cm long overall, fitted on spare tyre mounting bracket.  
£250 - 350  
€280 - 390

99

**A BRASS TWO-TONE EXHAUST WHISTLE,**

to fit 1½ inch diameter exhaust pipe.  
£300 - 400  
€330 - 450

100

**AN SMA 'AUTO MUSICA' THREE TRUMPET BULB HORN, FRENCH, CIRCA 1904,**

with rubber bulb, 50cm long overall.  
£250 - 350  
€280 - 390





101  
**A 12 VOLT KLAXON HORN WITH LONG OVAL BRASS TRUMPET,**  
 number 167746A, polished brass with cast mounting bracket and Japanned black restored motor, 30cm long overall.  
**£250 - 350**  
**€280 - 390**

102  
**A BLERIOT KLAXON MECHANIQUE HORN, FRENCH, CIRCA 1906,**  
 number 7780, polished brass long oval trumpet (slight cracking to bell) with cast metal bracket, black painted alloy casing with crank handle to rear, 40cm long overall.  
**£250 - 350**  
**€280 - 390**

103  
**A 12 VOLT APOLLO LONG TRUMPET HORN,**  
 polished brass with maker's plaque on casing, 45cm long with fixed and hinged mounting brackets.  
**£250 - 350**  
**€280 - 390**

104  
**AN ELECTRIC HORN,**  
 unmarked Voltage, polished brass oval trumpet with flymesh and replaced copper back plate on casing, 54cm long with fixed mounting brackets.  
**£250 - 350**  
**€280 - 390**

105  
**AN AUTOVOX ELECTRIC DOUBLE-TWIST HORN, FRENCH, PATENTED 1908,**  
 brass, 10-12 Volt, with Patent No.15867/08, further stamped 'C 3686', with 17.5cm trumpet fitted with gauze, fitted with electric chamber unit and wiring, and complete with mounting bracket, some small dents in places, 31cm long.  
**£600 - 800**  
**€670 - 890**

106  
**AN ELECTRIC KLAXON HORN BY THE LOVELL-MCCONNELL MANUFACTURING CO. OF NEWARK, NEW JERSEY,**  
 brass with large oval flared trumpet, numbered 13642 to plaque to rear, measuring approximately 29cm long overall, together with brass mounting bracket.  
 (2)  
**£250 - 350**  
**€280 - 390**

107  
**AN ELECTRIC KLAXON HORN BY KLAXON LTD OF 36 BLANDFORD ST. LONDON W1,**  
 A1 type, brass with large oval flared trumpet with gauze, numbered 169848 to plaque to rear, measuring approximately 29cm long overall, together with brass mounting bracket.  
 (2)  
**£250 - 350**  
**€280 - 390**

108  
**A BOA-CONSTRICTOR BRASS TRUMPET BULB HORN, PATENTED 1907,**  
 double-elbow with circular flared trumpet, with coil, mounting brackets and bulb, 133cm long overall, in working order at time of cataloguing.  
**£250 - 350**  
**€280 - 390**

109  
**A REPRODUCTION BRASS BOA-CONSTRICTOR 'SNAKE'S HEAD' BULB HORN,**  
 after the original 1907 patent design, polished brass, the 'snake's head' with tongue but without glass eyes and with mounting bracket to neck, fitted with coil and bulb, measuring 184cm long overall.  
**£300 - 400**  
**€330 - 450**

110  
**A BOA-CONSTRICTOR BRASS ELBOW BULB HORN, PATENTED 1907,**  
 polished brass, the head fitted with gauze, the coil with some small holes in places, complete with mounting brackets, lacking bulb, 161cm overall.  
**£250 - 300**  
**€280 - 330**



117



121

**111 ASSORTED BRASS HORN SPARES AND BULBS,**

including a Boa-Constrictor flared trumpet elbow horn head, with coil and bulb section detached, two Lucas No.38 double-twist horns, lacking bulbs, a French Klaxon "Man" Type hand-operated cylinder pump, and nine assorted rubber bulbs, some with collars.

(15)  
£250 - 350  
€280 - 390

**112 AN ELECTRIC KLAXON HORN BY THE LOVELL-MCCONNELL MANUFACTURING CO. OF NEWARK, NEW JERSEY,**

brass with large oval flared trumpet, numbered 34791 to plaque to rear, measuring approximately 28cm long overall, fitted with later side bracket.

£250 - 350  
€280 - 390

**113 AN ELECTRIC KLAXON-TYPE TRUMPET HORN,**

brass with oval flared trumpet in copper and brass, with integral side mounting bracket, measuring approximately 29cm long overall.

£250 - 350  
€280 - 390

**114 A 'KLAXET' 6-VOLT ELECTRIC TRUMPET HORN BY KLAXON, FRENCH,**

brass with flared oval trumpet, with brass plaque to rear numbered '127375', fitted with 'Klaxon' branded cast alloy mounting bracket.

£250 - 350  
€280 - 390

**115 TWO ELECTRIC BRASS TRUMPET HORNS,**

comprising a 12-Volt 'Klaxonet' type by Klaxon Ltd of 36 Blandford St. London. with long flared oval trumpet, 29cm long, and a short flared trumpet horn, with side mounting bracket, 20cm long.

(2)  
£250 - 350  
€280 - 390

**116 TWO HAND-OPERATED TRUMPET HORNS,**

comprising a 'Motor Horn' by Cowey of New Malden, with copper trumpet, cast alloy casing numbered 'A3121', 21cm long, with brass mounting arm and bracket, and a 'Junior Long' brass horn by The G.Piel Company of New York, numbered 'J.29182' to plaque, 17cm long, both with hand-operated push mechanisms and in working order making good sound.

(2)  
£250 - 350  
€280 - 390

**117 A BOA CONSTRICTOR BULB HORN, PATENTED 1907,**

cast brass snake's head with red painted forked tongue and glass eyes, coiled flexible body and rubber bulb, 208cm long overall, the head and reed tube fitted with two fixed mounts, sold together with three graduated curved running board mounting clips, a photographic print depicting an artwork after Langford of a 1922 Rolls-Royce Silver Ghost and two 1990 'The Great British Film Rally' entrant's plaques.

(Qty)  
£800 - 1,000  
€890 - 1,100

**118 A HAND OPERATED KLAXON HORN,**

drum shaped alloy body 15cm diameter, turned brass short trumpet, wood and metal handle to rear, mounted on heavy cast bronze bracket.

£250 - 350  
€280 - 390

**119 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.

£600 - 800  
€670 - 890

**120 A LUCAS 'KING OF THE ROAD' NO.38 DOUBLE-TWIST BULB HORN,**

polished brass, fitted with fly gauze, rubber bulb and with mounting bracket, 57cm long overall.

£250 - 350  
€280 - 390

**121 A FINE EDWARDIAN MOTOR ANEROID, BRITISH,**

nickel plated dial with scale from 27-31 millibars, the dial marked 'Motor Aneroid', rotating outer ring dial with ascent and descent scales from 0-2000 feet, blued steel needle, 6.5cm diameter bevelled lens, nickel plated polished outer case with mounting ring.

£800 - 1,200  
€890 - 1,300



123



124



128



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125



126

122  
**AN EIGHT DAY CAR CLOCK, SWISS MADE, EDWARDIAN,**

white enamel dial with Roman numerals and subsidiary seconds dial with Arabic numerals, blued steel hands, 6.5cm diameter bevelled lens, in flat backed dashboard mount.

£300 - 400  
€330 - 450

123  
**A RARE ELLIOTT DOUBLE SPEEDOMETER/ODOMETER FOR ROLLS-ROYCE SILVER GHOST,**

cast brass domed casing, with nickel-silvered dials with polished brass, the upper a 120 miles per hour speedometer complete with needle, numbered 6216 to dial, 10cm diameter bevelled glass lens, the lower instrument a 100 miles odometer with subsidiary trip windows, the dial numbered 7179, with needles, and 8cm diameter bevelled glass lens, the whole 24cm high overall.

£2,000 - 3,000  
€2,200 - 3,300

124  
**A RARE SINGLE ELLIOTT REV COUNTER TO SUIT ROLLS-ROYCE SILVER GHOST,**

cast brass domed casing, with nickel-silvered dial, 500-2500 revs per minute with needle, numbered 8435, 10cm diameter bevelled glass lens, bracket and drive cable fitted with later drive wheel, clamp and mechanism.

£700 - 900  
€780 - 1,000

125  
**A ROTAX LEITNER VOLTMETER/AMMETER, BRITISH,**

rectangular brass case for dashboard mounting, with two windows for Volts and Amps, 11cm wide, with remains of wiring to rear.

£250 - 350  
€280 - 390

126  
**A DASHBOARD MOUNTING 8-DAY CAR CLOCK IN ANGLED MOUNT,**

brass case numbered 81507 to rear, white enamel dial with black painted Arabic numerals and subsidiary seconds dial at 6 o'clock, 6.5cm diameter bevelled lens, fitted within brass angled mount.

£250 - 350  
€280 - 390

127  
**A GOOD DE DION-BOUTON 8-DAY DASHBOARD MOUNTING CLOCK,**

brass case with bevelled lens, white enamel dial marked 'De Dion Bouton (1907) Ltd London' with Arabic numerals in black, and subsidiary seconds dial, stamped '133193' to rear of case, 83mm diameter, reported as being recently restored, fitted within brass angled mount with original instruction label and with key to open casing.

(3)  
£500 - 700  
€560 - 780

128  
**A SMITH & SON 60MPH SPEEDOMETER, PATENTED 1911,**

polished brass case, white dial with 5-60mph scale with odometer and trip windows, 8.5cm bevelled lens.

£500 - 700  
€560 - 780

129  
**AN EDWARDIAN 8-DAY CAR CLOCK,**

brass case, marked 'Deposee Modelle' to reverse and stamped '140725', white enamel dial with black Roman numerals, bevelled lens, fitted within angled brass mount.

£300 - 400  
€330 - 450



130



131

139

132



133



134



135

130<sup>000</sup>

**AN EARLY RENAULT FRERES AX ENGINE,** two cylinder, believed 8Hp, engine No. 9001, with internals and other fittings including engine mount, crank handle and flywheel, the head cracked and with some corrosion, offered with associated spares including a spare cylinder head, two pistons, valves, and other sundry parts, for restoration, inspection advised.

(Qty)  
£500 - 700  
€560 - 780

131

**A LONGUEMARE BRONZE CARBURETTOR, FRENCH, CIRCA 1903,** with brass plaque numbered No.88980, and further stamped numbers 'B24' and '1360', with 24mm bore air and gas inlets, measuring approximately 20cm high overall.

£600 - 700  
€670 - 780

132

**A BRONZE CARBURETTOR FOR 4½HP DE DION-BOUTON ENGINE, CIRCA 1901,** numbered 8729, 21mm bore gas inlet, with petrol feed pipe, 24cm high overall.

£500 - 600  
€560 - 670

133

**A WOODEN-CASED TREMBLER COIL FOR EARLY ROLLS-ROYCE CARS,** varnished wooden case with angled lid, opening to interior containing trembler coil marked 'Rolls-Royce Makers' with vibrator and contact points and terminals, the inside of the lid stamped '37' and with instructional label, the case measuring 24cm high.

£500 - 600  
€560 - 670

134

**A BOSCH TYPE D6 MAGNETO, PATENTED 1908,** numbered 9943 to edge of end-plate, in seemingly good overall cosmetic condition with fittings, 27cm long.

£600 - 800  
€670 - 890

135

**A BOSCH TYPE D6 MAGNETO, PATENTED 1908,** numbered 628265 to side of base, seemingly complete with fittings, 27cm long.

£400 - 600  
€450 - 670

136<sup>000</sup>

**ASSORTED SUNDRY SPARES FOR ROLLS-ROYCE SILVER GHOST,** including three H J Mulliner coachwork plates, two cast alloy and one brass, and two I Wilkinson & Son Ltd of Derby brass coachwork plates, a shock absorber numbered F83C, two cast iron crank handles, numbered 875499 and 886929, assorted valve covers, bearings, together with other assorted mainly reproduction sundry spares including leather straps and buckles, various mainly brass brackets (some for domestic use), mats, belt drives, sections of coiled piping, and other items.

(Qty)  
£250 - 350  
€280 - 390



137



143



140

141

137  
**VARIOUS DE DION-BOUTON SPARES,**  
including a reverse gear mechanism together  
with rod and handle, used condition, suitable for  
a Vis-a-Vis model, a rare drum shaped coil box  
in need of restoration, atmospheric inlet valve  
and cage and exhaust valves for a 6Hp De Dion  
and a "Bradshaw type" trembler coil, believed  
used just once.

(Qty)  
£300 - 500  
€330 - 560

138  
**A BROWN & BARLOW BRONZE  
CARBURETTOR, REGISTERED DESIGN  
1907,**  
Registered Design No.503220 with single float  
Registered Design No.513528, stamped 'EX  
B' in two places and '1941' to main body,  
approximately 25cm high, offered together with  
two trembler coils, wooden cases with brass  
fittings and contacts.

(3)  
£250 - 350  
€280 - 390

139  
**A BRONZE LONGUEMARE  
CARBURETTOR, FRENCH,**  
numbered 131942, in used condition with  
worn gauze and some verdigris in places,  
approximately 18cm high overall.

£250 - 350  
€280 - 390

140  
**A CLAUDEL-HOBSON BRONZE  
CARBURETTOR,**  
stamped '18 F.A. 59552' used condition.

£250 - 350  
€280 - 390

141  
**A CASED SET OF MAGNETO SPARES FOR  
BOSCH TYPE DU4,**  
for French market, for 'Sans Avance' types,  
near complete (missing three pieces), together  
with another magneto spares case (incomplete),  
and a magneto springs box (largely empty).

(3)  
£300 - 400  
€330 - 450

142  
**A DE DION BOUTON CRANKSHAFT,**  
54cm long, some surface corrosion, together  
with a brass De Dion Bouton greaser.

(2)  
£250 - 350  
€280 - 390

143  
**A VETERAN DAIMLER-MOTOREN-  
GESELLSCHAFT 'STAR' PATTERN HUB  
CAP,**

nickel plated bronze, 88mm diameter, nickel  
plated with 7-pointed star to centre, used.

£250 - 350

€280 - 390

144<sup>00</sup>  
**FIVE BEADED EDGE TYRES BY BETCO TO  
SUIT ROLLS-ROYCE SILVER GHOST,**

each 6-ply, comprising three 880 x 120, and  
two 895 x 135, modern mouldings in believed  
unused condition, some discolouration from  
storage, together with a quantity of 895 x 135  
and 880 x 120 inner tubes.

(Qty)  
£250 - 350  
€280 - 390

PLEASE NOTE: Bonhams is unable to  
determine the condition, integrity and  
lifespan of previously used wheels and tyres.  
We recommend the Buyer carries out the  
usual safety and compliance checks with a  
professional service before road or track use.

145  
**TWO CAST BRASS HUBCAPS FOR  
PANHARD-LEVASSOR,**  
one numbered '38', 43mm inside diameter,  
67mm diameter overall, the other with some  
dents, 57mm inside diameter, 75mm overall  
diameter, together with two brass 'jelly-mould'  
electric 3-position switches with ceramic  
insulator bases, one bearing George V Royal  
Cypher.

(4)  
£250 - 300  
€280 - 330

146

**A STEPNEY WHEEL,**

marked '30 3/2' to outer edge of rim, in worn condition, fitted with bracket mounts, bolts and fittings and with leather strap, measuring 62cm outer diameter, 7cm rim width, offered together with a larger Stepney wheel rim without fittings, worn, 64.5cm outer diameter, 7.5cm rim width.

(2)

£300 - 400

€330 - 450



147



146

147

**AN EDWARDIAN FOUR-SPOKE STEERING WHEEL,**

four-spoke alloy hub, stamped '897C' to underside of one spoke, with composite ribbed grip, 45cm diameter, with partially cut section of column shaft, the hub fitted with controls with levers for Carburation, Governor and Ignition, with cut section of control shaft.

£300 - 400

€330 - 450

148<sup>o</sup>

**A DE DION-BOUTON 6HP BONNET, CIRCA 1904,**

suitable for Types Q and Y, painted green, lacking front access door and engine cover, damage to one nearside vent, worn condition with some dents and surface corrosion to underside, for restoration, 82cm long, offered together with a De Dion Bouton cast bronze oval maker's plaque, circa 1904, for Type Q No.923, 7cm wide.

(2)

£250 - 350

€280 - 390



148



148

149

**A RARE 1903 GORDON BENNETT RACE ENAMEL LAPEL BADGE FORMERLY THE PROPERTY OF HARRY SMITH, MANAGING DIRECTOR OF ROVER CARS,**

green enamel on gilt metal lettered 'Mecredy-Percy Camp Ardsull 1903 Gordon Bennett Race', 23mm diameter.

£250 - 350

€280 - 390



149

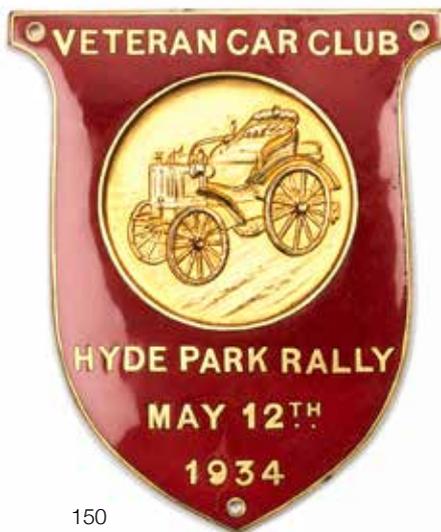
150

**A VETERAN CAR CLUB 1934 HYDE PARK RALLY ENAMEL BADGE,**

by Spencer, London, gilt metal shield shaped with red enamel and central medallion depicting veteran car, 7.5cm high.

£250 - 350

€280 - 390



150

See lot 133 Bonhams London to Brighton auction number 24879 on 3 November 2018 for similar badge.

151

**A 'WINGED GODDESS OF MOTORING' MASCOT, CIRCA 1910,**

finely cast bronze, allegorical female figure holding a Laurel wreath, standing next to a balloon tyred artillery wheel, 16cm high, on ebonised wooden base.

£1,000 - 1,500

€1,100 - 1,700



151

152  
**THREE 2-GALLON PETROL CANS WITH MOUNTING BRACKETS,**  
 comprising two Shell cans with integral cylindrical oil cans, one painted green, the other in unpainted condition, and another for Esso in green, each with nozzles, together with four brass brackets for running board mounting, two other brass nozzles, and several petrol can decals for Shell and Pratts.

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

153  
**AN EARLY BRASS FUEL CAN,**  
 rectangular with loop handle, 27 x 23.5 x 18.5cm, together with two triangular brass fuel cans.

(3)  
**£250 - 350**  
**€280 - 390**

154  
**ASSORTED GARAGE EQUIPMENT,**  
 comprising Kismet Duplex Master and Kismet Popular foot pumps, a brass Lucas bulb-carrier fitted with some bulbs, an Atlantic Bulbbox bulb case, and two brass inspection lamps, one by Lucas.

(6)  
**£250 - 350**  
**€280 - 390**

155  
**A GAMAGES VETERAN TOOL KIT,**  
 embossed leather pouch, fitted with assorted tools (some replaced), together with a later Gamages foot pump.

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



155

156  
**A DE DION-BOUTON GREASE GUN,**  
 brass body with screw feed and handle, 28cm long, together with other reproduction items to suit De Dion-Bouton comprising a pear-shaped alloy cast contact breaker casing for rear-engined car, 11cm long, a Liotard of Paris brass radiator plaque, 12.5cm long, a cast alloy number plate 'RP 211', and a modern toffee tin with lid decorated with image of a 1901 De Dion-Bouton car.

(5)  
**£250 - 300**  
**€280 - 330**

157  
**A LUCAS 'KING OF THE ROAD' NUMBER 10 HYDRAULIC JACK,**

single hydraulic piston with a manual screw extension, up to 3 ton capacity, height closed 21.5cm, open 48.5cm, with restored 2-part handle. As originally fitted in the tool kits of Rolls-Royce Silver Ghost and Phantom motorcars depicted in the respective instruction books.

(3)  
**£250 - 300**  
**€280 - 330**

158  
**A HATTERSLEY AND DAVIDSON NO.1 PUMP,**

turned wooden handle, brass body with fold-down foot plates, 55cm high.

**£250 - 300**  
**€280 - 330**

159  
**A 'RENROT' BALLOON PUMP BY TURNER & BROS LTD,**

brass body with fold-down foot plates, 55cm long, together with another period tyre pump.

(2)  
**£250 - 300**  
**€280 - 330**

160  
**A PARKES QUINTON 'PHILLIT QUICK' TYRE PUMP,**  
 brass with fold down foot plates, double turned wooden handle with fitted pressure gauge, 51cm high overall.

**£250 - 350**  
**€280 - 390**

161  
**A RUNNING-BOARD MOUNTING WOODEN TOOL BOX,**

varnished wooden case with rounded edges, with cream-coloured tread to lid with riveted brass surround, with two brass catches to each end (one replaced with Louis Vuitton catch), opening to reveal interior with lift-out wooden tray and compartmentalised base, the inside of the lid painted grey, measuring 80 x 30 x 23cm overall.

**£600 - 800**  
**€670 - 890**

162  
**ASSORTED MOTORING TOOLS TO SUIT EARLY ROLLS-ROYCE,**

including Lucas No.20, No.40 and No.64 'Force Feed' oilers, greasers including Enots Autoram, four Rolls-Royce C-spanners, Rolls-Royce spark plug box spanner, a spare valve assembly in wooden holder, two Melco tyre levers, and other tools.

(Qty)  
**£400 - 500**  
**€450 - 560**

163  
**A TOOL KIT SUITABLE FOR A VETERAN OR EDWARDIAN MOTOR CAR,**

including a brass blowlamp, copper tipped soldering iron, wooden handled screwdrivers, pliers, handbrace, tyre pump, box spanners, oiler, grease gun and other items, in later leather case.

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

164  
**EDWARDIAN TOOLS AND BRASS MOTORING ACCESSORIES,**

comprising three grease guns, including Enots 'Kelvin' No.10 A type and Enots Pattern '5.D', together with a 'The Atlantic' bulb holder and a reproduction rear-view mirror.

(5)  
**£250 - 350**  
**€280 - 390**



158

160

158

159

161



162



165



165

**A WARLAND DUAL RIM TOOL AND ASSOCIATED ADVERTISEMENT,**

used for the opening of detachable rims, 26cm long in closed position, together with an associated period colour advertising poster pasted on board depicting use of the tool, some wrinkling with loss to lower left corner and upper edge trimmed, 45 x 72, in wooden frame. (2)

£250 - 350  
€280 - 390

167 †

**A VETERAN LEATHER-CASED DRINKS SET, CIRCA 1900,**

compact honey leather case with carrying strap, the lid with brass catch opening to interior fitted with two heavy glass drinks bottles with plated caps, the case measuring 17cm high.

£600 - 800  
€670 - 890

166<sup>000</sup>

**A HAND-CRANKED SKELETON PETROL PUMP, PREVIOUSLY INSTALLED AT PALACE PIER MOTOR WORKS, MADEIRA PLACE, BRIGHTON,**

restored in ROP black and red colours with decal to cylinder, fitted with ROP price flags one stamped to edge 'Palace Pier Motor Wks, Madeira Place, Brighton', the other stamped 'Palace Pier Motor Wks, Brighton', complete with hose and nozzle, approximately 178cm high.

£1,000 - 1,500  
€1,100 - 1,700

168 †

**A LEATHER-CASED TRAVELLING DRINKS SET FOR FOUR PERSONS, CIRCA 1909,**

brown leather case with handle, opening to interior with wicker frame fitted with 1 pint glass and EPNS drinks flask by James Dixon & Sons, etched with cockerel design, four other glass drinks bottles and four gilt-lined drinking tots, the inside edge of lid applied with 'Harrods Ltd London SW' plaque, the case measuring 34cm wide, with keys.

£900 - 1,200  
€1,000 - 1,300

167



168



166



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.



169



172



170

169 †  
**A CHRISTOPHER DRESSER DESIGN  
 CASED TEA-SET FOR TWO PERSONS,  
 RETAILED BY LEUCHARS & SONS OF  
 PARIS, CIRCA 1905,**  
 textured black leather case with handle, with double-front doors opening to two-tiered suede-lined interior fitted with accessories of English manufacture comprising plated metal kettle with ebony handle, containing tea-caddy, with burner and stand, tea-pot with ebony handle containing sugar bowl and milk jug, and spirit flask, the lower level fitted with a pair of yellow glazed Royal Worcester bone china tea-cups with saucers, with sugar tongs and correct tea-spoons fitted in the double doors, the case 29cm wide.  
**£600 - 800**  
**€670 - 890**

170 † ◊  
**A 'CORACLE' BRAND WICKER-CASED  
 PICNIC SET FOR FOUR PERSONS BY  
 G W SCOTT & SONS, CIRCA 1909,**  
 the wicker case with handles and locking bar, the lid opening to wicker compartmentalised interior fitted with copper kettle with burner, three wicker-covered drinks bottles of various sizes, a smaller glass bottle, a 'Coracle' ceramic-based food box, two other food tins, a set of four Aynsley bone china tea-cups with matching saucers, four glass tumblers, a ceramic Butter jar and two condiments jars, with cutlery and circular enamel plates housed behind leather straps in the lid, the case measuring 61 x 35 x 22cm.  
**£900 - 1,200**  
**€1,000 - 1,300**

171  
**NO LOT**

172  
**A SMALL OVAL GREEN GLASS  
 MUSTARD JAR WITH VETERAN  
 MOTORING SCENE LID,**  
 the miniature jar enclosed in a silver lattice work mount marked 800 continental silver, the lid similarly marked and modelled as an early motorcar passing a 50km milestone, 3.5cm long, 2.7cm wide, 4cm high.  
**£300 - 400**  
**€330 - 450**



173

173

**A RARE 1903 GORDON-BENNETT CUP RACE PRESENTATION KEY-LESS POCKET WATCH,**

presented to Dr Frank Husband, 19th Century Motorist and leading light of the Lincolnshire Automobile Club, who attended the race as a steward/messenger on his motorbike, that he rode to the event from Crowland, Lincolnshire, the watch No. 194589, the case back engraved "AUTOMOBILE CLUB GORDON-BENNETT CUP RACE IRELAND 1903" the inner dust cover engraved "Manufactured by Stauffer Son & Co London & Chaux-de-fonds", white enamel dial with Roman and Arabic numerals, the outer chapter marked "Miles per hour from 1/4 mile distances", two subsidiary seconds and 30 minute register dials, (hairline crack to centre of dial), blued steel sweeping seconds hands, lever escapement and bimetallic balance wheel, in silver metal case, 5cm diameter. Sold together with a hand-written letter from Dr Husband to his wife Emmie, dated July 3 1903, on two folded sheets of Shelburne Hotel Dublin letter-headed paper, written on both sides, offered with modern typed transcript.

(Qty)

£2,500 - 3,500

€2,800 - 3,900



173



176

174

**TWO WICKER UMBRELLA BASKETS,**  
to suit Edwardian car, each with lid and leather straps, each approximately 105cm long.  
(2)  
£300 - 400  
€330 - 450

175

**A PAIR OF CERAMIC DECORATIVE CAR FAIRINGS, FRENCH, CIRCA 1900,**  
each decorative car with basket coachwork and figure seated on the bonnet, some old wear and damage, each 14 cm long overall.  
(2)  
£250 - 350  
€280 - 390

176

**A RARE SET OF 50 GLASS 'MAGIC LANTERN' SLIDES OF VETERAN CARS PRODUCED BY NEWTONS OF LONDON, CIRCA 1905,**  
each 8 x 8cm (3 3/4 inches square) comprising photographs of cars and their owners, period advertising and illustrations. some are of famous people of the time, such as Harry Tate the music hall comedian, and Tom Browne an illustrator and cartoonist, (one slide cracked but intact), all contained in a modern wooden slide carrying case with leather strap.  
(Qty)  
£800 - 1,200  
€890 - 1,300



178



179

177

**A DECORATED GLASS DECANTER, FRENCH, LATE 19TH CENTURY,**  
hand-painted enamel decoration depicting early steam tricycle, fitted with polished metal top, 23.5cm high.  
£300 - 400  
€330 - 450

178

**A GENTLEMAN'S WOOLLEN MOTORIST'S COAT BY ALFRED DUNHILL,**  
in dark grey wool, full-length double-breasted button fastening, two pockets, with light brown wool lining, worn through in one place to rear of collar.  
£300 - 400  
€330 - 450

179

**A GENTLEMAN'S LEATHER MOTORIST'S COAT BY H.A. LEDERKLEDING,**  
heavy brown leather, full-length double-breasted button fastening, with two pockets and zip-fastening pocket to left breast, with belt and with brown suede and quilted lining.  
£250 - 350  
€280 - 390



180

180  
**A PAIR OF REPRODUCTION 'MR POPPLE' STERLING SILVER SALT AND PEPPER POTS, HALLMARKED LONDON 1993,** by the Whitehill Silver & Plate Co., each a stylised depiction of an Edwardian motorist in motoring coat, cap and goggles, based upon the 1905 stage musical comedy character "Mr Popple of Ippleton", each 8.5cm high, reproduction examples after the original 1908 designs produced by Silversmiths Saunders and Shepherd, of Chester.  
 (2)  
 £300 - 500  
 €330 - 560

181  
**A PAINTED METAL AND BRASS LIVE-STEAM TOY FIRE ENGINE, GERMAN, LATE 19TH CENTURY, POSSIBLY BY ERNEST PLANK,** with brass boiler, chimney, cylinders and wheels, red painted metal bodywork, (incomplete), 11in (28cm) long  
 £300 - 500  
 €330 - 560



181



185

182  
**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'.  
 £800 - 1,200  
 €890 - 1,300

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



184

183  
**A DESK CLOCK AND A BAROMETER IN THE FORM OF AN EARLY MOTORING LAMPS,** comprising a copper desk clock in the form of an oil-illuminating side-lamp, and a modern Esso desk barometer in the form of a lantern, French, 19cm high.  
 (2)  
 £250 - 300  
 €280 - 330

184  
**A LARGE SMOKER'S COMPANION IN THE FORM OF A VETERAN MOTOR CAR,** wooden construction with some brass fittings, in the form of a two-seater veteran car, with wooden wheels, tin-strip 'running boards' and with opening bonnet and seat panel revealing hidden compartments, some wear in places, 30cm long.  
 £250 - 350  
 €280 - 390



186

186

185  
**A PAIR OF GLAZED CERAMIC 'THE MOTORIST' CANDLE SNUFFERS BY ROYAL WORCESTER,** modelled as lady and gentleman veteran motorists, from a modern limited edition of 500 based upon the original 1909 pattern figures, the male figure numbered 252, the female figure numbered 252, each 10.5cm high.  
 (2)  
 £250 - 350  
 €280 - 390

186  
**A SMOKER'S COMPANION IN THE FORM OF AN EDWARDIAN MOTOR CAR,** believed period, in the form of a circa 1904 four-seat open tourer motorcar, wood and metal construction, the body with two hinged sections revealing hidden compartments, one headlamp missing amber glass lens, and wheels with original rubber tyres, 18cm long, offered together with a "Belvoir" sterling silver cigarette case by Dudley Russell Howitt, hallmarked Birmingham 1947, the gilt interior engraved with previous owners initials and dated 'R.C.C. 1957', a 1954 1st edition of Alfred Dunhill: *The Gentle Art of Smoking*, with dust-jacket; and an accompanying letterhead signed by Alfred Dunhill, in original envelope, and a Dunhill related 2-page magazine article.  
 (7)  
 £400 - 600  
 €450 - 670



187



189

187  
**A WEATHER VANE CAR DECORATION, AMERICAN 1910S,**

black painted cast embossed white metal in two halves, joined to give three dimensional figure, on black rod base, 36cm long.

£250 - 350  
€280 - 390

188  
**A DECORATED GLASS DECANTER, FRENCH, CIRCA 1909,**

enamel hand-painted scene depicting a car and three aeroplanes, complete with glass stopper, 23cm high overall.

(2)  
£300 - 400  
€330 - 450

189  
**AN UNUSUAL "MOTORIST EXHAUST AT FOLKESTONE" CERAMIC SOUVENIR, BELIEVED BRITISH CIRCA 1912,**

glazed ceramic figure of a male motorist in driving coat, hat and goggles standing beside a lavatory with gilt lettering "Motorist Exhaust at Folkestone" to bowl, and marked 'Foreign' to underside, 13cm high.

£250 - 350  
€280 - 390

A similar example of this souvenir is illustrated in the 1990 publication, John J Zolomij: The Motor Car in Art; (see page 177).



188

177

190

190

175

190  
**ASSORTED AUTOMOBILIA,** comprising Ernest Henry Linfield's Surrey CC Driver's Licence 1910-1913; a carved wooden 'chauffeur' pipe, French, circa 1904; a Chenard & Walker pocket calendar coin, 1910-1930; a Hotchkiss salon Paris 1905 medal; an embroidered 1902 Mercedes cushion, a small decorative silk cushion and a polished brass mounting bracket.

(7)  
£300 - 400  
€330 - 450

191  
**ASSORTED 'VETERAN MOTORING' DECORATIVE PLATES,**

including K & G Luneville plate with hand coloured printed design after Obert, French, circa 1907, 26cm diameter, three depicting lady drivers and ten other transfer printed examples.

(14)  
£250 - 350  
€280 - 390

192 †  
**AN EDWARDIAN CASED SET OF SIX 'RENAULT' STERLING SILVER BLAZER BUTTONS BY ALFRED WIGLEY OF BIRMINGHAM, 1902,**

six matching blazer buttons decorated with design in relief of a 4-seat 6Hp Renault Type G, hallmarked to reverse with registered design number for 1902, each 20mm diameter and contained within red leather presentation case by the Goldsmiths & Silversmiths Co.Ltd of 112 Regent St, London, the case 18cm wide.

£600 - 800  
€670 - 890

193  
**THREE VETERAN MOTORING COLLECTABLES,**

comprising a cast brass tray, 15cm wide, a chauffeur's cap purse 6cm diameter and a vesta cover, 6cm wide, each embossed or cast with period motoring scene.

(3)  
£250 - 350  
€280 - 390

194  
**A WICKER UMBRELLA BASKET,** to suit Edwardian motor cars, 91 cm high, offered together with two umbrellas.

(3)

£250 - 300  
€280 - 330

195  
**A "LONDON TO BRIGHTON VETERAN CAR GAME", APPROVED BY THE RAC,**

in original box, together with a Tut-Tut card game in original box with spinner, and two veteran car themed jigsaw puzzles comprising 'Victory' 1903 Vauxhall and 'Passing Years' Veteran car 1909, both boxed, some playwear.

(4)  
£250 - 350  
€280 - 390

196 †  
**'AUTOMOBILE' AND 'AVIATION', A PAIR OF ALLEGORICAL DESK FIGURES AFTER FERRAND, CIRCA 1910,**

hollow-cast spelter figures, comprising 'Automobile', in the form of a draped female mounted above a veteran type car and holding a headlamp aloft, and 'Aviation', in the form of a draped male mounted above an early aeroplane and holding a propeller aloft, each mounted on original wooden base with title plate and measuring 53cm high overall.

(2)  
£600 - 800  
€670 - 890

197  
**A RARE FULL FIGURE 'CHAUFFEUR' CERAMIC TOBACCO HUMIDOR, BELIEVED FRENCH, CIRCA 1905,**

hand painted earthenware depicting a portly mustachioed figure in a double-breasted coat with fur collar, wearing peak cap with goggles, 20cm high, the underside stamped JME 3655, some chips to rear or lid.

£600 - 800  
€670 - 890



191

198

**A 'BENZIN' CHINA MOTORING HOT-CHOCOLATE JUG BY CARL TIELSCH, GERMAN,**

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, 27cm high.

£600 - 800  
€670 - 890



192

199

**A REALISTIC 'MOTORIST' TOBACCO HUMIDOR, BELIEVED FRENCH, CIRCA 1905,**

painted earthenware bust, in the form of a driver in blue clothes with matching ribbed hat the goggles resting on the peak, with moulded number 8357 and lettered BB to underside of base, 16cm high.

£500 - 700  
€560 - 780

200

**A LARGE PEKO-STYLE MOTORING CERAMIC TOBACCO HUMIDOR, GERMAN,**

larger version, glazed painted earthenware bust in the form of an early English motorist with grumpy expression wearing goggles and peaked cap as lid, with impressed number '9522' and painted 74 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, 14.5cm high, chip to right side of peak.

£300 - 400  
€330 - 450



196



194



202



201



200



199



197



182

201

**A LARGE PEKO-STYLE MOTORING 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, with impressed number '9523' and painted 54 to underside of base, 14.5cm high.

£300 - 400  
€330 - 450

202

**A PEKO-STYLE MOTORING CERAMIC TOBACCO HUMIDOR, GERMAN,** larger version, glazed painted earthenware bust, in the form of a female passenger with blue veil and green wide-brimmed hat lid, with impressed mark '9524' and painted initials VJ, modelled after original early 20th Century caricature by the Italian artist Peko as featured in humorous lithographs, 14.5cm high, some chips to rim of hat and inside neck of jar.

£300 - 400  
€330 - 450

Examples from the Peko series of humidors are illustrated in John J. Zolomij: *The Motor Car in Art* (see page 181). Images of the original caricatures by Peko upon which the humidors are modelled, also appear in the same publication (see page 86-87).

203

**A ROYAL DOULTON TALL JUG DECORATED WITH MOTORING SERIESWARE DESIGN,** 37.8cm high, titled 'A Horse! A Horse! design, hand-coloured transfer print under glaze (some crazing to glaze), the underside with Royal Doulton transfer crest and stamped with number 7119.

£600 - 800

€670 - 890

204 †

**AN AERONAUTICAL BRONZE DESKPIECE SCULPTURE BY PAUL MOREAU-VAUTHER, INSPIRED BY THE 1908 "MICHELIN CUP" AVIATION CONTEST TROPHY,**

cast patinated bronze sculpture depicting an early aviator climbing onto the mythical winged horse Pegasus taking off from a terrestrial hemisphere globe escaping the clutches of a female allegorical figure symbolising the earth's pull of gravity, with sculptor's signature on rear of base and further inscribed 'fonte sur platre', with Susse Freres of Paris foundry stamps and signature around the base, the globe with inscription in French "L'Homme enfourchant sa Machine Volante échappe à l'Attraction de la terre" ("Man riding his flying machine escapes the attraction of the earth"), the bronze mounted on a marble base, 23cm high overall.

£800 - 1,000

€890 - 1,100

It is believed that larger exhibition size Michelin Trophies, from which this bronze is inspired, were presented to important Pioneer aviators and aviation companies for notable achievements in the air, with smaller presentation bronze sculptures such as the example offered here, of which it is suggested that only 100 examples were produced by the Susse Freres foundry, were presented as personal copies for individual pilots, designers or important Michelin dealerships.

#### END OF AUTOMOBILIA

205 - 300

**NO LOTS**



198



203



204

# Motor Cars

18:00

Lots 301 - 316

Images of each lot can be found at: [bonhams.com/25446](https://www.bonhams.com/25446)



## 2019 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 9:30 - 11:00) outside Emelia Restaurant in Haunch of Venison Yard, at the rear of 101 New Bond Street.



301

## C.1900 LOCOMOBILE PROJECT

Engine no. 526

- *Renowned high quality steam car maker*
- *Rare early steam-powered automobile*
- *Sold strictly as viewed*



Entrepreneurs A L Barber and J B Walker formed The Locomobile Company in 1899, having purchased the rights from the Stanley Brothers to manufacture a steam car to their design. Other interests diverted Walker from the partnership, though Barber was to continue, producing the first car from his Newton, Massachusetts works in 1899.

This was a lightweight four-wheeler with wire wheels, its coachwork borrowing much from the horse-drawn era, which was powered by a twin-cylinder engine with a 14" boiler beneath the driver's seat. Power was progressively increased and by 1900 a 5½hp model was the norm.

Steering was by a right-side tiller and final drive by a single block chain with a contracting brake operating on the open-drive differential. Fully elliptic springs (transverse at the front) provided a comfortable ride on the primitive roads in its country of manufacture.

These Locomobile parts consist of water tank, engine, various axle components, spring, spindle seat and back, all of which are sold strictly as viewed. This project was found in France and now being sold from an English enthusiast's collection.

**£5,000 - 6,000**  
**€5,600 - 6,700**

302

## 1902 PEUGEOT 5½HP BÉBÉ TWO-SEAT RUNABOUT

Registration no. A 1386

Engine no. 5133L

Body no. 3296

- Purchased off the Paris Motor Show stand in 1902
- Outstandingly original condition
- Known ownership history with present ownership since 2006
- Many-time London-Brighton Run finisher



The London to Brighton Run, 2012

Possessing a wonderful history, this delightful Peugeot B b  was purchased off the Paris Motor Show stand in 1902 by a Captain Kelly. Owned by Mr Bernard Wood of Wepstead, Suffolk in 1946, the car was acquired in May 1947 by Mr Kenneth Bowyer of Kirtling, Suffolk, who entered it for the third post-war London to Brighton Veteran Car Run, held in 1949. One of the accompanying photographs shows the car arriving in Brighton on Madeira Drive, and it can be seen that the condition is virtually the same as today, with perhaps a little more patina. The car has a very early VCC Certificate (No. 139) dated 24th February 1949.

When Mr Bowyer died in 1988, his widow sold the Peugeot at auction where it was bought by noted classic car racer and collector of important motor cars, Mr Neil Corner. Neil completed several Runs and during one of them demonstrated the Peugeot's speed by starting number '302' and finishing on Madeira Drive in 15th. The car was then acquired by Veteran and Vintage motor dealer Martin Chisholm, who completed two more London to Brighton Runs with it. The current enthusiast vendor then purchased 'A 1386' from Martin Chisholm, adding the car to his private collection in the summer of 2006.

While in the vendor's care, the B b  has completed five London to Brighton Runs, most recently in 2012, and is a past winner of the Regent Street Concours' 'Most Original Veteran' award. Kept in storage since the 2012 Run, the car nevertheless fired up first turn the other day.

Nowadays many Veterans have to some extent been restored and made to look 'factory fresh'. This car, however, is different in the sense that it is one of the few that is completely original: paintwork, upholstery, engine, and even the toolbox! A trailer and a small amount of tools comes with it, while noteworthy features include Gamage-Nulites front lamps, an Otto rear lamp, and a serviceable canvas hood. The accompanying history file contains London to Brighton finishers' pennants (x5), two old-style continuation logbooks, assorted correspondence, expired MoTs, photocopied technical literature, a current V5C Registration Certificate, a selection of photographs, and a quantity of bills, most recently from noted specialist Arthur Archer. As well as the London to Brighton Run, this charming early Peugeot would be well suited to the VCC's many singles and twins events including the popular 'Creepy Crawly' Rally.

**£60,000 - 80,000**  
**€67,000 - 89,000**

**1904 PHOENIX 4½HP TRICAR**

Registration no. AR 6098

Engine no. 165

- Offered with a bespoke trailer
- Also eligible for the Pioneer and Banbury Runs
- Recent engine rebuild costing £22,000



Taking its name from the Phoenix Cycling Club, of which company founder J Van Hooydonk was a member, the Phoenix Motor Company was established in London in 1903 before moving to Letchworth, Hertfordshire in 1911.

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

This Phoenix tricar with basket forecar body is powered by a twin-cylinder Peacock engine with a bore/stroke of 53x108mm for a capacity of 477cc and a maker's rating of 4½hp. It was previously owned by Joseph Baily of Royston (1997), Anthony Brown of High Wycombe (2003) Christopher Thomas of Wales (2006) and Russell Abrahams of Manchester (2009). A many-times London-Brighton Veteran Car Run participant, 'AR 6098' last completed the Run in 2018. Being a three-wheeler, the Phoenix is also eligible for the Sunbeam MCC's Pioneer Run. Accompanying paperwork consists of a quantity of old MoT certificates, a V5C registration document, a science museum certificate and VCC Dating Certificate No. 376 listing a Brown & Barlow carburettor as non-standard equipment. There are numerous copy articles concerning Phoenix vehicles on file.

The current vendor purchased 'AR 6098' at the 2014 Bonhams London to Brighton Sale and has completed one Pioneer Run and several London to Brighton Veteran Car Runs. Since purchase the vehicle has been extensively worked on by Henal Engineering including a complete engine rebuild with bills on file totalling £22,000 (which includes the fitting of two Amal carburettors). Included in the lot is a purpose-built trailer.

**£27,000 - 35,000**  
**€30,000 - 39,000**

304

## 1902 BARTHOLOMEW 3½HP HIGH-WHEELED SPINDLER

Registration no. BS 8038

Chassis no. 1

- Unique self-built American automobile
- UK registered since 1988
- Present ownership since 2006
- VCC dated
- Previous LBVCR participant

Mr & Mrs George Bartholomew  
aboard his creation, early 1900s



"Recognising the efforts of those early pioneers who made their own cars, if only in a single example, is important for an understanding what this country was like during the dawn of the horseless age. The American automobile did not arise full-grown into an assembly line. Its birthing (sic) years and its puberty were experienced in hundreds of villages and towns from coast to coast, as small machine shops, bicycle builders and carriage makers – even doctors, jewellers and florists – used a few tools and varying talent to put themselves automotively (sic) on the road." – *Standard Catalog of American Cars*.

This unique American automobile was built in 1902 by one George Bartholomew of Russell, a hamlet in upper New York State near the Canadian border. George decided to build a car for himself after seeing one in operation in a town some 30 miles away. His self-built automobile is powered by a 3½hp Fairfield single-cylinder two-stroke stationary engine, which he specially adapted to use in this car.

The chassis is numbered '1' and the engine '19'. The suspension is by fully elliptical springs front and rear, while final drive is by chain via a two-speed gearbox. Unlike many such vehicles of this era, steering is not by means of a tiller but by a small steering wheel. George Bartholomew drove his runabout for about four years and it remained in the Bartholomew family's possession until 1949. The car was subsequently bought by a museum in the USA.

In 1988 the Bartholomew was imported into the UK and registered in this country having been purchased by a Scotland-based enthusiast. Dated by the Veteran Car Club as of 1902 manufacture, the car was acquired by the current owner in 2006, since when it has successfully completed the London to Brighton Veteran Car Run on two occasions. This unique American Veteran is offered with a VCC Dating Certificate and a large file of history that includes a photograph of George Bartholomew and his wife aboard his creation.

**£28,000 - 36,000**  
**€31,000 - 40,000**

305

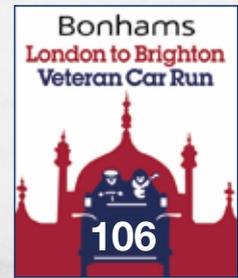
"Le Papillon Bleu", Ex-Chevalier René de Knyff,  
and Leslie Bucknall, present ownership for 27 years

**1901 PANHARD-LEVASSOR 7HP TWIN-CYLINDER  
FOUR-SEAT REAR-ENTRANCE TONNEAU**

Coachwork by J. Rothschild et Fils "Lightweight" - see text

Registration no. A4281

Chassis no. 3010



- "The Progenitor of the London to Brighton Run" – David Burgess-Wise
- Competed the 1927 and 1928 Old Crocks Run, more than 60 London to Brighton Runs
- VCC Dated and copy of Panhard-Levassor ledger record on file
- Freshly serviced by NP Veteran Engineering



The car on the 1927 London to Brighton Run  
© Motorsport Images



Among all surviving automobiles of the pioneering Veteran era, this is one of the most famous. It has an unparalleled history of being cherished from the day it was commissioned and has resided in a handful of notable ownerships throughout its life, better still it is one of that 'rara avis' of named cars.

As confirmed by a copy of its factory record on file, this majestic sporting car, number 3010 was specially ordered by none other than Chevalier René de Knyff on 21st August 1901. Of Belgian nationality, De Knyff was intrinsically connected to the Panhard et Levassor story. He was one of their best, and most well-known racing drivers of the Victorian era of major city to city races, winning 5 of the 18 competed for between 1898 and 1903, having taken over as director of the company on Levassor's death in 1897. This was a snapshot in his career, however, as his place in history is more associated as President of the Commission Sportive Internationale, now better known as the FIA. He was a most appropriate ambassador for the sport, being noted for his sportsmanlike attitude. By way of example Charles Jarrott records that in the 1899 Paris-Bordeaux, when de Knyff chanced upon his adversary Fernard Charron broken down by the side of the road, exhausted and unwilling to continue, de Knyff is said to have offered him a glass of cognac and encouraged him to rejoin the race. When his own car floundered later, Charron won!

De Knyff would have no doubt been delighted with the way his sporty 'about town' Voiture Legère had turned out. This partnership was not to last however, for as recounted in Elizabeth Nagle's *Veterans of the Road*, a passionate motorist Sir Leslie Bucknall happened to drop by the Works and saw this "dream car" parked there...

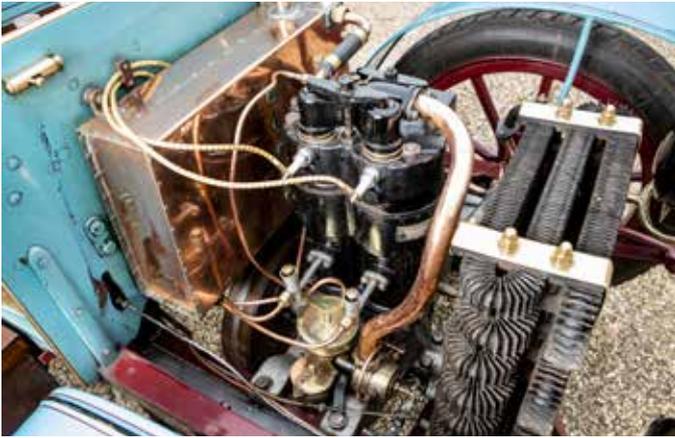
As told to Nagle, by Bucknall's Chief Engineer J.V.E. Taylor –

"We were informed that it had been made expressly for the Chevalier René de Knyff, director of the firm, and that every piece had been specially selected, tested and finished by their best craftsmen. The bodywork was by Rothschild et Fils, Paris. The body was a tonneau, enameled in a pale Cambridge Blue, whilst the upholstery was scarlet (hunting coat) cloth, which, with a liberal amount of very highly polished brass fittings, mouldings etc. made it, for that time, a most beautiful carriage.

We saw the Chevalier, who was a typical French (sic) aristocrat, spoke perfect English, and received us very cordially, but flatly declined to sell the car for any consideration. This only made Bucknall more determined to have the car somehow, and he urged his request really beyond the limit of politeness. At last the Chevalier told him frankly that if he forced him to sell, it would be at a figure out of all proportion to either the normal price, or the actual cost, which must have been very high.

I have a mental note that Bucknall offered over twice the amount which I regarded as the maximum... Eventually, the two principals retired to a private room, returning after a time to announce the deal completed, the final figure not being stated."

They proceeded to drive the car back to England, Bucknall then going ahead by all accounts to preempt news of his purchase with a normally unapproving Mrs. Bucknall!



As Taylor continued "The naming of the car was the occasion of quite a little ceremony. I had the name plate prepared, and Bucknall's little daughter, Vivienne performed the "christening", which involved a bottle of the best, none of which was allowed to touch the car!". Period images including the one on these pages show the name plate to have been present since those early days.

Strangely, despite the lengths to which he had stretched to purchase her, it was not long before Bucknall placed her on the market, in a comprehensively described advert in *The Autocar*, the Panhard is described as: 'Panhard-Levassor, the very latest 1901 type, 7hp, specially light semi-racing carriage, two months old in the most beautiful condition, tonneau body for sale ; enameled in light blue and scarlet, red cloth cushions; this carriage is probably the best finished carriage in the world'. Precisely when, or whether this precipitated a sale is not known.

'Le Papillon Bleu' appears to have been cocooned in this period for the sole time in its life, presumably being outmoded earlier on and no doubt laid up during the war. She surfaces in the mid-1920s, when then owner H. Wallace Simpson of Henley wrote to *The Autocar* on April 17, 1925, and depicting a current photo of the car, posed the question as to whether this was the oldest car still in use on the roads in Great Britain.

By then two dozen years old, he would recount a recent 50-mile journey in the car without any troubles. Its next owner was G. Roger Wakeling, who writing to *Motorsport* in 1969 in response to an article on Bucknall, recounted acquiring the car from a garage in Henley.

In 1927, the very first commemorative run from London to Brighton took place. Sponsored by the *Daily Sketch*, 'The Old Crocks Run' as it was termed saw some 51 vehicles travel down the Brighton road, for the first retrospective edition of the event which we all enjoy today 92 years later this weekend. 'Le Papillon Bleu', piloted by Wakeling was one of those cars, it repeated this for the 1928 edition also and so it has continued to be for more than 60 subsequent editions.

From Wakeling the car would pass to the Veteran Car Club Acquisitions Scheme, being one of the first cars so offered in 1944. Its buyer was Lavenham based enthusiast Alec Hodson, and it would share stable with his Gardener Serpollet for a number of years (the same car that later would pass to George Milligen and was then sold here by Bonhams a few years ago). Its next owner was Clement Shillan of Rochford, who used her on the London to Brighton through the 1950s.

Veteran Car Club President Tom Lightfoot became the car's next custodian and it would remain with him until 1976. His 16 year tenure saw it continue to be exercised on the Brighton Run, albeit piloted by a variety of his friends, including Jean Djaniguan the Vice President of the Club des Teuf-Teuf (1960), as illustrated and Count Bernard de Lassee (1966/1969).



Tom Lightfoot and Jean Djaniguan start the 1960 London to Brighton



Very early days in England



From Lightfoot, the car moved on to Roy Woollett. By this stage the Panhard was in need of some refreshing and Woollett entrusted it to Graham Neale, of Worcestershire to carry out this work. Its cloth interior was reinstated, the car repainted and some mechanical work carried out. Viewed today, the car's 1970s restoration has now aged a little, but remains entirely presentable. Close inspection reveals the distinctive bodywork to be almost entirely of aluminium construction, which would most certainly make it lighter than others of its type. There is no longer a coachwork plate signifying Rothschild, yet the manner in which it is constructed and its well documented history fully endorse the comments by H. Wallace Simpson and J.V.E. Taylor that they were its coachbuilders. By the time that the 'Blue Butterfly' was celebrating the anniversary Old Crocks Run in the late 1920s it had long been converted to Krebbs' 'automatic' carburetor and steering wheel controls. Since the carburetor maker's plate carries the engine number 3010, it seems more than likely was supplied either by the French works, or Acton based UK Panhard Service Agency.

The present owner acquired the 'Blue Butterfly' 27 years ago and has maintained its record on the Run, completing the event 25 times since, two particular highlights being the Centenary Run, when Lord Winchelsea, grandson of the original Lord who tore up the Red Flag in 1896 was a passenger, and twenty years later in 2016 when it was exhibited at the Regent Street Motor Show and won the Concours d' Elegance award for 'the car which most embodies the spirit of the veteran era, in composition of the coachwork, paintwork and upholstery'.

7hp Panhards have long been considered as one of the definitive ways to campaign the London to Brighton, and they are rightfully coveted. Their user friendly 'Système Panhard' controls make them a good deal more manageable than many of their peers, and then you have the aesthetics, the iconic 'serpentine' radiator, bonnet, large wheels and chain-drive which combine in a beautiful harmony that was copied almost universally before being eclipsed by the Mercedes. Early examples such as this are powered by the iconic Daimler Phenix powerplant on which much of the industry became based.

The logical progression of oldest first in the journey from London to Brighton ensures that a car such of this, while extremely competent and usable entries by merit of their date start within the first 100 cars and are provided with a less congested journey down the Brighton Road

Of those, this must be the best. After all, how often can one purchase a car that was built specifically for a pioneer Racing Driver and Director of Panhard-Levassor at the time? A generational purchase, 'Le Papillon Bleu' has it all.

**£200,000 - 250,000**  
**€220,000 - 280,000**

306

## 1899 STAR BENZ 3½HP VIS-À-VIS

Registration no. CE 261

One of Britain's top six motor manufacturers prior to World War One, the Wolverhampton-based Star Motor Company produced its first automobile in 1898. A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr. Star's first automobile was a built-under-license Benz, though it was manufactured entirely in Wolverhampton, which remained in production into 1902.

German engineer Carl Benz is credited with making the first internal combustion engined automobile that performed with any degree of success. By the turn of the 20th century Benz was producing the popular Velo, amongst other models, sales of which outstripped those of its other major European competitors.

- *Rare British make*
- *Recent London-Brighton Veteran Car Run participant*
- *Restored in the early 1950s*
- *Previously on long-term museum display*

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

Progressing from that first single-cylinder 3½hp Benz-based design, Star added twin- and four-cylinder cars to a diverse and expanding range of De Dion, Panhard and Mercedes types, and built its first six in 1907. For the 1905 Gordon Bennett Cup, the firm built two monstrous 10.2-litre 70hp four-cylinder racers, based on the Mercedes Sixty, though neither was selected to take part.





London to Brighton Run, 2017



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

Nothing is known of the early history of this Star Benz, which first came to the Veteran Car Club's attention in 1932 when it was rescued by C C Hayward of Ashford in Kent, who discovered it powering a saw-bench. The car was complete apart from the carburettor, which had been replaced with a Zenith. C C Hayward was an early member of the VCC, and 'CE 261' was entered in the 1938 Brighton Run, driven by D Copley and L Lloyd-Jones. Along with its stablemates - a Beeston Humber forecar, a Humberette and two early Cadillacs - 'CE 261' was severely damaged by enemy action during the war. The body was completely burnt away and the wire wheels were a tangled mess, but apart from a few small fittings the rest of the metalwork survived intact.

C C Hayward passed away before the war's end and his cars were put away and stored in a shed. The least damaged Cadillac was re-commissioned in 1946 or '47 by his son Gordon Hayward (who with C F B Hayward ran C Hayward & Sons, Automobile Engineers of 20/46 New Street, Ashford, Kent) while the Star was restored in 1954 and submitted for VCC dating.

The biggest headache seems to have been the replacement of the wheels and tyres, which were eventually rebuilt by Dunlop. Details supplied by the VCC were used to recreate the body to as near original pattern as possible, although it first reappeared with flat, square-cut wings which the Dating Committee felt should have been curved.

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

This particular Star was on display at a private museum on the Isle of Man for 25-30 years until it was purchased by the current owner in 2015. Since taking ownership of the car, the vendor has fitted new chains and belts and has competed in several recent London to Brighton Runs. Please be advised that the vendor has more recently fitted new wheels similar in look to those illustrated with solid front and rear tyres. The engine is now also said to be fully functioning having been stripped and cleaned, with the ignition, valves, and carburation all set. Accompanying paperwork consists of a current V5 registration document.

**£70,000 - 90,000**  
**€78,000 - 100,000**  
**No Reserve**

307

## 1900 MMC 6HP 'CHARENTE' TWIN-CYLINDER REAR-ENTRANCE TONNEAU

Registration no. AP 163

Chassis no. 290

- A rare and short-lived British marque
- Known ownership history from new
- Formerly part of the Murcott Collection
- Restored in the late 1990s
- Regent Street Motor Show Concours champion 2006





The Motor Manufacturing Company (MMC) was successor to The Great Horseless Carriage Company, which had been founded in 1897 by the infamous entrepreneur and fraudster, Harry J Lawson, and was part of his British Motor Syndicate. Lawson had sought to establish a monopoly of motor manufacturing in Britain by obtaining as many related patents as possible, starting with those of the German Daimler company. His efforts, like those of the Selden patent's owners in the USA, would be frustrated by the courts.

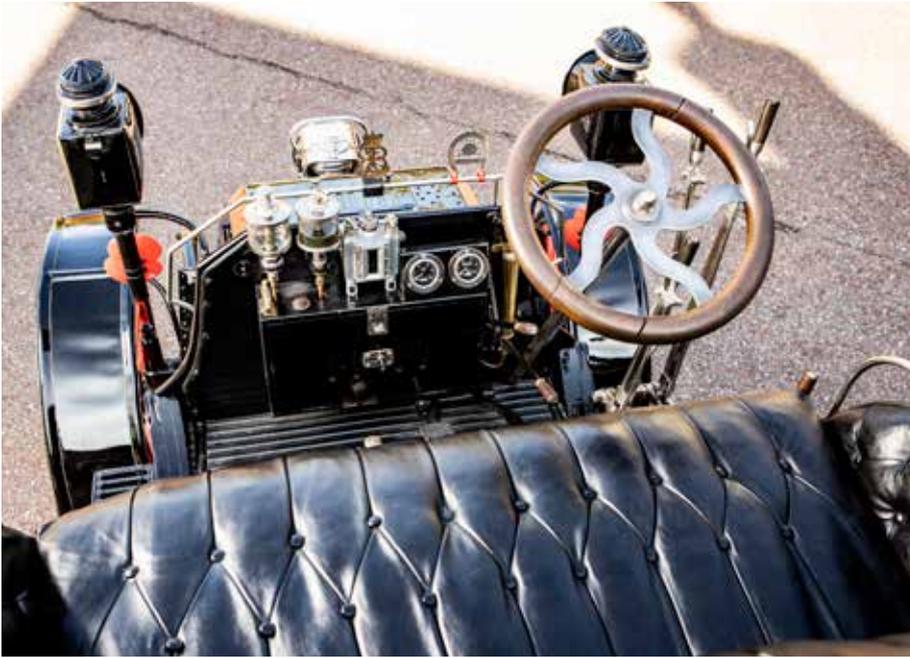
The Great Horseless Carriage Company shared the Motor Mills in Coventry with Daimler's British offshoot and commenced production in 1897 using Daimler engines and gearboxes, while the bodies and wheels were of its own manufacture. Reorganised as The Motor Manufacturing Company in 1898, it continued with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

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

Representing MMC at the height of its success, this example is powered by a 1,527cc Daimler vertical twin-cylinder engine with dual ignition (hot tube and trembler coil). It was purchased in 1900 for £380 by Colonel Blake of Woodhams Farm in Winchester, and remained in his family's ownership for the next 53 years. In 1913 its body was removed and the engine coupled to a bandsaw, while during the Great War the MMC is recorded as having provided power "for making parts for bombs, shells and wheelbarrows".

With the growth in interest in early cars that followed the revival of the London to Brighton Run in 1927, the young Blake brothers, Billy and Richard, who had become great friends with that archetypal Veteran vehicle enthusiast, Richard Shuttleworth, re-commissioned the old MMC, which they found "in exactly the same position as it had been placed twenty years previously". Richard Blake entered it for the 1930 Brighton Run as an '1897 Daimler' but failed to make the start. In 1931, now correctly identified as an MMC (but still dated as 1897), the car finished at an average speed of just over 14mph, repeating the feat the following year. It missed the 1933 Run but was back in 1934, again finishing in good time.

In 1935, the MMC was entrusted to a notable motoring pioneer, Lt-Cdr Montague Grahame-White, who successfully steered it to Brighton despite "steady and depressing" rain.



The MMC also took part in the Brighton Runs of 1936, 1937, and 1938. In 1939, ownership passed to another member of the Blake family, Frank. The MMC changed hands within the family again in 1952, reverting to William Henry Cundall 'Billy' Blake, who kept it only a short time. In 1953, the car was acquired by Ernest Hare of Rotherham, who decided to celebrate Queen Elizabeth II's coronation by driving the MMC from John O'Groats to Land's End, covering the 876 miles in 10 days between the 4th and 13th of August, accompanied by his 16-year-old son, Geoffrey.

That November, the MMC made its first post-war Brighton Run, and in 1954 it was officially dated as '1900' by the Veteran Car Club; the next year it was featured in *Veterans of the Road*, the silver jubilee history of the Veteran Car Club by VCC secretary, Elizabeth Nagle.

Mr Hare retained the car until the end of 1960. It was then sold by VCC stalwart G F 'Uncle Fred' Hodgkinson to Joseph Vernon Murcott for £1,749, and remained part of the Murcott Collection until 1996 when it was acquired by the Loder family. The MMC then underwent extensive restoration to remove past modifications and return it to original specification for exhibition as part of the display of pioneer motor cars at Leonardslee Gardens in Sussex, the inspiration for the setting of Rudyard Kipling's famous motoring story, *Steam Tactics*. It was entered in the Centenary London to Brighton Veteran Car Run that year and has taken part in several subsequent runs.

Sold to the current custodian in 2005, the MMC benefited from having the inlet valves removed and compression tested in 2007. New exhaust valves were fitted at this time, and new cables for the braking system installed (details on file). Works continued during 2010 and 2011 when all wheels and chains were removed and checked. The chassis was inspected and lubricated, and the engine checked. Bills for this period totalling over £6,500 are on file.

Included with this Lot are several books including *At the Wheel, Ashore and Afloat*, and *Veterans of the Road*, both of which illustrate this MMC. Described by the vendor as in very good/excellent condition, the car passed the UK MoT test from 2006 to 2011 inclusively and is offered with a new V5C document. Prospective purchasers will be delighted to learn that it has an entry into this year's LBVCR.

This is a most important early motor car with an impressive provenance, and is one of very few Veterans to have been at the centre of the old-car movement for three-quarters of a century. As MMC's catalogue stated about their Daimler-engined car: "It has been thoroughly tried and proved by the test of time to be the best, most efficient and most economical on the market". What better recommendation could there be for a Brighton Runner?

**£220,000 - 260,000**  
**£240,000 - 290,000**

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.



308

*From the estate of the late Brian Moore.*

**1904 DE DION BOUTON MODEL Y  
6HP TWO-SEATER**

Registration no. BF 4434

Chassis no. 308

- *Sold new in the UK*
- *Discovered in New Zealand circa 1967*
- *Coachwork by Dave Hall*
- *Successful London to Brighton Run finisher*



London to Brighton Run, 2015



The names of De Dion and Bouton are inextricably linked with the pioneer 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 Georges 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 such events as the Paris-Bordeaux and other endurance races. Early 137cc engines ran at speeds of up to 1,500rpm, while the 250cc engine of 1896 developed approximately 1¾ horsepower and made the contemporary Benz engines seem positively antiquated.

Early De Dions were rear-engined and of the vis-à-vis type – where the passengers sat facing the driver – but from 1902 onwards the firm began to adopt what would become accepted as the conventional layout for a motor car.

By this time, De Dion's fast-revving, single-cylinder engines were offered in 4½hp, 6hp, and 8hp variants. All featured mechanical inlet and atmospheric exhaust valves, and were noted for their reliability, which is borne out by the number surviving today.

This single-cylinder three-speed De Dion Bouton was discovered on a sheep station in New Zealand circa 1967. There are extensive notes in the accompanying history file dating from the car's time in New Zealand together with a selection of 'as found' photographs and a current V5C Registration Certificate. Carrying brass kick-plates to each side bearing the legend 'De Dion Bouton Gt Marlborough St London', the car is known to have been in Scarborough, North Yorkshire in 1905 prior to departing for New Zealand. Correspondence with Dennis Field of the UK's VCC indicates that this car formerly carried four-person swing-seat coachwork by Lamplugh of France. The two-seat coachwork currently fitted was made in New Zealand by Dave Hall.

The car is handsomely finished in green with yellow wheels, black trim, and black mudguards, while noteworthy features include Smiths headlamps and a pair of P&H side lamps. Fully dated by the VCC (dating file included), it has completed Brighton Runs in recent years with the VCC Chairman at the controls, and also several Creepy Crawly rallies.

**£38,000 - 42,000**  
**€42,000 - 47,000**

309

**1899 PEUGEOT 2¼HP TRICYCLE**

Registration no. to be advised

Chassis no. 290

- *Rare early tricycle with original Peugeot two-speed gearbox*
- *Recent restoration by Gilbert Warning*
- *VCC dated*
- *Also eligible for De Dion Tricycle events*





Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. Amongst the world's oldest surviving motor manufacturers, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous Bébé light cars in 1900.

Before then, and in common with many of its European contemporaries, Peugeot had built tricycles powered by the ubiquitous De Dion Bouton single-cylinder engine. Engineer Georges Bouton's power units developed significantly greater output than those of rivals 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 such events as the Paris-Bordeaux and other endurance races.

Early 137cc engines ran at speeds of up to 1,500rpm, while the 250cc engine of 1896 developed approximately 1¾hp and made the contemporary Benz engines seem positively antiquated.

The stunning early Peugeot tricycle offered here is powered by a single-cylinder De Dion engine rated at 2¼hp, and is rare in retaining its original Peugeot two-speed gearbox. The tricycle has just been beautifully restored in Holland by Gilbert Warning, and 'before' and 'after' photographs were published earlier this year in the *VCC Gazette's* Dating section. Many such Veterans have been restored using lots of new parts and tubing, but the vendor wanted to emphasise this Peugeot's originality. Accordingly, this immaculate restoration was undertaken retaining as many original parts as possible, with some pitting to the frame tubes left prior to repainting in order to show the tubing's originality. As the rebuild has only recently been completed, the engine requires running in. VCC dated, this delightful little Peugeot also qualifies for De Dion tricycle events on account of its De Dion engine. A De Dion tricycle carburettor is the only notified deviation from factory specification.

**£40,000 - 60,000**  
**€45,000 - 67,000**

310

**C.1899 BRUNEAU QUADRILETTE**

Registration no. not registered

Engine no. 1004

- *Obscure French make*
- *Believed the sole survivor of only three made*
- *De Dion Bouton engine*
- *Three owners from new*





Operating from premises at 12 Victor Hugo Street, Tours, Bruneau was an early manufacturer of motorcycles, tri-cars, and quadricycles and/or quadricycles, it being believed that only three of the latter were constructed. Like many contemporary manufacturers, Bruneau used the ubiquitous De Dion Bouton engines for its products before partnering with Herdtlé to make Herdtlé-Bruneau proprietary engines and motorcycles from 1902 to 1913. Bruneau was later associated with Rochet.

This product of one of the more obscure French motor manufacturers of the fin-de-siècle period was sold new via Garage Gouard in Montrichard to a prominent citizen of Tours. It is powered by a single-cylinder De Dion Bouton engine, believed to be of 2¾ horsepower. Engineer Georges Bouton's power units developed significantly greater output than those of rivals 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 such events as the Paris-Bordeaux and other endurance races. Early 137cc engines ran at speeds of up to 1,500rpm, while the 250cc engine of 1896 developed approximately 1¼hp and made the contemporary Benz engines seem positively antiquated.

The Bruneau remained in the original owner's family until the early 1960s when it was purchased by the immediately preceding owner. In 1995, the car took part in the centenary celebration of the famous Paris-Bordeaux-Paris race of 1895, an event accepted as the world's first motor race. The current vendor acquired the vehicle c.2015 in France. Very few examples of this charming little quadricycle were made and this is the only known survivor. Offered with a NOVA declaration.

**£35,000 - 45,000**  
**€39,000 - 50,000**

311

Offered with an entry to the 2019  
London to Brighton Veteran Car Run

## 1903 OLDSMOBILE MODEL R 'CURVED DASH' RUNABOUT

Registration no. to be advised  
Engine no. 16150

- Formally in the Pembroke Motor Museum Collection
- Many times London to Brighton Veteran Car Run entrant
- Consistant finisher
- Optional extra seating
- Registered new in the UK



Known as the 'Curved Dash' for obvious reasons, Ransom Eli Olds's gasoline-powered runabout was first offered for sale in 1901, following a fire at the factory that had destroyed every other prototype. Over 11,000 of the three Curved Dash models ('R', '6C' and 'B') were constructed before production ceased in 1907, making it the first volume-produced American automobile. The Model 'R' runabout was powered by a single-cylinder, 1.6-litre engine of 114x152mm bore/stroke, mounted horizontally at the rear and producing 5 horsepower at 600rpm. Later '6C' and 'B' models benefited from a more-powerful (7hp) 1.9-litre engine and all featured two-speed epicyclic transmission and chain final drive.

Several improvements to the design were made during the course of production, but the engine's basic layout remained unchanged. Two mechanically operated overhead valves were set side-by-side at 90 degrees to the cylinder axis, and the rocker arms had roller ends. An ignition contact-breaker was mounted on the end of the camshaft, and sparks provided by a trembler coil.

By 1902, the mixer-type carburettor had been replaced by a float-less design, while a manually adjustable valve in the exhaust system vented exhaust gases via the silencer box or more or less straight to the atmosphere, the two settings presumably being intended for town and country use respectively. Cooling water was contained in a reservoir above the engine and circulated by a crankshaft-driven pump, mounted on the side of the chassis. The radiator's copper piping wound its way back and forth beneath the floor.

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



This Curved Dash Runabout was purchased new by Mr Edward Williams, of Bromyard, Herefordshire in 1903. Mr Williams, who was 38 years of age at that time, had a de-mountable, upholstered platform made and fitted on the rear of the vehicle, which he used as a taxi, with two passengers facing rearwards. The passenger-carrying compartment was entered through a small door similar to a horse trap. Thus the car has the option of being driven with four seats or two.

Clearly a man with more than his fair share of entrepreneurial flair, Mr Williams installed an electric generator in the shed in which the Oldsmobile was garaged, and sold the electricity it produced to his neighbours. In 1948 Veteran Car Club member, Geoffrey Smith found the car and the electric generator in the shed, which had by that time collapsed on its contents. Two years later Mr Chester Smith, of Pembroke Motor Museum, persuaded Mr Williams to sell the car and immediately set about restoring it. The restored car was taken back to Mr Williams in 1952 for him to see from his bedroom window - he died very shortly afterwards.

From 1954 to 1982 the car was on exhibition at Chester Smith's Pembroke Motor Museum and during this period took part in the London-Brighton Run annually.

In 1982 the museum closed down and the Oldsmobile was sold at auction to a dealer when the collection was dispersed. It was purchased from the dealer by David Leach, its third private owner, who completed four London to Brighton Runs with the car.

Purchased by its previous owner in 1987 and subsequently completed the LBVCR every year up to and including 1993. (The finisher's medals and flags are included in the sale). While in this ownership the car has always been serviced by Brentclass, of Hitchin, Hertfordshire, a firm recommended by the previous owner.

All invoices relating to previous and present ownerships are included in the extensive accompanying files together with an old log book, instruction manuals, memorabilia items and VCC dating certificate (number '946'). The car is offered with Swansea V5 registration document.

In recent years the car has been serviced and maintained by NP Veteran Engineering for its enthusiastic owner. It has competed in Creepy Crawly events as well as all Brighton Runs since 2010.

**£38,000 - 42,000**  
**€42,000 - 47,000**

312

## 1899 STAR 3½HP SINGLE-CYLINDER VIS-À-VIS

Registration no. Y 204

- *Rare British make*
- *A many times London to Brighton Run participant*
- *Veteran Car Club dated*
- *Present ownership for 24 years*
- *Believed coachbuilt body*

One of Britain's top six motor manufacturers prior to World War One, the Wolverhampton-based Star Motor Company produced its first automobile in 1898. A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr. Star's first automobile was a built-under-license Benz, though it was manufactured entirely in Wolverhampton, which remained in production into 1902.

German engineer Carl Benz is credited with making the first internal combustion engine automobile that performed with any degree of success. By the turn of the 20th century Benz was producing the popular Velo, amongst other models, sales of which outstripped those of its other major European competitors.

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





Progressing from that first single-cylinder 3½hp Benz-based design, Star added twin- and four-cylinder cars to a diverse and expanding range of De Dion, Panhard, and Mercedes types, and built its first six in 1907. For the 1905 Gordon Bennett Cup, the firm built two monstrous 10.2-litre 70hp four-cylinder racers, based on the Mercedes Sixty, though neither was selected to take part.

Although technically un-adventurous in its early years, Star built up a deserved reputation for building luxuriously appointed and well constructed cars, aided by the fact that it made most of its parts, chassis frames excepted, in house.

This particular Star was ordered in 1899 and delivered to its first owner - the Reverend H Carpenter, Vicar of Compton Bishop, near Cheddar - on Mafeking Night, 17th May 1900. Correspondence on file would seem to indicate that 'Y 204' remained with the Carpenter family, in the possession of the Reverend Carpenter's son, until circa 1930.

From the early 1930s until 1975, the Star was owned by the late Percy Allen of Desiree, Lympsham, Weston-Super-Mare, Somerset, who was a VCC member and regularly used the car on London to Brighton Runs.

He also took the Star to the 1956 Le Mans 24 Hours Race and completed two parade laps of the circuit (see press cutting on file). Also on file is a copy of an article in *Veteran & Vintage* magazine (June 1961 edition), in which the Star is pictured ascending the Prescott Hill Climb course, Gloucestershire.

Following Mr Allen's death, the Star was sold on the instructions of his executors by Palmers Auctioneers of Weston-Super-Mare, who advertised it in the Sunday Times. The car was bought by Peter Griffin of Telford, who was at that time a member of the VCC Midland Committee.

In 1985, 'Y 204' was bought at auction by noted VCC member and collector Robin Loder, from whom it was purchased in 1990 by Derek Light, of Bath. The vendor purchased the Star in 1995 and it formed part of his collection of early veteran motor cars. Regularly campaigned on numerous VCC events, Brighton Runs and more often his chosen steed to visit local hostelrys. Presented in delightful condition we are advised it is an easy starter being a pleasure to drive. Accompanying paperwork consists of the aforementioned documentation and a V5C registration Certificate.

**£70,000 - 80,000**  
**€78,000 - 89,000**

313  
**NO LOT**

314

## 1903 STEVENS-DURYEA 7HP TWIN-CYLINDER MODEL L STANHOPE

Registration no. BS 8112  
Chassis no. 317

Cars bearing the 'Duryea' name can claim an impressive record of automotive 'firsts'. Founded in Chicopee, Massachusetts in 1895 by brothers Charles E and J Frank Duryea, the Duryea Motor Wagon Company was the United States' first dedicated to the manufacture of gasoline-powered cars having tested its first such automobile - also America's first - in 1893. In 1895 a Duryea driven by J Frank, accompanied by his brother, won the *Chicago Times-Herald* contest, the first automobile race held in the United States. Production started that same year and the Duryea became America's first commercially produced car.

The following year a pair of Duryeas were shipped to the UK for the first London to Brighton Emancipation Run, one of which, driven by J Frank, was the first to arrive in Brighton, beating the next closest arrival by more than an hour. The Duryeas' participation marked the first appearance of American motor vehicles in Europe. On a more sombre note, the USA's first recorded car accident involved a Duryea, when in 1896 New Yorker Henry Wells hit a cyclist. The cyclist broke his leg and Wells spent a night in jail.

- Pioneering American make of high quality
- Restored in the UK in the 1990s
- Many-time LBVCR finisher
- Entered in the 2019 LBVCR

Within a few years the Duryea brothers had fallen out and the partnership dissolved. Charles E moved to Reading, Pennsylvania where production of Duryea motor cars recommenced in 1900, while J Frank forged an alliance with the J Stevens Arms & Tool Company of Chicopee Falls, where his new prototype, originally built under the Hampden brand name, commenced production in 1901 as the Stevens-Duryea.

A wire-wheeled, tiller-steered runabout, Stevens-Duryea's first product was powered by a 5hp, twin-cylinder, horizontal engine and sold for \$1,200. No production numbers are known for 1901, but 61 cars were built in 1902 and 483 in 1903. By 1904 the runabout had undergone considerable development; now designated 'Model L', it featured a tubular chassis and was powered by a 6hp horizontal twin mounted amidships. Tiller steering was retained, while other noteworthy features included fully elliptic springing, wire wheels, and a three-speeds-plus-reverse gearbox. The Model L weighed 1,300lb (590kg) and sold for \$1,250.



The all lady crew celebrate a successful 2007 Run



A 20hp four-cylinder model was added to the range for 1905 while a 50hp shaft-driven six was a new introduction for 1906, the final year of runabout production. By this time, Stevens-Duryea's reputation as a maker of expensive high-quality motor cars was firmly established. Running at some 100 cars per year, production mostly consisted of large touring cars and limousines.

In 1915, production stopped because of financial problems and the Stevens-Duryea plant was sold to the New England Westinghouse Company, which need the facility for war work. After WWI, several former employees bought the name, rights, and goodwill, and restarted production in 1919 of the 46hp six-cylinder Model D, now designated Model E and priced at a eye-watering \$9,500 (Vestibule Limousine and Sedan models) when the average wage in the USA was less than \$3,300. Stevens-Duryea staggered on for a few more years, undergoing various changes of ownership and reorganisation, before finally closing its doors in 1927.

A letter on file from the Horseless Carriage Club of America records this Stevens-Duryea's date of build as 1903, which is confirmed by dating certificates from the Science Museum and VCC. Owned from 1960 to 1990 by Homer Fitterling of Florida, the car was purchased by John Hearne and imported into the UK in 1991. It was restored during Mr Hearne's ownership and enthusiastically enjoyed, as evidenced by the numerous expired MoTs and tax discs on file dating from this period.

The Stevens-Duryea was purchased by the current vendor's father in June 2001, since when it has shared a garage with the Salveston Steamer and many other important Veteran and Edwardian cars. Used with success on the Red Flag Run, it was an LBVCR finisher in 2003, 2004, 2005, 2006, 2007, 2013, and 2016, only retiring in 2018 due to the heavy rain! Serviced annually by Hicky Hickling and well maintained, it has replacement Rodney Fowler chains and new valves made by Ian Nuthall (IN Racing), while other noteworthy features include deep-buttoned leather seats and Orient brass front lamps. Possessing an entry to the 2019 LBVCR, this wonderful American Veteran is presented in good condition and running well.

**£50,000 - 60,000**  
**€56,000 - 67,000**

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.

315

**C.1901 RENAULT 4½HP  
REAR-ENTRANCE TONNEAU**

Registration no. not UK registered

Chassis no. 22

Engine no. 4813

- *In the original ownership from 1901 to 1999*
- *Eligible for many club events*
- *Rare veteran of a surviving marque name*
- *Charming patina of age*



Louis Renault was a pioneer in automobile design in the infant French motor industry, building his first car as early as 1898, mounting a De Dion Bouton engine on the front of a primitive tubular chassis frame. Ever the innovator, he broke from traditional design by featuring a sprung live rear axle, a feature soon to be copied by his contemporaries. With the benefit of substantial financial backing, production began at Billancourt of 1¼hp and 3hp cars, with the hugely successful Type C 3½hp cars of 1900 followed by the 4½hp models which appeared soon after. From the outset Renault saw the benefits to be gained from involvement in motor sport and, along with his brother Marcel, he took an active part in this new sporting activity. Although the headlines were stolen by larger cars, Renault, with their voiturettes, were highly regarded, achieving class successes in continental events and in the great French City-to-City races.

In the 1901 Paris-Bordeaux Race, Louis Renault led a victorious team of four Renaults, taking first place himself in the voiturette class and completing the epic journey in just 9 hours and 31 minutes, with brother Marcel in second place just eight minutes behind, with Oury and Grus on similar Type E cars following in third and fourth places.



In 1902 Renault were to achieve their ultimate success, Marcel Renault stealing outright victory in the Paris-Vienna Race at the wheel of a 16hp model, covering the distance at an average speed of 39.2mph. These racing victories kept Renault at the forefront of the public mind and resulted in sales orders and production figures which were the envy of their competitors.

The commercially successful Type C of 1900 was powered by a 3½hp De Dion Bouton engine, conventionally vertically and forward mounted, with atmospheric inlet valve and mechanical exhaust valve. Cooling was via side-mounted radiators, a traditional early Renault feature prior to the introduction of the more familiar coal scuttle bonnet/radiator arrangement. It drove through a three speed gearbox to the sprung live rear axle. In the French market it earned its place alongside products from the other major French ascendant motor manufacturers including De Dion Bouton, Peugeot and Darracq.

This was followed by an updated model with enlarged 4½ horsepower De Dion power, Type D which it is believed that this car is an example of. Although not dated by the Veteran Car Club of Great Britain, it is by its specification of a design which was not made by Renault any later than 1902. According to the seller it carries a remarkably simple history, being owned by the same family from 1901 for almost the entire 20th century until passing to the last owner 20 years ago. Not run in recent years, the sensible precaution of recommissioning is recommended. Along its career it received a very sympathetic cosmetic refurbishment, work which has now aged gently and creates a charming patina of a most appropriate nature for a car of its age. The paintwork has been finished in 'faux bois' wood grain effect, while the interior of mottled patterned cloth is undeterminable as to whether this is period or later, but regardless gives an appealing appearance.

A Renault is one of the very few brand names to survive to the modern day, securing their continued attraction and relevance. They are eligible for events such as the London to Brighton, and those run by the Renault Frères Club, an early car such as this carries the added benefit of its De Dion Bouton engine thereby enabling it to be part of the De Dion Bouton Club UK also.

**£85,000 - 95,000**  
**£55,000 - 67,000**

316

**1900 LOCOMOBILE STEAMER TYPE 2 5½HP  
SPINDLE SEAT RUNABOUT**

Registration no. 811 UXB

Chassis no. 29

- *Rare early steam-powered automobile*
- *Imported from the USA in 1988*
- *Restored in 2018 by the British Engineerium*
- *Fully steam certified*





Founded in 1899, Locomobile began by building steam-powered cars - essentially re-badged Stanleys - before switching to gasoline-powered automobiles in 1904. The Stanley brothers had sold out to John Brisben Walker who, together with business partner Amzi Lorenzo Barber, continued production under the Locomobile name at the existing plant in Watertown, Massachusetts. The partnership soon dissolved however, Barber retaining Locomobile while Walker went off to build the same car as the Mobile. By early 1901 Barber had relocated production to Bridgeport, Connecticut and by May 1902 more than 4,000 Locomobiles had been sold. These early Locomobiles were among the fastest road transport of their day - in 1902 S T Davis Jr drove a specially prepared racer over the measured mile at an average speed of 48mph. For all its speed, the writing was on the wall for the Locomobile; gasoline-powered automobiles had become increasingly refined and the steamer could not match them for range. In 1904 the company bowed to the inevitable and the Locomobile steamer was discontinued.

Dating from a time when the internal combustion engine's universal hegemony had yet to be established, this remarkably conserved Locomobile steamer hails from Brooklyn where its history can be traced back to 1950 or thereabouts, having been stored in a loft in a scrapyard in that area. It remained in that ownership until 1988 when it was imported into the UK, and during the following nine years underwent a meticulous conservation/restoration.

Safety modifications include a double-acting band brake, allowing some braking in reverse, and the fitting of a brace to the rear axle to prevent sagging. Both of these modifications, copies of in-period after-sales items, can easily be removed.

Following restoration, this car successfully completed the London to Brighton Run in 2001. In 1999 it had been invited to attend the Cartier Style et Luxe Concours d'Élégance at The Goodwood Festival of Speed where it enjoyed the notable distinction of completing the slowest run of the weekend on the hill! The current vendor purchased the Locomobile at Bonhams' Beaulieu Sale in September 2007 (Lot 725).

In 2018 the Locomobile was restored again, on this occasion by the British Engineerium under the supervision of Chief Engineer Peter Fagg and Second Engineer Michael Rozsnyaki. Steam cars are admirably catered for by both the Steam Car Club of Great Britain and the VCC of GB, which has officially dated this car as built in 1900. It carries a VCC Dating Plate and comes with a Science Museum dating letter and a V5C registration document. This rare and most desirable Locomobile steamer is eligible for any number of prestigious historic motoring events and gatherings.

**£35,000 - 45,000**  
**€40,000 - 50,000**

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**1926 BENTLEY 3-LITRE RED LABEL  
SPEED MODEL TOURER**

**1934 BENTLEY 3½-LITRE OPEN TOURER**

**1926 ROLLS-ROYCE 20HP FOUR-SEAT  
OPEN TOURER**



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*The ex-Barbara Hutton*

**1935 AUBURN 851 SUPERCHARGED BOATTAIL SPEEDSTER**

Coachwork by Bohman & Schwartz



*From the estate of Alastair Pugh, Patron of the Frazer Nash Car Club*

**1939 FRAZER NASH-BMW 328 ROADSTER**

Chassis no. 85411



## Entries now invited

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*Single ownership since 1960*

**1929 ALFA ROMEO 6C 1750 SUPERCHARGED  
SUPER SPORT SPIDER**

Coachwork by Zagato

# Bonhams

AUCTIONEERS SINCE 1793



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### Call to Consign

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#### 1951 MASERATI A6G/2000 SPIDER

Coachwork by Carrozzeria Frua  
Sold for \$2,755,000

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*Owned for over 55 years by the legendary British Bugatti connoisseur, the late Geoffrey St John The ex-Guy Bouriat/Louis Chiron 1932 Le Mans 24-Hour race, works-entered*

**1931 BUGATTI TYPE 55 ROADSTER**  
Coachwork by Figoni

# Bonhams

AUCTIONEERS SINCE 1793

Entries now invited



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The International Classic MotorCycle Show, Stafford | 27 & 28 April 2020

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**1925 COVENTRY-EAGLE  
981CC FLYING-8**  
Sold for £218,500

# Bonhams

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### VIEWING

3 - 6 November 2019

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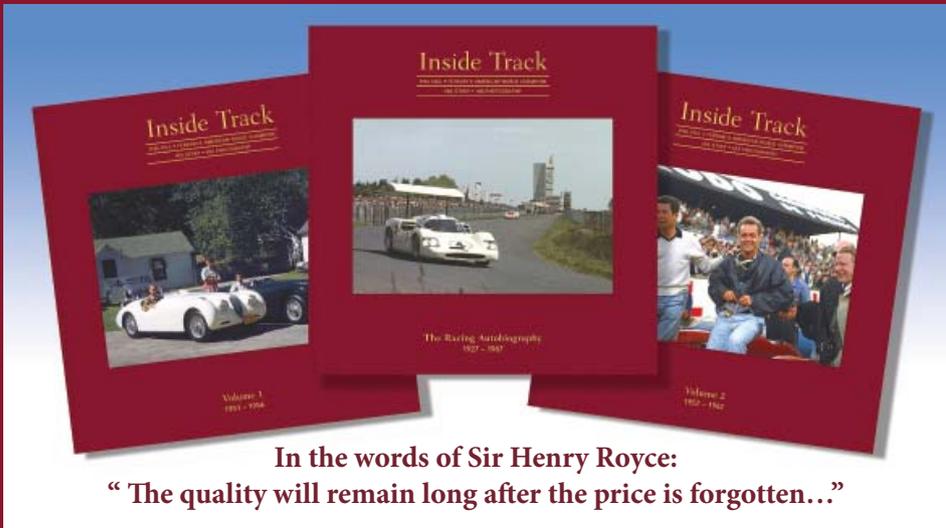
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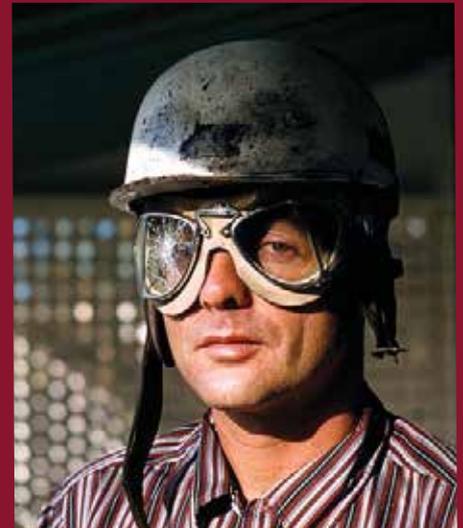
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I declare that I shall not drive in any part of a competition which takes place on the public highway unless I hold a valid motor vehicle licence for cars (other than provisional). I am acquainted with and agree to be bound by the General Regulations 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).

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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 held its first “Grand Prix” meeting in June 2019.

Sponsored by Classic and Sports Car magazine, the meeting featured One Mile, Two Mile and Five Mile races for Victorian Motor Tricycles, recreating the format of the “First Motor Races in Great Britain”. Together with a display of Veteran cars and rides for the public in our early motor vehicles, the Club raised funds for Brooklands Museum and Trust, who kindly hosted the event.

The year also saw an excellent overseas rally – in Ireland, plus further rallies and races at the Barnards estate in Essex. The Club introduced the new “Team Jarrott” strip for the Trike racers, and launched a brand new website.



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## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *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 you as 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*, and 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. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition 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 items or parts are sold for their artistic, historic or cultural interest and 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. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* 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 *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without 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. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* 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.

#### **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 reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

### Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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 all *Lots*'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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

*Bonhams* will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

### Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

**You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.**

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) 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.

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* including the warranties as to your status and source of funds. 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*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

## 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  
27.5% on the first £2,500 of the *Hammer Price*  
25% from £2,501 to £300,000 of the *Hammer Price*  
20% from £300,001 to £3,000,000 of the *Hammer Price*  
13.9% 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 *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited  
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 issued in the name of the *Buyer* (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 issued in the name of the *Buyer* (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.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

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

## 13. CITES REGULATIONS

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

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

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

## 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 11 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

On behalf of the *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 attempt to detail, as far as practicable, 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.
- Φ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

#### DATA PROTECTION – USE OF YOUR INFORMATION

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

#### APPENDIX 1

##### CONTRACT FOR SALE

**IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, 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 and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* 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* or on the *Bonhams* website, 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*.

#### 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 any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* 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 *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

<b>4</b>	<b>FITNESS FOR PURPOSE AND SATISFACTORY QUALITY</b>	7.2	The <i>Seller</i> is entitled to withhold possession from you of any other <i>Lot</i> he has sold to you at the same or at any other <i>Sale</i> and whether currently in <i>Bonhams'</i> possession or not, until payment in full and in cleared funds of the <i>Purchase Price</i> and all other sums due to the <i>Seller</i> and/or <i>Bonhams</i> in respect of the <i>Lot</i> .	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;
4.1	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.3	You should note that <i>Bonhams</i> has reserved the right not to release the <i>Lot</i> to you until its investigations under paragraph 3.11 of the <i>Buyers' Agreement</i> set out in Appendix 2 have been completed to <i>Bonhams'</i> satisfaction.	8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and
4.2	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.4	You will collect and remove the <i>Lot</i> at your own expense from <i>Bonhams'</i> custody and/ or control or from the <i>Storage Contractor's</i> custody in accordance with <i>Bonhams'</i> instructions or requirements.	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.
<b>5</b>		<b>RISK, PROPERTY AND TITLE</b>			
5.1	Risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , or upon collection of the <i>Lot</i> if earlier. The <i>Seller</i> will not be responsible thereafter for the <i>Lot</i> prior to you collecting it from <i>Bonhams</i> or the <i>Storage Contractor</i> , with whom you have separate contract(s) as <i>Buyer</i> . You will indemnify the <i>Seller</i> and keep the <i>Seller</i> fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the <i>Lot</i> beyond 7 days from the day of the fall of the <i>Auctioneer's</i> hammer until you obtain full title to it.	7.5	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .	8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other expenses 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.
5.2	Title to the <i>Lot</i> remains in and is retained by the <i>Seller</i> until: (i) the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> in relation to the <i>Lot</i> have been paid in full to and received in cleared funds by <i>Bonhams</i> , and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.	7.6	You will be wholly responsible for any removal, storage or other charges or expenses incurred by the <i>Seller</i> if you do not remove the <i>Lot</i> in accordance with this paragraph 7 and will indemnify the <i>Seller</i> against all charges, costs, including any legal costs and fees, expenses and losses suffered by the <i>Seller</i> by reason of your failure to remove the <i>Lot</i> including any charges due under any <i>Storage Contract</i> . All such sums due to the <i>Seller</i> will be payable on demand.		
<b>6</b>		<b>FAILURE TO PAY FOR THE LOT</b>			
6.1	Your obligation to pay the <i>Purchase Price</i> arises when the <i>Lot</i> is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> , the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all 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.
6.2	Time will be of the essence in relation to payment of the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> . Unless agreed in writing with you by <i>Bonhams</i> on the <i>Seller's</i> behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to <i>Bonhams</i> by you in the currency in which the <i>Sale</i> was conducted by not later than 4.30pm on the second working day following the <i>Sale</i> and you must ensure that the funds are cleared by the seventh working day after the <i>Sale</i> . Payment must be made to <i>Bonhams</i> by one of the methods stated in the <i>Notice to Bidders</i> unless otherwise agreed with you in writing by <i>Bonhams</i> . If you do not pay in full any sums due in accordance with this paragraph, the <i>Seller</i> will have the rights set out in paragraph 8 below.	8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	<b>9</b>	
<b>7</b>		<b>COLLECTION OF THE LOT</b>		<b>THE SELLER'S LIABILITY</b>	
7.1	Unless otherwise agreed in writing with you by <i>Bonhams</i> , the <i>Lot</i> will be released to you or to your order only when: (i) <i>Bonhams</i> has received cleared funds to the amount of the full <i>Purchase Price</i> and all other sums owed by you to the <i>Seller</i> and to <i>Bonhams</i> and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.	8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .
		8.1.3	to retain possession of the <i>Lot</i> ;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.
		8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
		8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
		8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;		
		8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;		

9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.5	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.	1	<b>THE CONTRACT</b>
		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 and to any subsidiary of <i>Bonhams Holdings Limited</i> and to its officers, employees and agents.	1.1	These terms govern the contract between <i>Bonhams</i> personally and the <i>Buyer</i> , being the person to whom a <i>Lot</i> has been knocked down by the <i>Auctioneer</i> .
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.	1.2	The Definitions and Glossary contained in Appendix 3 to the <i>Catalogue</i> for the <i>Sale</i> 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 <i>Notice to Bidders</i> , printed in the <i>Catalogue</i> for the <i>Sale</i> , and where such information is referred to it is incorporated into this agreement.
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".	1.3	Except as specified in paragraph 4 of the <i>Notice to Bidders</i> the <i>Contract for Sale</i> of the <i>Lot</i> between you and the <i>Seller</i> is made on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , when it is knocked down to you. At that moment a separate contract is also made between you and <i>Bonhams</i> on the terms in this <i>Buyer's Agreement</i> .
		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.	1.4	We act as agents for the <i>Seller</i> and are not answerable or personally responsible to you for any breach of contract or other default by the <i>Seller</i> , unless <i>Bonhams</i> sells the <i>Lot</i> as principal.
		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .	1.5	Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
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 <i>Occupiers Liability Act 1957</i> , or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	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> .	1.5.1	we will, until the date and time specified in the <i>Notice to Bidders</i> or otherwise notified to you, store the <i>Lot</i> in accordance with paragraph 5;
		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 <i>Contracts (Rights of Third Parties) Act 1999</i> , 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.	1.5.2	subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, we will release the <i>Lot</i> to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the <i>Seller</i> and following completion of our enquiries pursuant to paragraph 3.11;
<b>10</b>	<b>MISCELLANEOUS</b>			1.5.3	we will provide guarantees in the terms set out in paragraphs 9 and 10.
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .			1.6	We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, <i>Guarantee</i> , warranty, representation of fact in relation to any <i>Description</i> of the <i>Lot</i> or any <i>Estimate</i> in relation to it, nor of the accuracy or completeness of any <i>Description</i> or <i>Estimate</i> which may have been made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made orally or in writing, including in the <i>Catalogue</i> or on <i>Bonhams' Website</i> , or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the <i>Sale</i> . No such <i>Description</i> or <i>Estimate</i> is incorporated into this agreement between you and us. Any such <i>Description</i> or <i>Estimate</i> , if made by us or on our behalf, was (unless <i>Bonhams</i> itself sells the <i>Lot</i> as principal) made as agent on behalf of the <i>Seller</i> .
10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express 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> .	<b>11</b>	<b>GOVERNING LAW</b>		
			All transactions to which the <i>Contract for Sale</i> 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 <i>Sale</i> takes place and the <i>Seller</i> and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the <i>Seller</i> may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. <i>Bonhams</i> has a complaints procedure in place.		
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.	<b>APPENDIX 2</b>	<b>BUYER'S AGREEMENT WITH BONHAMS</b>	<b>2</b>	<b>PERFORMANCE OF THE CONTRACT FOR SALE</b>
			<b>IMPORTANT:</b> These terms may be changed in advance of the <i>Sale</i> of the <i>Lot</i> to you, by the setting out of different terms in the <i>Catalogue</i> for the <i>Sale</i> and/or by placing an insert in the <i>Catalogue</i> and/or by notices at the <i>Sale</i> venue and/or by oral announcements before and during the <i>Sale</i> at the <i>Sale</i> venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.		You undertake to us personally that you will observe and comply with all your obligations and undertakings to the <i>Seller</i> under the <i>Contract for Sale</i> in respect of the <i>Lot</i> .
10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.			<b>3</b>	<b>PAYMENT AND BUYER WARRANTIES</b>
				3.1	Unless agreed in writing between you and us or as otherwise set out in the <i>Notice to Bidders</i> , you must pay to us by not later than 4.30pm on the second working day following the <i>Sale</i> :
				3.1.1	the <i>Purchase Price</i> for the <i>Lot</i> ;

<p>3.1.2 a <i>Buyer's Premium</i> in accordance with the rates set out in the <i>Notice to Bidders</i> on each lot, and</p> <p>3.1.3 if the <i>Lot</i> is marked [A<sup>R</sup>], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> together with <i>VAT</i> on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the <i>Sale</i>.</p> <p>3.2 You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.</p> <p>3.3 All payments to us must be made in the currency in which the <i>Sale</i> was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the <i>Notice to Bidders</i>. Our invoices will only be addressed to the registered <i>Bidder</i> unless the <i>Bidder</i> 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.</p> <p>3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to <i>VAT</i> at the appropriate rate and <i>VAT</i> will be payable by you on all such sums.</p> <p>3.5 We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i>, the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i>, any <i>Expenses</i> and <i>VAT</i> and any interest earned and/or incurred until payment to the <i>Seller</i>.</p> <p>3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i>, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.</p> <p>3.7 Where a number of <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to <i>Bonhams</i>.</p> <p>3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:</p> <p>3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or</p> <p>3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.</p> <p>3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.</p> <p>3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:</p> <p>3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;</p> <p>3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;</p>	<p>3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;</p> <p>3.10.4 items purchased by you and your Principal through <i>Bonhams</i> are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and</p> <p>3.10.5 that you consent to <i>Bonhams</i> relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.</p> <p>3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i>, to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i>, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.</p> <p><b>4 COLLECTION OF THE LOT</b></p> <p>4.1 Subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, once you have paid to us; in cleared funds, everything due to the <i>Seller</i> and to us, and once we have completed our investigations under paragraph 3.11, we will release the <i>Lot</i> to you or as you may direct us in writing. The <i>Lot</i> will only be released on production of a buyer collection document, obtained from our cashier's office.</p> <p>4.2 You must collect and remove the <i>Lot</i> at your own expense by the date and time specified in the <i>Notice to Bidders</i>, or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i>.</p> <p>4.3 For the period referred to in paragraph 4.2, the <i>Lot</i> can be collected from the address referred to in the <i>Notice to Bidders</i> for collection on the days and times specified in the <i>Notice to Bidders</i>. Thereafter, the <i>Lot</i> 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 <i>Notice to Bidders</i>.</p> <p>4.4 If you have not collected the <i>Lot</i> by the date specified in the <i>Notice to Bidders</i>, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "<i>Storage Contract</i>") with the <i>Storage Contractor</i> for the storage of the <i>Lot</i> on the then current standard terms and conditions agreed between <i>Bonhams</i> and the <i>Storage Contractor</i> (copies of which are available on request). If the <i>Lot</i> is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus <i>VAT</i> per <i>Lot</i> per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our <i>Expenses</i>.</p> <p>4.5 Until you have paid the <i>Purchase Price</i> and any <i>Expenses</i> in full the <i>Lot</i> will either be held by us as agent on behalf of the <i>Seller</i> or held by the <i>Storage Contractor</i> as agent on behalf of the <i>Seller</i> and ourselves on the terms contained in the <i>Storage Contract</i>.</p> <p>4.6 You undertake to comply with the terms of any <i>Storage Contract</i> and in particular to pay the charges (and all costs of moving the <i>Lot</i> into storage) due under any <i>Storage Contract</i>. You acknowledge and agree that you will not be able to collect the <i>Lot</i> from the <i>Storage Contractor's</i> premises until you have paid the <i>Purchase Price</i>, any <i>Expenses</i> and all</p>	<p>charges due under the <i>Storage Contract</i>.</p> <p>4.7 You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i>.</p> <p>4.8 You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i>), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.</p> <p><b>5 STORING THE LOT</b></p> <p>We agree to store the <i>Lot</i> until the earlier of your removal of the <i>Lot</i> or until the time and date set out in the <i>Notice to Bidders</i>, 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 <i>Sale</i>) and, subject to paragraphs 3, 6 and 10, to be responsible as <i>bailee</i> to you for damage to or the loss or destruction of the <i>Lot</i> (notwithstanding that it is not your property before payment of the <i>Purchase Price</i>). If you do not collect the <i>Lot</i> before the time and date set out in the <i>Notice to Bidders</i> (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i>) we may remove the <i>Lot</i> to another location, the details of which will usually be set out in the relevant section of the <i>Catalogue</i>. If you have not paid for the <i>Lot</i> in accordance with paragraph 3, and the <i>Lot</i> is moved to any third party's premises, the <i>Lot</i> will be held by such third party strictly to <i>Bonhams'</i> order and we will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.</p> <p><b>6 RESPONSIBILITY FOR THE LOT</b></p> <p>6.1 Title (ownership) in the <i>Lot</i> passes to you (i) on payment of the <i>Purchase Price</i> to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.</p> <p>6.2 Please note however, that under the <i>Contract for Sale</i>, the <b>risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot</b> if earlier, and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i>.</p> <p><b>7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b></p> <p>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 unless otherwise provided below), 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>):</p> <p>7.1.1 to terminate this agreement immediately for your breach of contract;</p> <p>7.1.2 to retain possession of the <i>Lot</i>;</p> <p>7.1.3 to remove, and/or store the <i>Lot</i> at your expense;</p> <p>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;</p>
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<p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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>.</p> <p>7.1.12 having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i>, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p><b>8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b></p> <p>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:</p> <p>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</p> <p>8.1.2 deliver the <i>Lot</i> to a person other than you; and/or</p> <p>8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or</p> <p>8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.</p> <p>8.2 The discretion referred to in paragraph 8.1:</p> <p>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</p> <p>8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.</p> <p><b>9 FORGERIES</b></p> <p>9.1 We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.</p> <p>9.2 Paragraph 9 applies only if:</p> <p>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</p> <p>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</p> <p>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>.</p> <p>9.3 Paragraph 9 will not apply in respect of a <i>Forgery</i> if:</p> <p>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</p> <p>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.</p>	<p>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>.</p> <p>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>.</p> <p>9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.</p> <p>9.7 If you sell or otherwise dispose of your interest in the <i>Lot</i>, all rights and benefits under this paragraph 9 will cease.</p> <p>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>.</p> <p><b>10 OUR LIABILITY</b></p> <p>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>.</p> <p>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:</p> <p>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</p> <p>10.2.2 changes in atmospheric pressure; nor will we be liable for:</p> <p>10.2.3 damage to tension stringed musical instruments; or</p> <p>10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.</p> <p>10.3.1 We will not be liable to you for any loss of <i>Business</i>, <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i>, 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.</p>
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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 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.

but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

## 12 MISCELLANEOUS

12.1 You may not assign either the benefit or burden of this agreement.

12.2 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.

12.3 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.

12.4 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.

12.5 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.

12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.

12.8 In this agreement "including" means "including, without limitation".

12.9 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.

12.10 Reference to a numbered paragraph is to a paragraph of this agreement.

12.11 Save as expressly provided in paragraph 12.12 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.

12.12 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.

## 13 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 have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

"**Account**" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

"**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**" Any person considering, attempting or making a Bid, including those who have 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.

**"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 "indemnify" is construed accordingly.

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# Bonhams Specialist Departments

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+61 2 8412 2222 Alex Clark  
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New York  
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+1 212 644 9094  
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+1 212 461 6531  
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Catherine Williamson  
+1 323 436 5442  
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London  
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+1 323 436 5425  
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+1 323 436 5442  
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Leslie Roskind  
+1 212 644 9035  
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Ellen Sin  
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San Francisco  
Mark Osborne  
+1 415 503 3353  
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+32 476 879 471

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+44 20 8963 2842  
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+44 20 8963 2840

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**Photography**

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Hong Kong  
Daniel Lam  
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San Francisco  
Christine Ballard  
+1 415 503 3221  
Hong Kong  
Daniel Lam  
+852 2918 4321

**Client Services Departments****U.S.A.****San Francisco**

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(415) 861 8951 fax  
Monday - Friday, 9am to 5pm

**Los Angeles**

(323) 850 7500  
(323) 850 6090 fax  
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**New York**

(212) 644 9001  
(212) 644 9009 fax  
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**Bids**

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

• Indicates independent contractor

# THE BONHAMS MOTORING NETWORK

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

**County Durham**  
Stephen Cleminson  
New Hummerbeck  
Farm  
West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832 329  
stephen.cleminson@  
bonhams.com

**Cheshire & Staffordshire**  
Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643 159  
chris.shenton@  
bonhams.com

**Devon, Cornwall & Somerset**  
Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

**Hampshire & Dorset**  
Michael Jackson  
Tel: (01794) 518 433  
mike.jackson@  
bonhams.com

**Wiltshire, Hants, Glos, Berks & Somerset**  
Greg Pullen  
Lower heath Ground  
Easterton  
Devizes  
Wiltshire  
SN10 4PX  
Tel: (01380) 816 493  
greg.pullen@  
bonhams.com

**Lincs & East Anglia Motorcycles**  
David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel /Fax:  
(01507) 481 890  
david.hawtin@  
bonhams.com

**Motor Cars**  
Robert Hadfield  
95 Northorpe  
Thurby  
Bourne  
PE10 OHZ  
Tel: 01778 426 417  
Mob: 07539 074242  
robert.hadfield@  
bonhams.com

**Midlands Motor Cars**  
Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
richard.hudson-evans@  
bonhams.com

**Home Counties**  
David Hancock  
5 Roscommon,  
34 Brackendale Road,  
Camberley,  
Surrey,  
GU15 2JR  
(01276) 294 13  
david.hancock@  
bonhams.com

**Herts, Beds, Bucks & Oxon**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@  
bonhams.com

**Lancs, Yorks, N. Counties & Scotland**  
Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

**Lancs**  
Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 491 737  
Fax: (01204) 401 799

**Shropshire, Glos & Wales**  
Jim Reynolds  
Childe Road  
Cleobury Mortimer  
Kidderminster  
Shropshire  
DY14 8PA  
Tel: (01299) 270 642  
jim.reynolds@  
bonhams.com

Mike Worthington-  
Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711 486  
(9am-5pm)  
Fax: (01239) 711 367

## European (Head office)

**Paris**  
4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15  
eurocars@bonhams.com

## European Representatives

**Germany**  
Michael Haag  
Elisabeth Str 4  
68165 Mannheim  
Tel: +49 621 412004  
Fax: +49 (0) 621 415551  
Mob: +49 171 700 4984  
michael.haag@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Mob: +49 172 2088330  
hans.schede@  
bonhams.com

**Italy**  
Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

**The Netherlands**  
Koen Samson  
De Lairesestraat 154  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
koen.samson@  
bonhams.com

**Norway / Sweden**  
Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

**San Francisco**  
Jakob Greisen  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 503 3353  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

**Los Angeles**  
Michael Caimano  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 929 666 2243  
Fax: +1 323 850 5843  
michael.caimano@  
bonhams.com

**New York**  
Rupert Banner  
580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@  
bonhams.com

## USA Representatives

**Southern California**  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544

David Edwards  
Tel: +1 949 460 3545  
david.edwards@  
bonhams.com

## Midwest and East Coast

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@  
bonhams.com

**Midwest**  
Tim Parker  
Tel: +1 651 235 2776  
tim.parker@  
bonhams.com

**Northwest**  
Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227

**Pacific Northwest**  
Mark Osborne  
5833 Stewart Glenn Ct  
Lake Oswego, OR 97035  
Tel: +1 415 518 0094  
mark.osbourne@  
bonhams.com

**Pennsylvania**  
Jed Rapoport  
Tel: +1 (610) 770 0532  
jed.raपोport@bonhams.com

**South**  
Stephen Mancuso  
Tel: +1 901 502 4265  
Stephen.Mancuso@  
bonhams.com

**Southeast**  
Greg Porter  
Tel: +1 336 406 6636  
Greg.Porter@  
bonhams.com

## Rest of the World

**Australia**  
97-99 Queen Street  
Woollahra  
Sydney NSW 2025  
+61 2 8412 2222  
info.au@bonhams.com

**New Zealand**  
John Kennedy  
Craighall  
Puruatanga Road  
Martinborough 5711  
New Zealand  
Tel: +64 6 306 8228  
Mob: +64 21 042 5396  
kaka943@icloud.com

**Japan**  
Ryo Wakabayashi  
Tokyo, Japan  
+81 (0) 3 5532 8636  
ryo.wakabayashi@  
bonhams.com

**Hong Kong**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
hongkong@bonhams.com

**Beijing**  
Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
singapore@  
bonhams.com

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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.

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Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com. 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. If you do not want to receive such information (except for information you specifically requested) please tick this box  Would you like to receive e-mailed information from us? if so please tick this box

### Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, 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 or completed. 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 1 November 2019
Sale no. 25446	Sale venue: 101 New Bond Street
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
<b>General Bid Increments:</b>	
£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	
<b>The auctioneer has discretion to split any bid at any time.</b>	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
<b>Please answer all questions below</b>	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/>

**Please 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 INCLUDING BUYER'S WARRANTIES 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.**

Bidder/Agent's (please delete one) 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

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JV Murcott delivering Santa to Sutton Coalfield, 1961 (Lot 307)



## Index

Lot no.	Year	Model
304	1902	Bartholomew High Wheeled Spindler
310	c.1899	Bruneau Quadrilette
308	1904	De Dion Bouton Model Y 6hp Two-Seater
301	c.1900	Locomobile Project
316	1900	Locomobile Steamer Type 2 5½hp Spindle Seat Runabout
307	1900	MMC 6hp 'Charette' Rear-Entrance Tonneau
311	1903	Oldsmobile Model R 'Curved Dash' Runabout
305	1901	Panhard-Levassor 7hp Rear-Entrance Tonneau
309	1899	Peugeot 2¼hp Tricycle
302	1902	Peugeot 5½hp Bébé Two-Seat Runabout
303	1904	Phoenix 4½hp Tricar
315	c.1901	Renault 4½hp Rear-Entrance Tonneau
306	1899	Star Benz 3½hp Vis-à-Vis
312	1899	Star 3½hp Single-Cylinder Vis-à-Vis
314	1903	Stevens-Duryea 7hp Model L Stanhope



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Bonhams  
**LONDON TO BRIGHTON**  
VETERAN CAR RUN 2019