

Bonhams

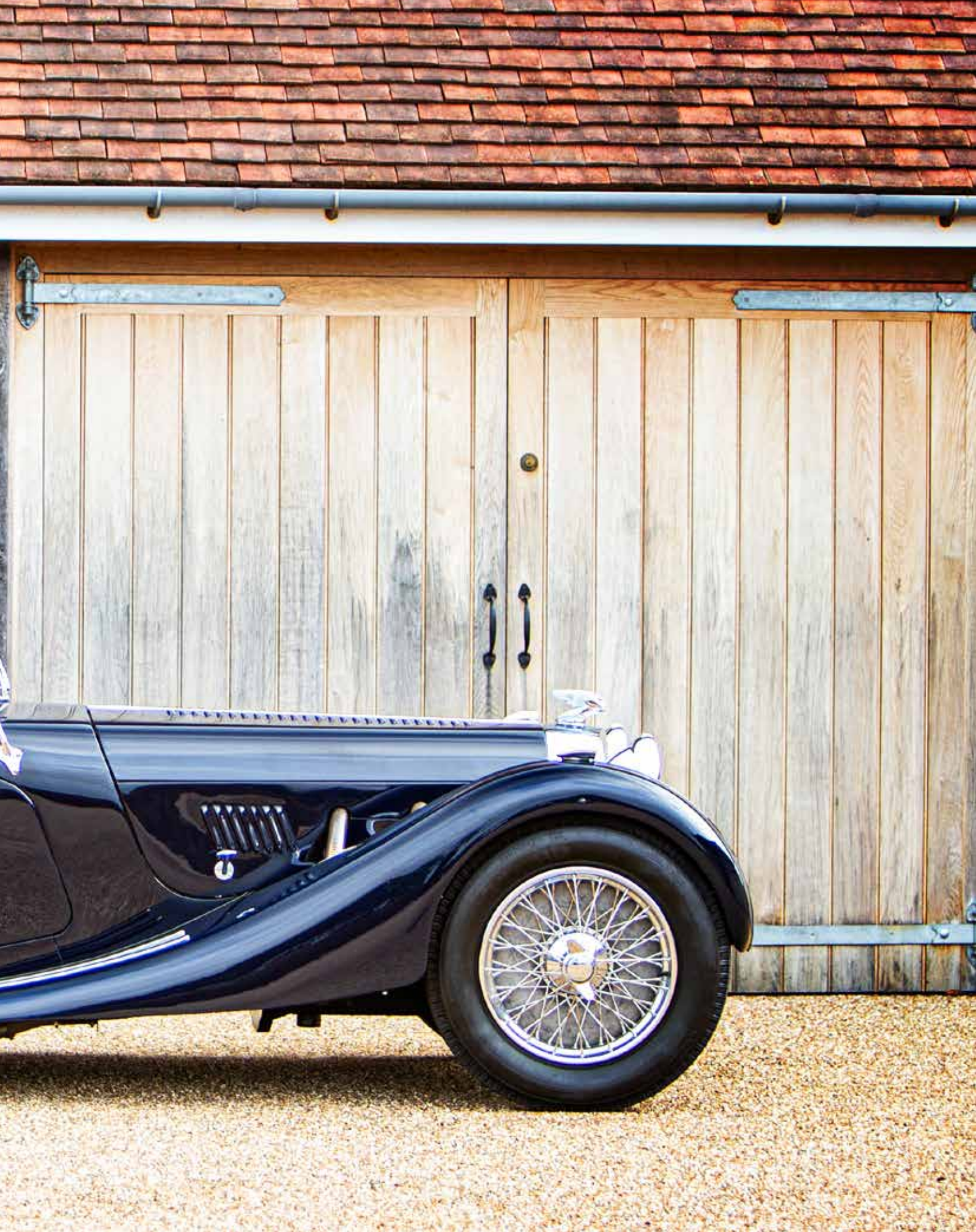


The Bond Street Sale

Fine Collectors' Motor Cars and Automobilia

New Bond Street, London | 16 December 2020







The Bond Street Sale

Fine Collectors' Motor Cars and Automobilia

101 New Bond Street, London | Wednesday 16 December 2020 at 17:00

PLEASE NOTE, NO LOTS WILL BE ON VIEW AT 101 NEW BOND STREET

Entry to the Saleroom is strictly for registered bidders only

Please note that Bonhams observe social distancing guidelines in our salerooms and we ask that all clients wear masks or face coverings when attending our viewings or auctions.

VIEWING

Automobilia

14-16 December
Bonhams Guildford office
4 Millmead Guildford, GU2 4BE
by appointment only

Motor Cars

4-16 December
Classic Car Storage (Petersfield)
by appointment only
Please contact Tim Schofield
07970 801309 or email
tim.schofield@bonhams.com

SALE TIMES

Automobilia, 17:00
Motor Cars, 18:00

SALE NUMBER

26122

CATALOGUE

£30.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 4pm on Tuesday 15 December. Thereafter bids should be sent directly to 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 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 Φ 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

Automobilia
+44 (0) 1483 445495
+44 (0) 1483 445494
automobilia@bonhams.com

SPECIALISTS

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tim.schofield@bonhams.com

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sholto.gilbertson@bonhams.com

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Malcolm Barber
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malcolm.barber@bonhams.com

CLIENT SERVICES

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

Please see the following pages for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: 118
Back cover: 104

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 and should be returned by email or post to the specialist department or to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/26122 and click on the Register to bid link at the top left of the page.



Bonhams 1793 Limited
Registered No. 4326560
Registered Office: Montpelier Galleries
Montpelier Street, London SW7 1HH

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

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 7 November 2020:

For Automobilia the Buyer's Premium is 27.5% on the first £10,000 of the hammer price; 25% of the hammer price of amounts in excess of £10,001 up to and including £450,000; 20% of the hammer price of amounts in excess of £450,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,001. (subject to VAT)

Please note from the 1 September 2018:

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

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.

- **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.

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 Olive Spurrier olive.spurrier@bonhams.com post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, via an agent, providing them with both a NOVA reference number
- 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. 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.

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.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price. Potential bidders should familiarise themselves with the relevant regulations in their country prior to bidding.

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.

Guide for Buyers

PLEASE NOTE, NO LOTS WILL BE ON VIEW AT 101 NEW BOND STREET

Entry to the Saleroom is strictly for registered bidders only

Do I need to bring my catalogue to the view and sale?

Yes. Please ensure that you bring your catalogue to either the view or 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 proof of 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 post it back to our offices. Should you email/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 email/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

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

Can I view the files that accompany the vehicles?

Yes, we should have every vehicles file available for inspection during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

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 are 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 Olive 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.

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 7 November 2020:

For Automobilia the Buyer's Premium is 27.5% on the first £10,000 of the hammer price; 25% of the hammer price of amounts in excess of £10,001 up to and including £450,000; 20% of the hammer price of amounts in excess of £450,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,001. (subject to VAT)

Please note from the 1 September 2018:

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

Once full payment has been received, motor car purchases can be cleared by 17:00 on Friday 18 December from Classic Car Storage (Petersfield) by appointment only. To arrange an appointment please contact Guy Newton on 07967 552 660 or email guy.newton@bonhams.com.

After this time all remaining unpaid Motor Car lots will be stored at the buyer's expense.

Automobilia will be available for collection from Bonhams Guildford by appointment only.

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.

Where can I read your conditions of Sale?

Our conditions of Sale are printed towards the back of the auction catalogue. It is important you read and understand these conditions, and by registering to bid, you acknowledge to be bound these conditions.

Bonhams Motoring International Team

United Kingdom



Tim Schofield



Sholto Gilbertson



Guy Newton



Richard Stafford



James Knight



Malcolm Barber



Mark Gold



Olive Spurrier



Rob Hubbard



Harry Fox-Edwards



Tyger Tholstrup



Beth Hargreaves

Bonhams | MPH

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Paul Darvill



Gregory Tuytens



Paul Gaucher



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Eric Minoff



Evan Ide



Greg Porter



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Bonhams | MPH

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Buyers/Sellers Accounts US

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Collections

Motor Cars

To be collected by appointment only from Classic Car Storage (Petersfield) until 17:00 on Friday 18 December 2020.

To arrange an appointment please contact Guy Newton on 07967 552660 or email guy.newton@bonhams.com.

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.

Storage of Vehicles

All Lots not removed in accordance with the above will remain at Classic Car Storage at the following cost:

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 can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Straight Eight Logistics Ltd
Eling Wharf
Totton
Southampton
Hampshire, SO40 4TE
transport@straighteightlogistics.com
www.straighteightlogistics.com

Motor Car Presentation

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

Photography

Simon Clay
Neil Fraser
Tom Wood
Roger Dixon (Automobilia)

Directions to New Bond Street

Please note that Bonhams observe social distancing guidelines in our salerooms and we ask that all clients wear masks or face coverings when attending our viewings or auctions.

By Underground

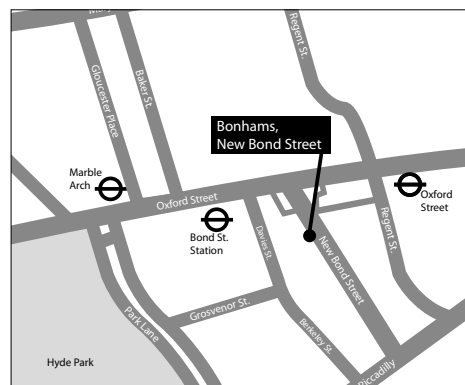
The nearest underground stations are Bond Street (Jubilee Line/Central Line) or Oxford Circus (Bakerloo Line/Central Line/Victoria Line).

Parking

Q-Park
Cavendish Square
London, W1G 0PN

Address

101 New Bond Street
London, W1S 1SR



Automobilia

All purchased lots will be stored at Bonhams Guildford office.

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

Lots will be available for collection **by appointment only** from Thursday 17 December 2020

To arrange collection please contact the Automobilia Department +44 (0) 1483 445494 or automobilia@bonhams.com to make an appointment.

Please note:

Bonhams will be closed from
1pm Thursday 24 December 2020
until 9am Monday 4 January 2021

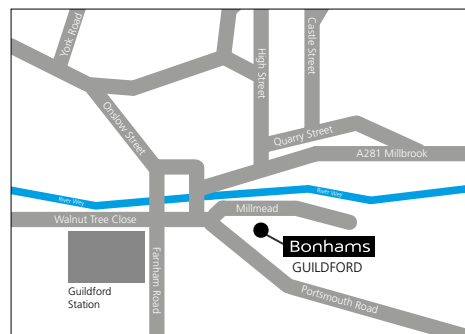
Storage fees from Monday 4 January 2020

Storage at £1+VAT per day per lot.

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

All lots marked with a ♦♦ will be charged storage at £10+VAT per day per lot.

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.



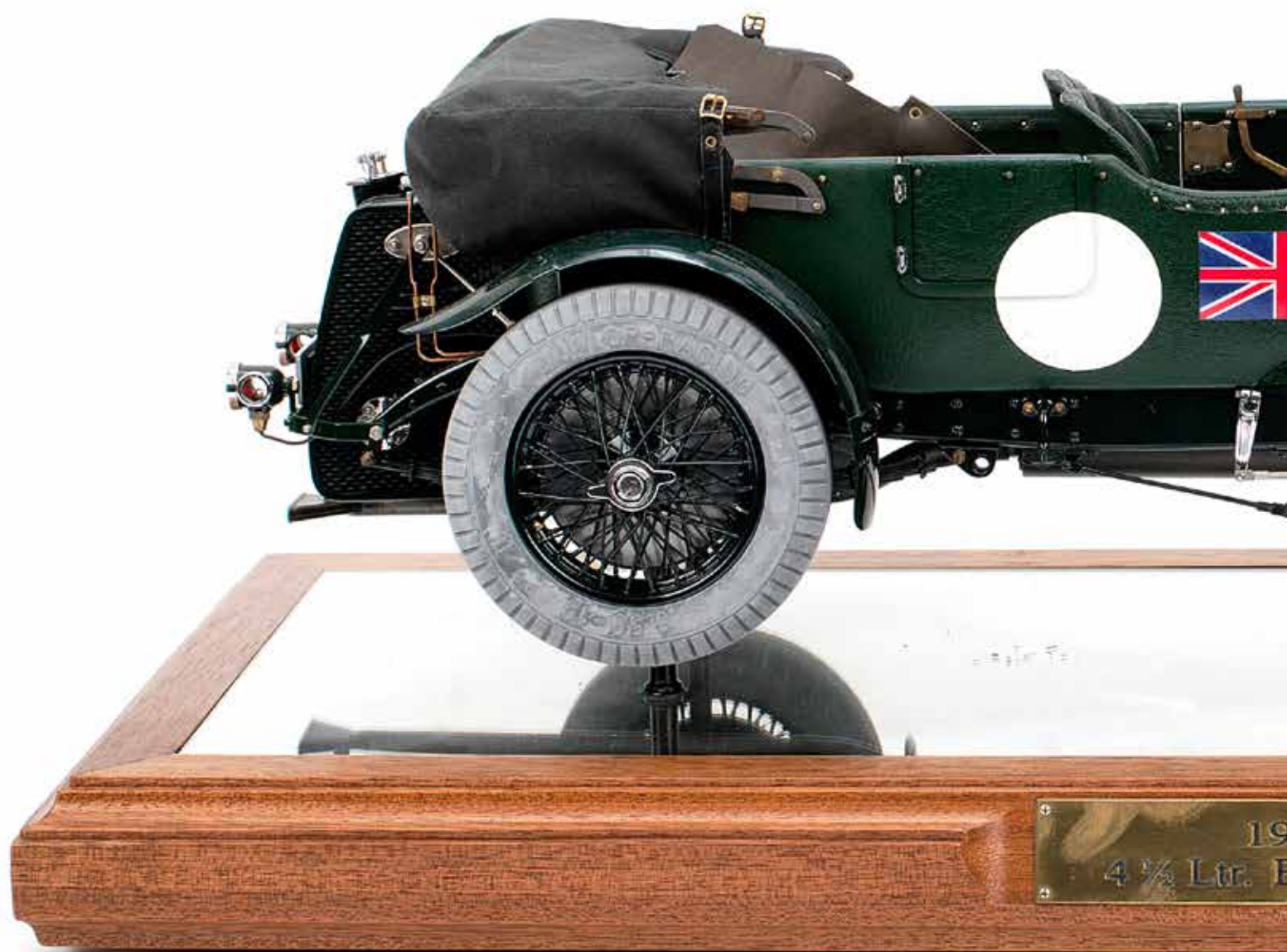
PLEASE NOTE, NO LOTS WILL BE ON VIEW AT 101 NEW BOND STREET

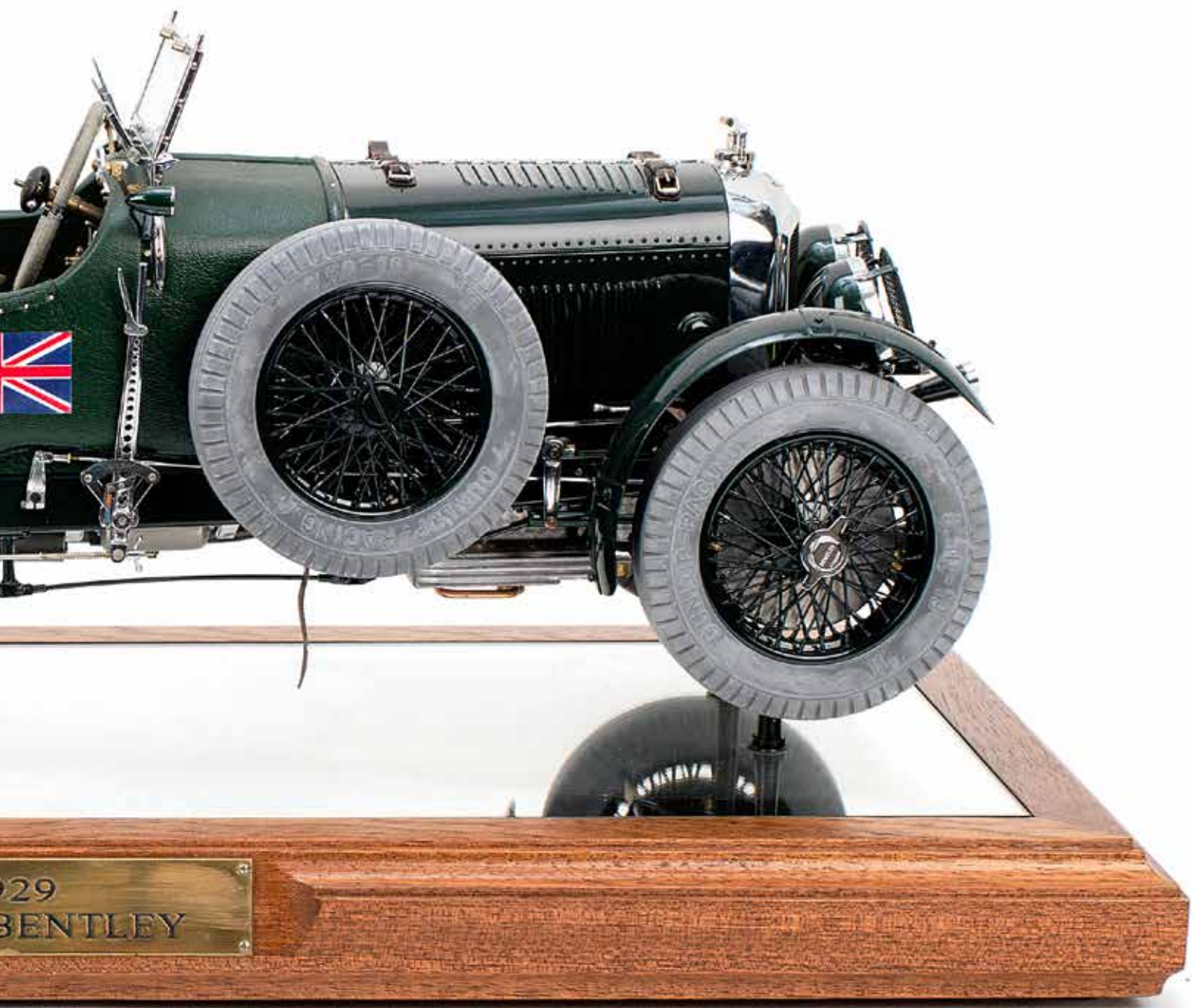
Automobilia

17:00

Lots 1 - 44

Full descriptions and images can
be found at: bonhams.com/26122







1



2



3



4



5



6

1 •
MICHAEL HAY: 'BENTLEY THE VINTAGE YEARS'; SECOND EDITION 1997,
limited special edition number 53 of 200,
signed by the author, small 4to.
£800 - 1,200
€890 - 1,300

2
'THE CASTROL BOOK OF THE EUROPEAN GRAND PRIX' SIGNED BY SEVEN DRIVERS INCLUDING BRUCE MCLAREN,
together with the 1964 European Grand Prix programme, Race Card and original Castrol Bag.
(4)
£800 - 1,000
€890 - 1,100

3 •
CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A LIMITED 'OWNERS' EDITION' AND ACCOMPANYING BENTLEY REGISTER, PUBLISHED BY PALAWAN PRESS, 2003,
one of 208 copies published, large 4to,
with accompanying Bentley Register for the Continental Sports Saloon, folio of reproduced drawings, (library box not included with the Lot).
(3)
£3,000 - 3,500
€3,300 - 3,900

4
A LEAPING GAZELLE MASCOT BY JACQUES CARTIER, FRENCH, 1920S,
signed, 16cm high.
£800 - 1,200
€890 - 1,300

5
A RARE 'DINOSAUR' MASCOT, POST 1913,
12cm long.
£900 - 1,200
€1,000 - 1,300

6
A RARE 'LA CONQUÊTE DE L'AIR' ICARUS MASCOT BY GEORGE COLIN (FRENCH 1876-1917) FOR FINNIGANS LONDON,
14.5cm high, 18.5cm wingspan.
£900 - 1,200
€1,000 - 1,300

Full descriptions and images can be found at: www.bonhams.com/26122

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.



7



8



9 (detail)

7
SEVEN ASSORTED CAR MASCOTS,

(7)
£1,000 - 1,500
€1,100 - 1,700

8
FOUR BRONZE MASCOTS BY ANTOINE BOFILL (SPANISH, 1875-POST 1930),

(4)
£1,200 - 1,600
€1,300 - 1,800

9
A FINE AND RARE 'SIRENE' MASCOT BY GEORGES COLIN FOR HERMES OF PARIS, FRENCH, CIRCA 1922,

13cm high.
£5,000 - 7,000
€5,600 - 7,800



9

Full descriptions and images can be found at: www.bonhams.com/26122
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.



10



11



13



12

10
**A DASHBOARD INSTRUMENT PANEL
 FROM A SAOUTCHIK BODIED 175S
 DELAHAYE FIGONI & FALASCHI
 DESIGNED 'NARWHAL', LATE 1940S,**
 the entire unit 130cm wide.
 £800 - 1,200
 €890 - 1,300

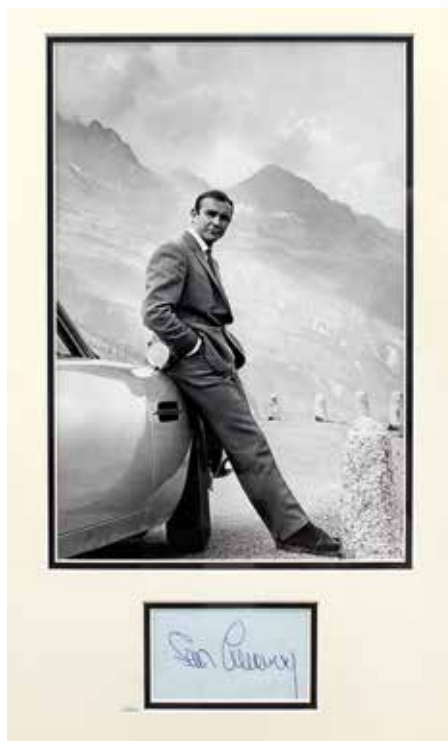
11
A VAUXHALL 30/98 RADIATOR,
 £1,300 - 1,600
 €1,500 - 1,800

12
**A FERRARI DAYTONA STEERING WHEEL,
 BY NARDI, ITALIAN,**
 38cm outside diameter, removed from a
 1971 Daytona (14235).
 £1,500 - 2,000
 €1,700 - 2,200

13
**A RARE MOBILOIL 'PEGASUS' GARAGE
 WALL SIGN, AMERICAN,**
 approximately 125 x 91cm.
 £900 - 1,200
 €1,000 - 1,300



14



16

14
SIX DRIVER SIGNED PHOTOGRAPHS,
 portrait and race scenes including Jaguar D-Type.
 (6)
 £800 - 1,000
 €890 - 1,100



Sean Connery



George Lazenby



John Barry

15

15
TWO FRAMED DISPLAYS OF SIX JAMES BOND '007' IMAGES WITH ASSOCIATED SIGNATURES, FEATURING ASTON MARTINS,
 each measuring 95 x 34cm overall.
 (2)
 £800 - 1,200
 €890 - 1,300



Timothy Dalton



George Lazenby



John Barry

15

16
A PHOTOGRAPH OF SEAN CONNERY AS 007 WITH THE GOLDFINGER ASTON MARTIN DB5 IN THE FURKA PASS, MOUNTED WITH AN AUTOGRAPH,
 29.5 x 19.5cm, framed and glazed.
 £800 - 1,200
 €890 - 1,300



17



18



19



20

19 *

RENE VINCENT (1879-1936), 'LADY MOTORIST', AN ORIGINAL SKETCH, signed lower left, pencil with pen and ink on paper, 27 x 21cm, mounted, framed and glazed.
£800 - 1,200
€890 - 1,300

20 * AR

FRANCOIS D'ALBIGNAC (FRENCH 1903-1958), 'UNE CHAUFFEUSE ENTRAINEUSE', A 1937 DESIGN FOR A GREETINGS CARD COMMISSIONED BY LIDIA BUGATTI, initialled 'FA' lower left and further initialled 'LB' (Lidia Bugatti), gouache on card, 28 x 17cm, mounted, framed and glazed.
£900 - 1,200
€1,000 - 1,300

21 AR

JOHN AUSTIN FGRA (BRITISH 20TH CENTURY), 'LUDLOW CASTLE', signed lower right, oil on canvas, measuring 77 x 102cm overall.
£1,000 - 1,500
€1,100 - 1,700

22 AR

DEXTER BROWN (1942-), 'FERRARIS AND NUDES', TWO LARGE FRAMED DISPLAYS OF PREPARATORY SKETCHES, both framed and Perspex glazed, each measuring 131 x 96cm overall.
(2)
£2,500 - 3,500
€2,800 - 3,900

17

'24 HEURES DU MANS 23 & 24 JUIN 1962' POSTER AFTER MICHEL BELIGOND (FRENCH, 1927-1973), 57 x 39cm, mounted, framed and glazed.
£800 - 1,200
€890 - 1,300

18

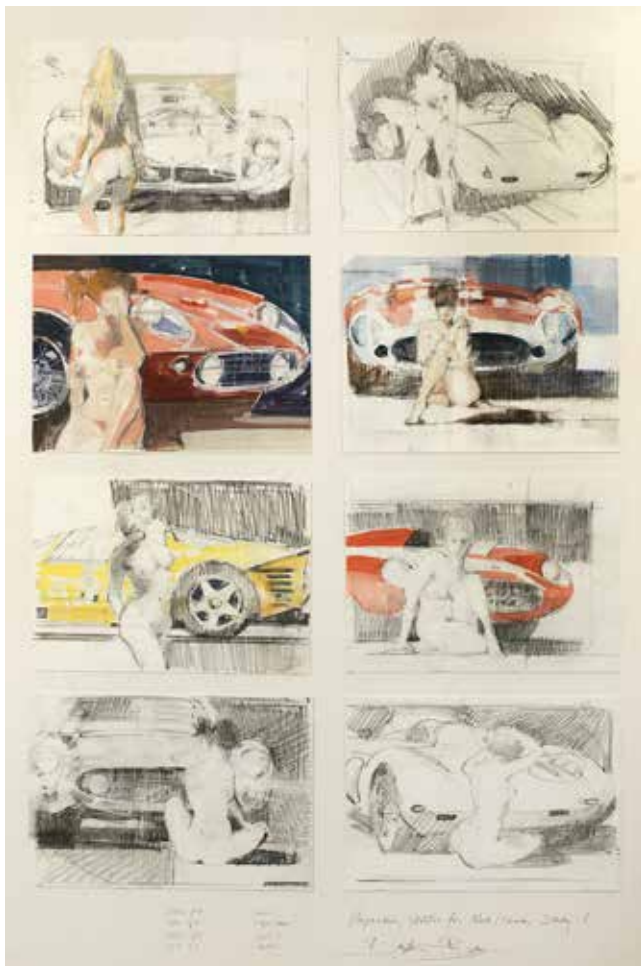
'ON HER MAJESTY'S SECRET SERVICE', ORIGINAL JAMES BOND FILM POSTER, 1969 Eon Productions/United Artists, British quad after artwork by Frank McCarthy, folded, 76 x 102cm.
£1,200 - 1,500
€1,300 - 1,700

Full descriptions and images can be found at: www.bonhams.com/26122

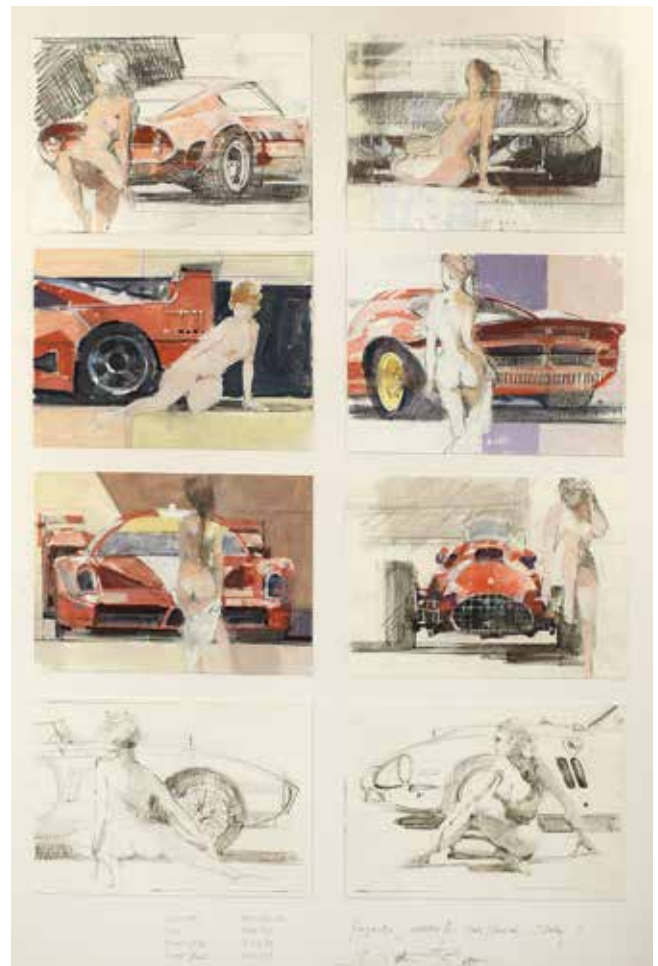
For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



21



22



22



23



24



25



26



27

23
A FINE BRONZE BUST OF SIR HENRY ROYCE BY ROMAN BRONZE WORKS OF NEW YORK, CIRCA 1930,
hollow cast on integral cast pedestal base,
56cm high.
£800 - 1,200
€890 - 1,300

24[†]
A CASED DISPLAY OF SILVER MOTORING INGOTS BY FRANKLIN MINT,
contained within a wooden display case with
hinged glazed lid, 29.5 x 60cm.
£800 - 1,000
€890 - 1,100

25
A STERLING SILVER ROLLS-ROYCE CIGARETTE BOX, CHRISTMAS 1928,
hallmarked, London by Saunders and
Shepherd Ltd, 17cm wide.
£1,800 - 2,200
€2,000 - 2,500

26
A 1912 BARC EIGHTH SHORT MOTOR CYCLE RACE 2ND PLACE STERLING SILVER TROPHY, AWARDED TO MALCOLM CAMPBELL,
twin handled cup by Elkington & Co,
hallmarked London 1912, 15cm high and
weighing approximately 439gms.
£1,000 - 1,400
€1,100 - 1,600

27
A 1921 BARC BROOKLANDS AUGUST JUNIOR SPRINT HANDICAP 2ND PLACE STERLING SILVER TROPHY, AWARDED TO MALCOLM CAMPBELL,
twin-handled trophy with lid, by Charles &
Richard Comyns, hallmarked London 1921,
measuring 20cm high overall and weighing
approximately 866 grams including lid.
(2)
£1,200 - 1,600
€1,300 - 1,800

Full descriptions and images can be found at: www.bonhams.com/26122

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28

**28
A BARC BROOKLANDS 'EASTER
PRIVATE COMPETITORS HANDICAP'
1ST PRIZE STERLING SILVER TROPHY,
AWARDED 1911,**

sterling silver trophy by William Comyn & Sons, hallmarked London 1910, 27.5cm high, later re-presented from 1984 as the AGM Casper MacDonald Hall Trophy.

(4)

£1,000 - 1,500

€1,100 - 1,700



29



29 (detail)

**29
A TROPHY WON AT "THE ATLANTIC CITY
AUTOMOBILE CARNIVAL", AWARDED
TO WALTER C. MARTIN, ROLLS-ROYCE,
AUGUST 1907,**

plated metal tankard by Reed & Barton with single handle and hinged lid, 20cm high overall.

£1,000 - 2,000

€1,100 - 2,200

**30
WEST MCLAREN MERCEDES
PROMOTIONAL SKI EQUIPMENT,**

in silver, red and black branded colours, with a branded Ski bag, and a branded ski boot bag.

(Qty)

£800 - 1,000

€890 - 1,100



30

Full descriptions and images can be found at: www.bonhams.com/26122

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.

32



31



31

A LEATHER-CASED TRAVELLER'S COCKTAIL BAR SET FOR EIGHT PERSONS BY P.H.VOGEL & CO., BRITISH,
post-War, the case measuring 31cm wide.
£800 - 1,200
€890 - 1,300

32

A SEVEN-PIECE SET OF LEATHER LUGGAGE BY TRUNKS OF HASLEMERE TO SUIT ROLLS-ROYCE SHADOW,
each in dark brown leather and applied with 'RR' badge.

(7)

£1,000 - 1,500
€1,100 - 1,700

33 †

A WICKER-CASED PICNIC SET FOR SIX PERSONS BY FINNIGANS, CIRCA 1909,
the case measuring 72 x 43 x 18cm overall.
£3,000 - 4,000
€3,300 - 4,500

33



Full descriptions and images can be found at: www.bonhams.com/26122

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.



34

34[†]
A CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, CIRCA 1909,
 black leather-cloth case, measuring 64 x 39 x 22cm overall.
 £4,000 - 5,000
 €4,500 - 5,600



35

35[†]
A CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,
 black leather-cloth case, measuring 76 x 38 x 20cm overall.
 £5,000 - 6,000
 €5,600 - 6,700



36



37



38



38

36

A 1:8 SCALE SCRATCHBUILT MODEL OF AN AUSTIN-HEALEY 100 BY JOHN SHINTON OF THE HEALEY TOY FACTORY,

finely detailed limited edition kerbside model, 46cm long, mounted on a display base with mirror-backed display case.

£1,000 - 2,000

€1,100 - 2,200

37

A LIMITED EDITION GARAGE DIORAMA BY CLASSIC CAR ART LTD, FEATURING TWO MODELS OF AN ALFA ROMEO 8C MONZA AND A FERRARI 250 SWB

in glazed shadow box, 66cm wide, and other assorted models.

(Qty)

£800 - 1,200

€890 - 1,300

38

A RADIO CONTROLLED SCALE MODEL OF THE BLUEBIRD K3 WATER SPEED RECORD POWERBOAT,

battery powered model of Malcolm Campbell's 1937 Hydroplane, 67cm long, offered together with a wooden model of a Riva type speedboat, 44cm long.

(2)

£850 - 1,000

€950 - 1,100

Full descriptions and images can be found at: www.bonhams.com/26122

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39



40

39

**A HOHM DRIVING SCHOOL
INSTRUCTIONAL SCALE MODEL,
GERMAN, POST-WAR,**

large scale 'H-D 79' model, 97cm long,
mounted on a later display plinth, measuring
103cm wide overall.

£1,200 - 2,000

€1,300 - 2,200

40

**A FINE 1:8 SCALE LIMITED EDITION
MODEL OF A 1929 4 1/2 LITRE BENTLEY BY
SAPOR MODELLTECHNIK OF GERMANY,
1998,**

finely detailed working model of the Bentley
'YU 3250', numbered '09' of a believed 25
examples produced, measuring 58cm long and
displayed above a mirrored wooden display
base, 67cm long overall.

£4,500 - 5,500

€5,000 - 6,100



40 (detail)



41



42



43 (part)

41
A RARE BOXED 'CHAMPION RACER INDIANAPOLIS SPECIAL' FRICTION-POWERED TIN-PLATE TOY BY YONEZAWA, JAPANESE, 1960S,
No.733, 42cm long, with original box.
£800 - 1,200
€890 - 1,300

42
AN ELLIOTT WALL-CLOCK CIRCA 1941,
circular mahogany case, chain fusee 8-day movement, the dial painted as a sector clock.
£1,000 - 1,500
€1,100 - 1,700

43
TWIN BLADED WOODEN PROPELLER FROM A CIRCA 1928 DE HAVILLAND PUSS MOTH DH.80A, BELIEVED USED BY JIM MOLLISON,
laminated hardwood, 193.5cm diameter.
(4)
£800 - 1,200
€890 - 1,300

Full descriptions and images can be found at: www.bonhams.com/26122

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.



(detail of hallmark)



44

**A RARE 9 CARAT GOLD MODEL
CONCORDE PRESENTED TO BRIAN
TRUBSHAW,**

Garrards & Co, London 1972, in original case.

Length 22cm.

£30,000 - 32,000

€33,000 - 36,000



(archive image not for sale with lot)

END OF AUTOMOBILIA SECTION

Full descriptions and images can be found at: www.bonhams.com/26122
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.

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process). When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

BUYER'S PREMIUM

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

45
**UK VEHICLE REGISTRATION NUMBER
'NBC 3',**
held on DVLA V778 Retention Document,
expires 20 Oct 2030.
£5,000 - 6,000
€5,600 - 6,700



45

46
**UK VEHICLE REGISTRATION NUMBER
'NBC 4',**
held on DVLA V778 Retention Document,
expires 18 May 2026.
£4,750 - 5,750
€5,300 - 6,400



46

47
**UK VEHICLE REGISTRATION NUMBER
'20 PYM',**
held on DVLA V778 Retention Document,
expires 28 Aug 2026.
£14,000 - 18,000
€16,000 - 20,000



47

48
**UK VEHICLE REGISTRATION NUMBER
'MVT 1',**
held on V778 Retention Document,
expires 13 Feb 2030.
£25,000 - 35,000
€28,000 - 39,000



48

NO LOTS
49 - 100

PLEASE NOTE, NO LOTS WILL BE ON VIEW AT 101 NEW BOND STREET

Motor Cars

Lots 101 - 121

Further images of each lot can be found at:
www.bonhams.com/26122



1985 FERRARI 328 GTB COUPÉ

Registration no. C365 OVV

Chassis no. ZFFWA19B000060743

- *Delivered new in Italy*
- *Left-hand drive*
- *Imported into the UK in 2014*
- *5,603 kilometres recorded*
- *Ferrari Classiche certified*



Introduced in 1985, the Ferrari 328 GTB was similar to the preceding 308 GTB apart from its 3.2-litre engine. Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB had debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar but larger engined 328 GTB. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp. Top speed was raised to within a whisker of 160mph with the sprint to 62mph covered in a fraction over 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat but its underlying beauty, though, could not be disguised. "In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car," declared Motor magazine. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

This left-hand drive 328 GTB was sold new in Italy via the official Ferrari agent Crepaldi Automobili di Milan in January 1986 and serviced by them in July of that year at 2,480km (service card on file). In November 2014 the Ferrari was imported into the UK and registered to a Mr Stefano Leveni of London. Motor Service Srl of Modena serviced the car on 27th April 2016 at 5,348km at a cost of €1,730, and in June 2019 Ferrari Classiche certification was obtained. The current vendor acquired the Ferrari from marque specialists Joe Macari Performance Cars in July 2019. Described by the vendor as in excellent condition throughout, this little used Ferrari 328 GTB is offered with sundry bills, current MoT, and a V5C Registration Certificate.

£80,000 - 120,000**€90,000 - 140,000**

1966 MERCEDES-BENZ 230 SL CONVERTIBLE WITH HARDTOP

Registration no. HEW 45D
Chassis no. 113042-22-015489

- Past Benson & Hedges Concours winner
- Restored in 1988
- Maintained by marque specialist Charles Ironside
- Comprehensive history file



Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230 SL even managed a debut competition victory, as *Sporting Motorist* noted: "Soon after the 230 SL was announced, Eugen Böhringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory." Christened 'Pagoda' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

Finished in green with light tan leather interior, this automatic transmission 230 SL was restored in 1988 and is a former Benson & Hedges Concours winner. There is a photograph on file of its then owner Major Owen-Jones collecting the prize, and the commemorative plaque is still inside the door shut on the driver's side.

The history file contains a copy of the factory data card and numerous bills for parts, maintenance, and servicing. A new stainless-steel exhaust was fitted in 2003, and in 2004 the car was serviced by renowned Mercedes specialist Roger Edwards and fitted with a new hood, hood frame, and steering wheel, over £4,600 being spent. In 2010 the Pagoda received new tyres and a Waxoyl treatment, while the cylinder head gasket was replaced (over £3,000 spent).

In 2010 the Mercedes was purchased by the previous keeper from Charles Ironside, who serviced the car annually thereafter, up to and including 2017. A full breakdown of these works is in the history file. In 2019 before being acquired by the current owner, the car was inspected and serviced by renowned specialist John Haynes. Described by the private vendor as in very good condition throughout and driving well, this beautiful Pagoda comes complete with soft-top, hardtop, wind deflector, and an indoor car cover.

£80,000 - 90,000
€90,000 - 100,000

103

The London Motor Show; Ex-Maharajah of Patiala

**1928 ASTON MARTIN 1½-LITRE
STANDARD SPORTS MODEL**

Chassis no. TS10

Engine no. ST18

- *The first 'Standard Sports Model'*
- *Displayed at the 1928 London Motor Show*
- *Unique specification*
- *The third oldest Bertelli-era Aston Martin known to be running*
- *Restored by Ecurie Bertelli Ltd*





The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the 'new generation' of 1½-litre Aston Martins was first displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre, overhead-camshaft road car, the duo featured dry-sump lubrication, and this feature was carried over to the International sports model, introduced in 1929.

In the meantime, Aston Martin had displayed three new models on its stand at the 1928 London Motor Show at Olympia: a four-seat open car, a four-door saloon, and an open two-seater on the short (8' 6") chassis, which was described as the 'Standard Sports Model'. The latter was chassis number 'TS10', the car offered here, which was only the tenth car completed at the firm's new Feltham workshops. Although the Standard Sports Model was described in the catalogue as having a dry sump, 'TS10' was displayed at Olympia with a wet-sump engine, as recorded by Inman Hunter in his definitive work: *Aston Martin 1913-1947* (page 95). Finished in brown and boasting long black wings, 'TS10' was sold from the show stand to the Maharajah of Patiala and exported to India where the body's ash frame was replaced with either mahogany or teak to withstand attack from wood-eating insects.

Little is known of the car's subsequent history in India; however, in 1967 it was offered for sale by a Mr Paraamjit of Lucknow, Uttar Pradesh but did not surface again until it was found - in pieces - by the immediately preceding owner. By this time the Aston had been much modified and lost both its original wet-sump engine and its worm drive rear axle. Restoration was not thought to be possible.

However, in 2006 Andy Bell of Ecurie Bertelli Ltd, the world-renowned authority on pre-war Aston Martins, located a 'T' type engine, number 'ST18', and found the last known wet sump in a bin of parts in his workshop. It was decided to restore 'TS10' using this engine and a newly made rear axle. The car was shipped from Malta to Ecurie Bertelli's workshop at Olney in the UK for restoration to exact and original specification, which took almost three years to complete. Unusually, 'TS10' has front-opening doors, which is the original design but not what was commonly found in the era.

'TS10' is the first Standard Sports Model built and a direct ancestor to today's Aston Martins; it is also the third oldest Bertelli-era Aston Martin known to be still running. Unique and magnificently presented, it represents the dawn of one of Britain's greatest sporting marques and would surely take pride of place in any collection of fine Aston Martin motor cars.

£100,000 - 120,000
€110,000 - 140,000

104

The Contessa Teresa 'Tracy' di Vincenzo "On Her Majesty's Secret Service"

1969 MERCURY COUGAR XR7 CONVERTIBLE

Registration no. HKX 367G

Chassis no. 9F94R549292



- One of three ordered specially for the film
- Used in filming the barn scene
- Present ownership since 1990
- Restoration completed in 2020





The Mercury Cougar Convertible we offer belongs to that select band of movie cars that have featured in the James Bond series, the first and most famous of which is the Aston Martin DB5 from *Goldfinger*. This Mercury is one of a tiny handful (some sources say three, others four) purchased by Eon Productions for use in the filming of *On Her Majesty's Secret Service* (1969) starring Australian actor George Lazenby in his sole outing as 007. Co-starring with Lazenby were Telly Savalas as super-villain Ernst Stavro Blofeld and Diana Rigg as the Contessa Teresa 'Tracy' Di Vincenzo, owner of the Mercury.

Eon Productions ordered this car on the 30th January 1969. It was scheduled to be built on the 12th February but was actually completed six days earlier on 6th February 1969. The car was flown from the USA to the UK and registered on 13th February 1969. Copies of the original Ford Motor Company paperwork and invoice are on file, listing this individual car's specification and confirming its 'Bond Movie' connection. According to the accompanying Marti Auto Works Elite Report, only three cars were finished in Candy Apple Red with a black roof, indicating that only three were supplied for the film. The Marti Report lists the following original features:

- 428-4V Cobra Jet Ram Air V-8 Engine
- C-6 Select Shift Automatic Transmission
- Red Paint, Ford #2008-A
- Dark Red Leather Bucket Seats
- 3.50 Conventional Rear Axle
- Color Keyed Floor Mats
- Black Power Top w/Glass Backlite
- F70X 14 Belted Raised White Letters Tires
- Ram Air Induction
- Console
- Power Front Disc Brakes Tilt-Away Steering Wheel Power Steering
- Hood Pins
- AM Radio
- Styled Steel Wheels Front Bumper Guards



The Cougar is believed to have been flown to the UK as a special order and used for the barn scene filmed at Pinewood Studios, which if nothing else spared it from any damage (see below). Most of the film's action takes place in the Swiss Alps and the Mercuries were fitted with a chrome ski rack for Tracy's Kneissl skis, which were the 'must have' brand of the day. The car's red French numberplates are temporary visitor plates. The Cougars were used in four scenes: the opening scene on the beach; the bullfight; the ice race and chase; and the barn scene. *OHMSS* was released initially in Japan on 13th December 1969 and subsequently released as a Royal Premier at The Odeon, Leicester Square on 18th December 1969.

The Ian Fleming Foundation (IFF) which looks after 40 screen-used James Bond vehicles, believes that perhaps four Cougars were used in making *OHMSS*: one was very badly damaged during the ice race sequence and subsequently scrapped; another resides in Spain; one has been owned by the IFF since 2008; and the remaining example is the car offered here. Subsequent owners are not known until 1976 when the car was registered to one Brian De Mesquita. Since then the Cougar has had seven other owners including the current vendor, who acquired it on 10th June 1990 (full list of owners on file). The Mercury had been advertised in *Exchange & Mart* in May 1990, with no mention of any James Bond connections (advertisement on file).

Only completed in 2020, the car's full 'last-nut-and-bolt' restoration included stripping and repainting the chassis and all body panels; fully rebuilding the engine with new pistons, Crane camshaft, HV oil pump, etc; fully restoring the Holley carburettor; fitting the correct Ram Air induction, air filter, snorkel and heat shield; overhauling the alternator and starter motor; rebuilding the automatic transmission; and rebuilding the rear axle with Traction-Lock limited-slip differential by Hauser Racing. The body panels were acid dipped prior to priming and painting in the correct Candy Apple Red, while the convertible top and interior trim were done by specialists Piper Trimmers in Sparkford.

The list of new parts fitted is far too lengthy to reproduce here but may be found in the history file (perusal highly recommended). Only 20 miles have been covered since the restoration's completion and this historic 'James Bond' Mercury Cougar is presented in commensurately excellent condition, worthy of the closest inspection.

£100,000 - 150,000

€110,000 - 170,000



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1995 ASTON MARTIN VANTAGE COUPÉ

Registration no. M838 CCC
Chassis no. SCFDAM2S0RBR70065

- *One of the fastest and most powerful supercars of its day*
- *Manual transmission*
- *Circa 33,000 miles recorded*
- *Present ownership since 2005*
- *Extensive service history*



'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar, few panels were shared, while beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the Vantage engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph, and although a true top speed figure proved unobtainable, the Vantage was reported as having recorded 191mph while on test in France. Only 240 were built between October 1992 and June 1999, making the Vantage an exclusive car even by Aston Martin's standards.

This manual-transmission Vantage had had four keepers prior to its acquisition by the current owner since 2005. Described by the private vendor as in excellent condition, with immaculate bodywork, the Vantage comes with extensive service history and has been maintained by Heritage Dealer Chiltern Aston Martin for the last 15 years. The most recent service was carried out less than 100 miles ago (new front brake discs/pads; new rear brake pads; new water pump, etc) while a new differential was fitted at 32,513 miles.

The Vantage is handsomely finished in Buckinghamshire Green, while the interior boasts green/fawn leather trim; green-piped fawn seats; beige carpeting with dark green mats; walnut veneer embellishment; and Parchment Alcantara headlining. Bringing it up to 21st Century specification, the Vantage has been upgraded with a modern entertainment system featuring satellite navigation, Bluetooth connectivity, and a reversing camera. Said to drive very well, this is an example of one of Aston Martin's most coveted models of recent times.

£150,000 - 200,000

€170,000 - 220,000

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. 159 RME
Chassis no. 807214

- One of only 479 right-hand drive XK140 drophead coupés
- Restored by Lynx Engineering in 1996
- Overdrive gearbox
- Large history file



Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators and larger bumpers, the latter adopted to withstand the cut and thrust of urban parking and meet new US safety regulations.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

This UK-supplied car is one of only 479 XK140 drophead coupés originally manufactured in right-hand drive configuration. Its accompanying Jaguar Heritage Certificate reveals that '807214' was dispatched from the factory on 15th July 1955 finished in black with matching soft-top and tan interior, and that the car was sold new via Henlys, London to Sir A Gascoigne.

In 1996 the XK was treated to a major restoration by renowned marque specialists Lynx Engineering, which included refinishing in its original factory colour combination of black with tan interior. Lynx's accompanying invoices total over £40,000 and there are numerous other bills on file from CKL and JD Classics together with a large quantity of old MoTs; tax discs; restoration photographs; an original handbook, etc.

Carefully maintained post-restoration to keep it in good order, the car benefits from a recent service and a new clutch, and is described by the private vendor as in generally very good condition. The only notified deviations from factory specification are an overdrive gearbox (fitted around 40 years ago), an aluminium radiator and wire wheels. This lovely XK140 drophead comes with a large history file containing all of the aforementioned documentation.

£115,000 - 145,000
£130,000 - 160,000

107

**1953 ALVIS TC21 3-LITRE
CABRIOLET SPORT**

Coachwork by *Carrosserie Graber*

Registration no. JSU 357

Chassis no. 25255

- *Ex-Geneva Motor Show*
- *One of only six TC21 convertibles bodied by Graber*
- *First registered in Switzerland*
- *Present ownership for 35 years*
- *Good history file*





The historic Alvis TC21 offered here, chassis number '25255', is one of only 11 such bodied by Graber (five coupés and six convertibles) and shortly after completion appeared on the Swiss coachbuilder's stand at the Geneva Motor Show (photograph on file). Hermann Graber's elegant designs were always executed to the very highest standards and his creations were necessarily expensive, costing far more than those of his British contemporaries.

His designs on the TC (and preceding TA) chassis would prove to be of immense significance in the development of the post-war Alvis. In his book, *Alvis – The Postwar Cars*, John Price Williams observes: "These models had a grace and purity of line which made the TA/TC series look very staid, and they attracted much attention".

Graber advertised three models on the Alvis 3-Litre chassis: a closed coupé and two cabriolets, one of 4/5 seats and the other with 2/3. Alvis's traditional upright radiator grille was retained for the 4/5 seater cabriolet, while the 2/3 seater Sport (as seen here) featured a more modern looking egg-crate grille. The overwhelmingly favourable reception given to his designs resulted in Graber being commissioned to style a production Alvis based on the TC21 - the TC108G - which was built by coachbuilders Willowbrook before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the revised TD21 for 1959.

A right-hand drive model, '25255' was originally registered in Switzerland and is now registered and tax-paid in the UK. Owned by the current vendor for 35 years, the car is presented in very nice condition and comes with a good history file recording restoration and remedial work undertaken by specialists in the UK. It is a past participant in the Monte Carlo Classic and rallies to Riga and Moscow, ably fulfilling its maker's intended role as a supremely capable Grande Routière.

£120,000 - 140,000
€140,000 - 160,000

108

**1966 ASTON MARTIN DB6 4.2-LITRE
SPORTS SALOON**

Registration no. 22 KJY
Chassis no. DB6/2726/R

- *Upgraded four-speed ZF automatic transmission*
- *Webasto roof*
- *Power steering*
- *Extensively restored in the mid-1990s*





This DB6 was first registered in August 1966 as '7 LPX' and was originally owned by a Mr A B Davies. Two subsequent owners are listed on the accompanying copy guarantee form, which records the original colour scheme as Oystershell with red interior trim. Items of non-standard equipment listed are as follows: Borg Warner automatic transmission; chrome wheels; heated rear screen; 3-ear hubcaps; and a power operated aerial.

During the 1970s, the Aston was exported to the USA, returning in the late 1980s when it was re-imported by Marksdales Classic Cars. It was sold on to R P and D Walton, who stored the car until 1995 before commencing a comprehensive restoration (bills on file).

The car has been regularly maintained during previous ownership, and in 2005 a complete engine rebuild to 4.2-litre unleaded specification was carried out by marque specialists Chris Shenton Engineering. In December 2006, the original Borg Warner three-speed automatic gearbox was replaced with a ZF four-speed 'box by Graham Whitehouse Autos, which also involved overhauling the rear axle, overhaul and replacing the prop shaft, bell housing, and gearbox oil cooler.

Invoices for the engine and gearbox work are on file. The car continued to be maintained and upgraded while in previous ownership, with numerous components renewed. Most recently the DB6 has been regularly maintained by marque specialists Aston Service Dorset and Wren Classics, and their bills for circa £20,000 are available.

The DB6 is offered today in generally very good condition; its bodywork is very tidy and the paintwork is presentable, but showing stone chips around the headlights, front panel, and to the bonnet. There is also evidence of some retouching. With recent new front and rear bumpers, the brightwork appears good and the interior – grey seats and door cards with dark blue carpeting – is in generally good order, although the driver's seat shows some signs of wear. Following a recent checkover by Aston Service Dorset it was MoT'd to October 2021, this previously restored and sensibly upgraded DB6 should require relatively little 'TLC' to bring it back to the peak of perfection.

£180,000 - 220,000
£200,000 - 250,000

109

Freshly restored to '100-point' concours standard

1973 FERRARI DINO 246 GTS

Coachwork by Pininfarina/Scaglietti

Registration no. CGO 944S

Chassis no. 06590

- One of only 498 right-hand drive UK cars
- First registered in Jersey, Channel Islands
- Restored between 2015-2020
- Outstanding condition



The quite exceptional Dino 246 GTS offered here comes from the private collection of a UK-based dedicated Dino enthusiast who has owned and restored some 30 of these charismatic cars over the years. Not your typical 'in-house' restorer, the vendor is the owner of an engineering company supplying machinery to the food manufacturing industry, and employs a small team of engineers who work exclusively in his Dino restoration workshop. It should be noted that it was never the intention that these cars would be sold: they were for the vendor's own collection so built without any time limits or compromise. The last of these Dinosaurs sold by Bonhams (at Goodwood in October 2020) fetched £300,000.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo - was intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E' respectively, these designations reflecting detail changes in the specification.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino is capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence, it is still highly regarded today. Every Ferrari collection should have one.



A late example (production ceased in 1974), chassis number '06590' is one of 498 right-hand drive 246 GTs built for the UK market. This car was the first of nine Dino 246s sold in Jersey and was re-imported into the UK three years later, hence the 'S' suffix registration number. The Ferrari was purchased in 2003 from a local enthusiast, John Dooley, at which time it was in a poor state and had been repainted yellow.

Typically, the owner's meticulous Dino restorations take some three or more years and 5,000 man-hours to complete, and this one's was carried out between 2015 and 2020, commencing with a total strip down and all bodywork blasted and replaced wherever necessary. These cars are restored on a rotisserie buck to ensure that everything is correct, with 75% of the car assembled upside down so that the underneath is as good as the top. Indeed, the cars are rebuilt to better-than-factory standard; the steel used for bodywork reconstruction being vastly superior to that employed by Ferrari in period. Every rusted tube in the chassis was replaced on the jig and every cavity Waxoyled, while every rivet in the floor pan was measured to be exactly the same on both sides. Factory items being no longer available, the clips securing the rubber seal on the wheelarch mud protectors had to be produced specially.

The car spent three months in the paint shop, and the finish, panel gaps, etc are now perfect. The doors close beautifully, reflecting the time spent setting up everything before painting. An examination of the headlight covers reveals that they too fit the body perfectly: the result of some two weeks spent shaping the covers and body lines, and then re-polishing the Perspex, etc. The colour is now back to the original white, and the interior is black leather with the Daytona seat in-fill retained to preserve the patina. All the leather interior trim was supplied by Lupi in Italy, makers of the original Ferrari trim, and consists of the finest quality hides. The engine is fully rebuilt and balanced, and has only been run and tuned on the test-bed.

Being an in-house restoration, there are no bills available, but each car comes with an album containing hundreds of photographs recording the process in full, while the history file also contains copies of previous registration documents; a current V5C Registration Certificate; and numerous invoices accumulated prior to the vendor's purchase. The Dino also comes with its very valuable original jack and wheel chock. In short: this car has been rebuilt to world-class '100-point' concours standard and is one of the very best that Bonhams has ever seen.

£270,000 - 330,000
€300,000 - 370,000

110 N

1924 VAUXHALL 30-98 OE-TYPE VELOX TOURER

Registration no. not UK registered

Chassis no. OE 188

- *Delivered new to Australia*
- *Present ownership since 2007*
- *Extensively campaigned*
- *Registered in Germany*



This is a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car which could run rings around 3-Litre Bentleys on cross-country journeys.

Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed; there was then a slight hiatus before its successor, the overhead-valve 'OE', commenced delivery in early 1923. Despite a reduction in capacity to 4.2 litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.

The OE was not to gain front-wheel brakes until late 1923, when a cable system was introduced. This was operated, along with the transmission brake, by the foot pedal. Hydraulic actuation of the front-wheel and transmission brakes was adopted in 1926.

By the time the final batch of OE chassis had been completed in early 1927, there were few customers for the 30-98, the antiquity of the design telling against it when compared to the more refined competition from Bentley and Sunbeam. Total production of OEs numbered 312 cars. While some may argue that the E-Type was the last of the totally Pomeroy-designed cars, and is therefore for the purists, it is the OE that has become more sought after by enthusiasts over the years.

While the early history of 'OE 188' is not fully documented, the deep cut-out in the body has provided Australian historians with a clue as to the car's early history. The cut-out and the shape of the wings suggest that this is the car originally owned by F A Parles, a chemist from Campsie, New South Wales. The owner of the local theatre, Parles was a well-known personality in Campsie, and his efforts with Vauxhall 30-98s made him famous among local Vauxhall protagonists.

Entered in local speed events, Parles' cars were piloted by notable local drivers including J J O'Rourke and 'Wizard Smith': the former a garage owner who also had some success racing Bugattis of the period. The Parles-entered Vauxhall (or possibly Vauxhalls) were recognised as serious competitors.



Perhaps the most notable performance of a 'Parles' Vauxhall was at the Gerringong Beach speed trials on the 9th May 1925 where O'Rourke piloted the 30-98 to win the 12-mile event and set the fastest time of any car in the heats. Period photographs of the 'Parles Vauxhall' taken while competing on a trial show a deep cut-out in the coachwork on the driver's side, although this is not featured on the image of the Parles car at Gerringong Beach in May 1925. It is quite possible that Parles further modified 'OE 188' at a later date. Sadly this information has been lost in the mists of time. What is clear is that 'OE 188' is one of a handful of Vauxhall 30/98s around the world that has in-period competition history. 'OE 188' is featured in Nic Portway's definitive book on the marque: *Vauxhall 30-98, the Finest of Sporting Cars* (pages 112, 114, 115 and 224) which confirms that the car was delivered to Australia with engine number 'OE 182'.

In the early 1970s 'OE 188', was purchased by Gunnar Sundell, father of the preceding owner, together with around five other Vauxhalls, from New South Wales Vauxhall guru, Ron Grant. Initially four were sold and two were retained: an E-Type 30-98 and this car. 'OE 188' was in a very sorry state when acquired and had never been restored.

A deal was struck between Gunnar Sundell and Russ Herbert: in return for a 'parts car' (now known as 'Black Bess') Russ Herbert agreed to restore 'OE 188' for Gunnar Sundell. The original mechanical parts of the car together with the wings, bulkhead, bonnet, radiator, etc were restored and a new Velox-style body constructed to replace the worn-out original. The original body from 'OE 188' was later fitted to 'Black Bess'.

The current vendor purchased the Vauxhall at Bonhams & Goodman's sale at Melbourne, Victoria in December 2007, since when it has been used extensively on non-competitive touring rallies, some of which have been entered on numerous occasions. These include the Alpes Retro in southern France; Rally Mont Joly around Mont Blanc in the Chamonix area of France; Transappenninica in Italy; Gstaad Rally in Switzerland; Alpenfahrt in Germany/Austria/Italy; and the FIVA rallies in Slovakia and Poland.

Registered in Germany, the car has been kept in a heated garage when not in use and has a current German TÜV. Described by the private vendor as mechanically and cosmetically in good condition, 'OE 188' represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

£150,000 - 180,000
€170,000 - 200,000

111

**1964 ASTON MARTIN DB5 4.2-LITRE
SPORTS SALOON**

Registration no. AJW 646B
Chassis no. DB5/1614/R

- *Single family ownership from 1964 to 2005*
- *Known ownership history*
- *Well maintained*
- *Power assisted steering and air conditioning*
- *Comprehensive history file*





Its accompanying copy guarantee form reveals that chassis number '1614/R' was delivered new on 11th June 1964 to Cyril Williams Motors Ltd. The DB5 was delivered finished in Sierra Blue with Fawn Connolly hide trim, and left the factory equipped with a limited-slip differential and heated rear screen. First registered as 'AJW 646B', the Aston had been purchased by Messrs William Sharp (Birmingham) Ltd for a Mr Horton, presumably one of its directors. The AMOC Register records two Belfry Concours awards for the DB5 while it was in Mr Horton's ownership (in 1966 and 1968).

The Horton family subsequently relocated to the Isle of Man where the car was reregistered as '1964 MN'. In May 2005, after a remarkable 41 years in the Horton family's ownership, the DB5 was purchased from them by Mr David Campbell, whose various addresses are recorded on accompanying documents as Onchan, Isle of Man; Helen's Bay, County Down, NI; and Dublin, Rol. While in the Hortons' ownership, the Aston had been looked after (from approximately 1970) by renowned marque specialist, Andy Chapman, whose recollections of it are on file. A re-spray in original livery had been carried out at approximately 60-70,000 miles, but no mechanical work was undertaken until David Campbell took the DB5 to renowned marque specialists Post Vintage Engineers Ltd in 2005. Post Vintage looked after the car subsequently, as evidenced by numerous invoices on file, one of their first tasks being to overhaul the cylinder head and convert it to accept unleaded fuel. Prior to his purchase, David Campbell had had the DB5 inspected by Colin Thew, former Service Manager with Aston Martin, whose detailed report, describing it as in generally very good condition, is on file.

Post Vintage's association with the Aston, now reunited with its original registration, 'AJW 646B', continued when ownership passed to Mr Peter Mimpriss of Nayland, Suffolk in September 2009. Prior to Mr Mimpriss taking delivery, Post Vintage had rebuilt the engine, enlarging it to 4.2 litres capacity in the process, and fitted air conditioning (illustrated record on file). In letters to Post Vintage's Managing Director, Adrian Johnson, Mr Mimpriss was able to report that the DB5 had 'performed faultlessly' for the entire 1,750 miles of the 2010 AMOC Tour of Spain, and also for the 2,000 miles of that year's NATO Tour of Northern England and Scotland. Shortly thereafter, ownership passed to Mr Michael Wilson of Lytham, Lancashire. Power assisted steering was fitted by Aston Engineering Ltd of Derby in April 2014, but apart from that, Post Vintage Engineers Ltd continued to maintain and service the car. Works carried out in April 2015 include an interior re-trim to original specification in Connolly hide; supplying and fitting a new rear bumper, re-chroming the front grille and front bumper; and replacing all window glass. A further service was carried out in March 2016.

The Aston was acquired by the current vendor in June 2018, since when it has been kept in a dehumidified motor house. The most recent service/works, including attention to a leak from the differential, were undertaken by marque specialists Chicane Classics. MoT'd to November 2021, this exceptional car comes complete with its original jack and tool kit; instruction book; and a UK V5C Registration Certificate. Benefiting from long-term single family ownership - always well maintained and never requiring extensive restoration - this superb DB5 is worthy of the closest inspection.

£600,000 - 650,000
€670,000 - 730,000

112

**1933 ROLLS-ROYCE 20/25HP OWEN SEDANCA
THREE-POSITION DROPHEAD COUPÉ**

Coachwork by Gurney Nutting

Registration no. AGJ539

Chassis no. GEX28

- *One of the most elegant and admired coachwork designs on the 20/25 chassis*
- *Featured in Lawrence Dalton's Those Elegant Rolls-Royce (1967, page 88)*
- *Formerly part of a private collection in California for over 40 years*
- *Refurbished since its return to the UK*





The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile, and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Some of the most widely admired were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

By general consent, Gurney Nutting's stunning drophead coupés - developed for fashionable retailers, H R Owen - are among the most handsome and best proportioned ever to grace the Rolls-Royce 20/25 chassis. The car offered here, chassis number 'GEX28', is one of these remarkable dropheads, differing slightly from the others by virtue of its extended bonnet, an original feature that enhances the already elegant proportions and further accentuates its resemblance to a Phantom II. 'GEX28' was off test on 10th February 1933 and sold new to a Captain Gladstone. The car's original registration was 'AGJ 539', which it retains. 'GEX28' is featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (1967, page 88).

'GEX28' has spent a large part of its post-WWII life in the USA, a not unusual fate among Rolls-Royces of its generation, and for over 40 years formed part of a private collection in California. Since returning to the UK the car has benefited from considerable upgrading, including refinishing in Embassy Black, together with a new top in the correct duck material, and new carpets. The seats have been reupholstered in light caramel leather at some time in the last few years and still present beautifully. Said to be very pleasant to drive, with a smooth and powerful engine, this unique 20/25 drophead possesses all the qualities that make this one of the most desirable models of its decade.

£110,000 - 140,000
£120,000 - 160,000

113
NO LOT

114

1967 ASTON MARTIN DB6 VANTAGE VOLANTE

Registration no. FVG 111E

Chassis no. DBVC/3650/R

- One of only 29 DB6 Mk1 Vantage Volantes made
- Single family ownership for the last 44 years
- Extensively restored by DK Engineering in the 1980s
- Used for summertime touring and always maintained to the highest standard

Dick Skipworth, (the previous owner of the renowned 'Ecurie Ecosse Collection') has enjoyed this Vantage Volante for over 40 years!





"I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 1½-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering." - John Bolster, *Autosport*, 21st October 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although Royal patronage of the marque undoubtedly helped DB6 sales, as did its DB5 predecessor's appearance in the James Bond movies '*Goldfinger*' and '*Thunderball*', the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to ever-more restrictive legislation.

Although recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the underlying Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied for a time, presumably until stocks ran out. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline, and reshaped rear quarter windows.

Opening front quarter-lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This aerodynamic device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes - yet another example of racing improving the breed. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

"The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space," revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested. "The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better."



The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time air conditioning and power-assisted steering were available as options.

Motor clearly appreciated the power and poise of their test Vantage: "In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sports cars we have tested."

Premiered at the 1965 London Motor Show, the convertible version of the DB6 marked the first occasion the evocative 'Volante' name had been applied to a soft-top Aston Martin. After 37 Volante had been completed on the DB5 short-wheelbase chassis, the model adopted the longer DB6 chassis in October 1966, first appearing in its definitive form at that year's London Motor Show. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, an aircraft-style instrument cluster, and an electrically operated hood.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. Between 1965 and 1970 when production ceased, a total of 1,575 DB6 saloons was completed. During this time the factory made only 178 of the long-wheelbase Volantes and today these rare cars are among the most sought after of David Brown-era Aston Martins.



One of 140 'Mark 1' DB6 Volantes made, only 29 of which were fitted with the Vantage engine, 'DBVC/3650/R' was supplied new in May 1967 via Botwoods to Mecca Ltd, the London-based leisure business that ran nightclubs, hotels, theme parks, bingo parlours, and Hard Rock Cafés. The accompanying copy guarantee form records the original registration as 'FVG 111E' (the same as it is today) and lists the following items of non-standard equipment: Vantage engine; power steering; chrome road wheels; 3-spoke hubcaps; power aerial; Motorola radio; lap and diagonal safety belts; and a detachable headrest.

The original colour scheme was Mink with dark blue Connolly leather interior and matching Everflex hood. The only service work recorded is the fitting of five new road wheels in February 1971 at 28,022 miles (the current odometer reading is 98,705 miles).

For the last 44 years 'FVG 111E' has belonged to the vendor's family - previous owners of the world-famous Ecurie Ecosse Collection sold here at New Bond Street in 2013 - and in the mid/late 1980s was extensively restored by DK Engineering (see correspondence and detailed bills on file).

The car was originally serviced by Alexander Hillyer Engineering based near Thame, Oxfordshire: a well-respected Aston Martin and classic car service garage. Unfortunately, when the proprietor passed away in the late 1990s the business was discontinued. From the late 1990s the vendor's family has employed Alexander Engineering's former head mechanic directly. The maintenance and servicing for the DB6, the Ecurie Ecosse Collection, and a number of other valuable cars has been done in house utilising the vendor's own workshop and facilities.

Boasting extended-range fuel tanks, the Aston has been used for summertime touring and always maintained to the highest standards. The very pinnacle of British open-top motoring in the 1960s, this beautiful DB6 Vantage Volante benefits from long-term enthusiast ownership and is worthy of the closest inspection.

£550,000 - 650,000
€620,000 - 730,000

115

1967 FERRARI 330 GTC

Coachwork by Pininfarina

Registration no. NDB 455E

Chassis no. 9613

- *Ferrari Classiche certified*
- *Delivered new in Italy*
- *Engine professionally rebuilt in 2016*
- *Offered from a significant private collection*



Offered from a significant UK private collection, this matching numbers Ferrari 330 GTC was supplied new in March 1967 to the official Ferrari dealer Fontinella & Co of Turin and first owned by local resident Lorenzo Genero. Registered 'TO 880114', the car was serviced at Ferrari's facility in Modena on 20th May 1967 at 3,653km. In 1972 the Ferrari was exported from Italy to the USA, and in January 1977 was advertised for sale by Frank Williams of Houston, Texas. Listed in the Ferrari Owners' Club USA members' roster in 1979, the next known owner was Paul Fornaciari of Pasadena California. In 1989 the car was repainted red and that same year was advertised for sale by Tibor Gyarmoti of Mount Clemens, Michigan.

In 1990, '9613' returned to Italy and two years later was sold to Silvano Cima of Milan and was registered as 'MI 7 V 0330' (see ASI homologation document on file). Originally finished in Grigio Scuro Speciale Silverstone, '9613' was restored for Mr Cima by Sport Car of Milan in the 1990s, retaining its original beige leather upholstery, and remained painted red. Campagnolo alloy wheels were fitted as standard to the 330 GTC but the more discerning purchaser could specify Borrani wire wheels, as fitted to this car.

In May 2005 the Ferrari was sold to the next owner at Bonhams' Monaco auction (Lot 234), following which it was registered in the Principality (see export libretto on file). According to the accompanying Massini Report, '9613' was owned for the next few years by Best Auto Srl of Sassuolo (Modena), Italy.



Purchased by the current owner in Monaco in 2014, the car was first registered in the UK in February 2015. Emails in the accompanying file confirm that in 2013 the previous keeper spent over €100,000 on the Ferrari while it was in his possession. Works carried out included a bare-metal re-spray; all new chrome; sorting all mechanicals as required; overhauling the air conditioning system; and fitting new Borrani wire wheels.

In 2016 '9613' was sent to SMDG for a service and compression test (see bill on file totalling £3,000). After a subsequent conversation, as the car was to be 'a keeper', it was decided to overhaul the engine, which was stripped by SMDG and rebuilt, the block being sent to Hall & Hall who carried out machining, boring and honing of the cylinders. Electric power steering was also fitted at this time, and related bills on file total £19,227.

In 2017 the Ferrari returned to SMDG who carried out a major service and covered 1,000 test miles in the car as part of its preparation for the Pyrenean Tour with the vendor (see bills totalling £9,267 on file). That same year the complete air conditioning system was overhauled again at a cost of a further £9,643.

'9613' is offered with a FIVA identity card from 2011 and a Duplicato Ferrari Classiche document (the original was lost in 2011 but the documentation and Classiche wallet with this car is identical to the original.) The car also comes with its tool roll and jack.

Delivering a supreme level of comfort together with Ferrari and Pininfarina's unsurpassed style, this highly desirable limited production Gran Turismo wants for nothing except a new owner.

£450,000 - 550,000
€500,000 - 620,000

116

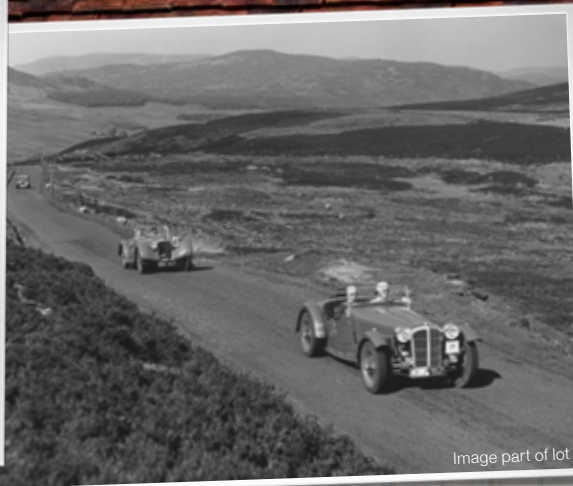
The Ex-Midge Wilby, 1939 Scottish RAC Rally

1937 ATALANTA 2-LITRE SPORTS

Chassis no. 1011

Engine no. 1009

- One of only two short-chassis cars of fewer than 20 produced
- One of only two with the Gough 2-litre engine
- Present ownership since 2007
- Le Mans Classic eligible





A short-lived but highly regarded manufacturer, Atalanta Motors of Staines, Middlesex was the brainchild of Alfred Gough, designer of the overhead-camshaft Frazer Nash engine. Gough was joined in his new venture by another ex-FN employee, draughtsman Peter Crosby, while financial backing came principally from undergraduates Peter Whitehead and Neil Watson, the former a future Le Mans winner and the latter heir to the Burma Oils fortune. Other luminaries of the British Motor industry that played a part in the Atalanta story include Wally Hamill (Dunlop and Morris); Eric Scott (Specialoid pistons); A C Bertelli (ex-Aston Martin); and Dennis Poore (Manganese Bronze Holdings and Norton Villiers Triumph).

Founded in 1937, the firm specialised in hand built sports cars of advanced design; the exclusive and expensive Atalantas being unique among British cars of their day in featuring all-independent coil-sprung suspension. The channel-section steel chassis was a substantial, X-braced affair, while the use of Hiduminium alloy for the suspension links and Elektron magnesium alloy for the huge (16"-diameter) Lockheed hydraulically operated brake drums helped keep un-sprung weight to a minimum.

Gough four-cylinder engines powered the majority of Atalantas, not that there were many; indeed, it is estimated that no more than 20 cars of all types were built. The Gough engine was available in two capacities: 1.6 (78bhp) and 2.0 litres (98bhp), while in 1938 the company added a Lincoln Zephyr V12-powered 4.3-litre model to the range. Whatever the engine, the Atlanta's performance was excellent, thanks in no small part to its lightweight construction, and many of the cars enjoyed successful competition careers. Most were bodied by Atalanta's neighbours, E D Abbott of Farnham. Sadly, the outbreak of WW2 curtailed development of these exciting designs, and the Atalanta marque was not revived after the war's end. Survivors are exceedingly rare.

One of only two short-chassis models, 'HMX 957' was originally owned by Miss M V 'Midge' Wilby, one of Atalanta's directors, who competed in rallies and trials with considerable success. This car was delivered with the 2-litre Gough engine and is the second of the three Atalantas owned by Midge Wilby. Reportedly, the adventurous Miss Wilby entered an Atalanta in the 1938 Monte Carlo Rally only to have her entry rejected on the grounds that the firm had built too few cars to be eligible. She drove a Lancia Aprilia instead. Another of Atalanta's financial backers, Midge Wilby ran a quasi 'works' team of these cars for herself and her friends, of which 'HMX 957' was one. In 1939 the Atalanta team won the manufacturers' team prize in the SWAC Welsh Rally.



In 1939, *The Light Car* road-tested another of Midge Wilby's Atalantas ('JMC 973') for an article in its 7th April edition, declaring: "road holding is beyond criticism: rough, almost colonial sections can be treated like main roads. The Atalanta has the tenacious quality of a racing car when cornering, and it is nearly impossible to cause the tyres to squeal". That same year, 'HMX 957' was entered in the Scottish RAC Rally as part of a three-car team driven by a Mr A E Crosby, and contemporary press cuttings and photographs of the car in action may be found in the history file.

What happened to the Atalanta immediately thereafter is not known, the next ownership record on file being an old-style continuation logbook (issued 1950) which records a change of engine rating/size from 13.9 to 24.9 horsepower, and a change of colour from blue to green. The penultimate change of owner is dated 1963. The last change in the logbook, Ryan Hodges of Woodcote, Reading, is also recorded as owner in a list of 14 Atalanta cars ('HMX 957' being one of only two 2.0-litre Gough-engined examples). The car is stated as being fitted with a Bristol engine at time of purchase by Mr Hodges. It is also stated that a correct Gough engine was 'now being assembled'. Some time later 'HMX 957' went to Sweden and is mentioned as resident there in a letter on file from Midge Wilby dated 3rd February 1985.

Chronologically, the next significant piece of this car's history is its appearance in a UK auction in February 1996 (catalogue entry on file), it being stated at that time that the Atalanta was offered fresh from a major restoration carried out between 1993 and 1995, which included fitting a Ford V8 'flat head' engine. Its owner at that time would appear to have been Mr Werner Oswald of Brocton, Staffordshire (recorded as previous keeper in the old-style V5C on file). Its purchaser in February 1996 was Mr Craig Davis of Pebble Beach, California, who immediately commissioned TT Workshops of Westbury, Wiltshire to undertake a full restoration, including the sourcing and installation of a correct 2.0-litre Gough engine, one being found in Switzerland (see correspondence and detailed bills on file).

The Atalanta appears to have next changed hands in 2007 when it was offered for sale by Mr Patrick Ryan of California at a US auction and purchased shortly thereafter by the current owner. In the vendor's own words: "The car was immaculate when we purchased it – reflected in its having recently won the Cartier Style et Luxe at Goodwood and being displayed and sold at Pebble Beach in 2007. It is presented in similarly immaculate condition now."



Whilst in current ownership the Atalanta has benefited from the expert attention of the renowned Le Riche Automobile Restorers, who have carried out further major refurbishment works since its acquisition (bills on file). More recently (November 2019) 'HMX 957' was inspected and mechanically refreshed by Atalanta Motor Cars Ltd, the main focus of the work being to ensure the brakes, steering, and suspension operated safely. The bodywork was re-polished and detailed, and the car then remained in covered storage for some months prior to collection.

The engine was serviced (including fresh oil) and set-up to run properly, which it did, and the car was then test-driven for no more than three miles. As the Atalanta was again likely to stand for some time in the client's collection, the cooling system was drained as precaution. (At the time of cataloguing it was noted there was some emulsification in the oil, which we understand is due to porosity in the block. This will likely need rectification prior to serious road use.)

The Atalanta has seen only limited use while forming part of the vendor's private collection, covering only some 100 miles since acquisition. It was displayed at the Credit Suisse motoring event in Jersey in 2008 and at the Hampton Court Concours in 2014 but has not been rallied or used on events. It was a very personal acquisition that was, due to its age, admired as a piece of automotive art and displayed in the music room of the owner's house. Exotic, advanced, and exceedingly rare, the mythical Atalanta is rightfully considered by many enthusiasts to be the 'Holy Grail' among British pre-war sports cars.

£300,000 - 400,000

€340,000 - 450,000

117

Freshly restored to '100-point' concours standard

**1959 ASTON MARTIN DB4 'SERIES I'
4.2-LITRE SPORTS SALOON**

Registration no. UDM 245

Chassis no. DB4/179/R

- The 79th DB4 produced
- Offered fresh from a four-year restoration
- Triple Weber carburettors





The quite exceptional Aston Martin DB4 offered here comes from the private collection of a UK-based enthusiast who has owned and restored numerous classic cars over the years. Not your typical 'in-house' restorer, the vendor is the owner of an engineering company supplying machinery to the food manufacturing industry, and employs a small team of engineers who work exclusively in his restoration workshop. It should be noted that it was never the intention that these cars would be sold: they were for the vendor's own collection so built without any time limits or compromise.

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed under the auspices of W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin's Tickford subsidiary, which employed some of the finest panel beaters in the industry.

The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'. When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, Superleggera coachwork looked sensational, establishing a look that would endure for the next dozen years.

The Aston Martin DB4 was the first of the DB models to employ the entirely new twin-overhead-camshaft, six-cylinder, 3.7-litre engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland, the design of tanks during WW2, and had arrived at Newport Pagnell from Austin.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.



This right-hand drive 'Series I' DB4 was retailed via agent J Blake and delivered new on 9th October 1959 to its first owner, Alexander Reith Gray of Flintshire. The accompanying copy guarantee form records the original colour scheme as Black Pearl with red trim, and lists a 3.31:1 rear axle ratio as the only item of non-standard equipment. Servicing is recorded up to February 1964.

In the mid-1980s the Aston went to Japan, its last owner in the UK prior to departure being Mr Justin Savage of Staffordshire. Prior to that it had been photographed at Le Mans in 1984 (see file). The DB4 was purchased from Japan and brought back to the UK in 2016, since when the owner has completed a total restoration to concours standards, with every item on the car either fully rebuilt or replaced with new.

Typically, the owner's meticulous restorations take some three years and 5,000 man-hours to complete. These cars are rebuilt to better-than-factory standard, with every rusted chassis component replaced and every cavity Waxoyled. The engine rebuild included increasing its cubic capacity to 4.2 litres and fitting triple Weber carburettors.

Much of the engine work including all machining balancing, and fitting an up-rated oil pump was done by JMB Services who are world renowned as one of the finest Aston specialists. All the trimming was done to perfection in the finest Connolly hides by 'Mike The Trim', a time-served craftsman formerly employed in Aston Martin's upholstery workshops in Newport Pagnell.

Being an in-house restoration, there are no bills available but each car comes with an album containing hundreds of photographs recording the process in full. The history file also contains a current V5C document and invoices for parts. A wonderful opportunity to own an example of the iconic Aston Martin DB4 in its earliest and purest form, rebuilt to world-class '100-point' concours standard. In the vendor's own words: "I do think there is no finer example of a Series 1 DB4 anywhere."

£420,000 - 460,000

€470,000 - 520,000



118

**1953 BENTLEY CONTINENTAL
4.9-LITRE SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. UXG 147

Chassis no. BC22A

- *Just 208 produced and one of only 25 A-series models*
- *Manual transmission and well specified example*
- *Long-term ownership and much history known from new*
- *More powerful 'S' series engine, rebuilt 10,000 miles ago*





The magnificent Continental sports saloon has been synonymous with effortless high-speed cruising in the grand manner since its introduction in 1952. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional coachbuilt manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner, in collaboration with Rolls-Royce stylist John Blatchley.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio; the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. A four-speed manual gearbox was the only one on offer until early 1954 when the first automatic transmission Continentals left the factory.

As the Continental matured, there was – inevitably – an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five-seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds, and effortless cruising at the magic 'ton'.

Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. "The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started," concluded *Autocar*.

One of the first 25 cars built on the Mark VI chassis, 'BC22A' was supplied new via Garage de l'Athénée of Geneva, Switzerland and delivered to its first owner, Charles Gillett, on 21st July 1953. 'BC22A' left the factory finished in black with off-white trim, and was fitted with lightweight seats and, of course, the manual gearbox. A copy of this car's entry in the Bentley Continental Sports Saloon Register is on file, listing all its owners and revealing that in 1955 it belonged to one Leroy Little in the USA. The Continental went on to have a further eight owners in the USA and one in Canada before its acquisition by the current UK-based private collector in late 2003.



Its Canadian owner, William Nicholson, had acquired the Bentley in 1972 and fitted it with a Rolls-Royce radiator among other modifications, which included the installation of a tuned S-series engine, twin exhausts and one-piece tail lamps, apparently inspired by Ian Fleming's description of James Bond's Continental. Fleming of course was an avid fan of the Continental and ran an example on UK roads for six-months that was originally ordered by his overseas domiciled old school friend. 'BC22A' was subsequently completely dismantled for a body-off restoration and remained so for many years.

In 1993 the Bentley passed to Gary Schenkelberg and next to Mark Clark, who restored it in 1996, refitting the original Bentley radiator and tail lamps. The tuned engine was retained. Bentley had been looking to improve the performance of the engine throughout the period of Continental production. Between 1952 and 1954 they used the B60 engine of 4,566cc followed by the B61 of 4,887cc. In 1955 Bentley introduced an improved 'OPWAS' cylinder head, which this car's engine has ('OPWAS' was merely the factory label attached to the newly developed cylinder head in 1955). The 'OPWAS' head had better ports, improved combustion chambers, and a higher compression ratio; it was not standard, but a special option.

Many of the 4½-litre cars were upgraded to 4.9 litres in later years either at the factory or at their appointed distributors. The final incarnation of this six-cylinder engine was the B61/S for the 'S' series in 1956. This 4.9-litre engine incorporated the 'OPWAS' cylinder head as standard and also benefited from developments pioneered on the Rolls-Royce B81 military engine: full-length steel cylinder liners; lighter pistons; stronger connecting rod bolts; and hardened exhaust valve seats. It is estimated that the power output was now 178bhp (nett); this is the engine fitted to 'BC22A'.

Other desirable additional features include the following: Air conditioning, front lap seat belts, radial tyres, stove enamelled chassis (since 1996 body-off restoration), free-flow exhaust manifold, high-pressure fuel pump, additional electric radiator cooling fan, in-period Harvey Bailey handling kit (rear anti-roll bar; stiffer front anti-roll bar), alternator (original dynamo available), tailored car storage cover, comprehensive period tool-kit tray. It also has an MoT, valid to 25 October, 2021.

BC22A has covered 16,500 miles following its return to Europe in the early 2000s – almost all within the present ownership. The vendor and his wife have taken part in two Bentley Driver's Club tours to the South of France during this period, both entirely fault free. Despite its fifties pedigree, this car is quite capable of covering huge distances, and coping with all the vagaries of modern road travel. The engine was rebuilt in 2007 at 21,700 miles, while the odometer reading at time of cataloguing was 31,332 miles.

A desirable early and rare A-series model with the much sought after lightweight seats and the manual transmission, finished in arguably the nicest colour combination of all. It has been well cared for while in enthusiast vendor's long-term ownership since 2003 – mostly with respected marque specialists RR&B Garages – and is presented in generally excellent overall condition, although some paint has lifted in isolated areas due to electrolytic reaction between the alloy body and other metal.

Boasting an engine more powerful than standard and equipped with numerous other very sensible upgrades enhancing both reliability and the driving experience, this delightful Continental is the perfect acquisition for the enthusiastic owner/driver.

With its outstanding aerodynamic coachwork, the Continental fastback remains the pinnacle of Bentley's achievements in the post-war era and today grace the garages of many of the world's leading connoisseur collectors.

£550,000 - 700,000

€620,000 - 790,000



1965 LOLA T70 MKII SPYDER

Chassis no. SL71/19

- *Highly competitive and successful in period*
- *Rebuilt in the USA*
- *Subsequently repurchased by Tony Sargeant*

Although the works McLarens would dominate Can-Am for the next five years, the Lola T70 remained a popular choice for privateers, among whom it was rated as the sweetest handling of the customer cars. Given its Can-Am origins, it is not surprising that the long-serving T70 family of sports cars was better suited to sprint events, yet against the odds a Mk3B coupé entered by Roger Penske lasted the distance to win the coveted Daytona 24 Hours endurance classic in 1969.

Chassis number 'SL71/19' was delivered new to Tony Sargeant in December 1965 to be campaigned by Sargeant, Hugh Dibley and Mac Daghorn under the Racing Partnerships (Jersey) banner. The trio's intention was to compete in Group 7 and Can-Am races in the UK and North America. The Lola was red at this time and usually carried competitor number '53'.

Competition was fierce in this class of racing in the mid-1960s, with many established Formula 1 stars crossing swords with sports car specialists. 'SL71/19' regularly lined up on the grid alongside the likes of Jim Clark, Graham Hill, John Surtees, Bruce McLaren, Denny Hulme, Richard Attwood, Chris Amon, Jacky Ickx, Innes Ireland, Brian Redman, Mike Parkes, David Piper, Frank Gardner and Peter Gethin. Given the strength of the opposition, the Racing Partnership's results for 1966 are truly impressive, with Sargeant achieving two 1st places and one 3rd; Dibley one 1st, two 2nd places, one 4th, and two 5th places; and Daghorn one 1st (full results list available).





Image part of lot

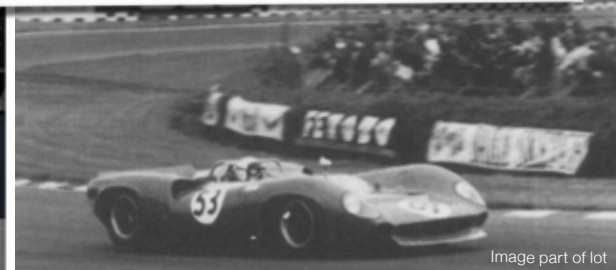


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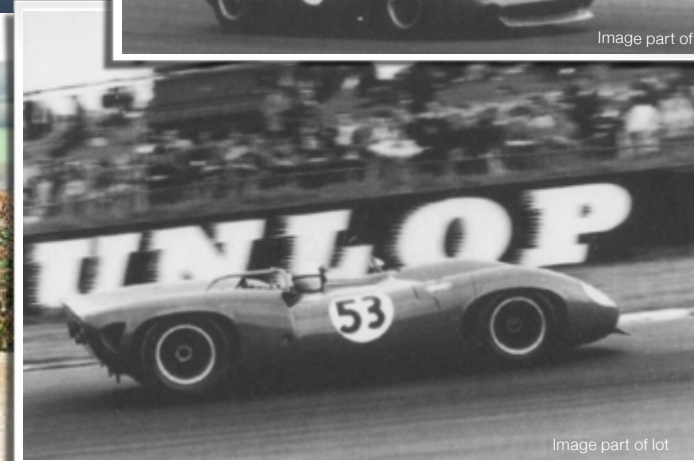


Image part of lot

Unfortunately, the Racing Partnership's season did not end well, as Dibley crashed 'SL71/19' heavily during qualifying at St Jovite, Canada in September, damaging the chassis. The Lola took no further part in the event and was transported from Canada to Florida, USA where it remained until renowned marque specialist Mac McClendon purchased it in 1975. After many years McClendon rebuilt the car, complete with a 1963 Chevrolet V8 engine, replacement chassis, and other parts for Norwegian enthusiast Fred Larsen.

Subsequently the Lola's original owner, Tony Sargeant, repurchased the car. Interviewed for an online feature, he recalled: "It was everything I wanted it to be. It had a Ford V8 engine. It was not very competitive initially but it was a beautiful car to drive. Whatever you wanted it to do it did it. It was always very smooth and easy on the track". Sargeant went on to say that he had bought the rebuilt Lola from a collector in California, and recalled his emotions when the car returned home: "Absolutely indescribable really. It was the most exciting feeling when the car landed on the dock and emerged from the container. The only thing was, the car was blue! It had always been red when we raced it. Later, I did manage to drive it in the Jersey Sprints. It was a bit of a squeeze to get in it but we managed. To me it was still an absolutely perfect car."

The current owner purchased 'SL71/19' in 2012 from Phil Stott Motorsport: "We saw it on display at a Credit Suisse mini concours in Jersey and fell in love with it and its Jersey connection." According to the vendor, the car was in running order but was drained of all fluids and has been displayed in their music room as a piece of automotive art for two years and not run or raced since acquisition. It should be noted that the engine and gearbox are not installed but we are advised were in running condition when removed.

Lola T70s rarely come to the market, so the sale of 'SL71/19' represents an opportunity to own and race an example of one of the most beautiful racing sports cars produced.

£160,000 - 220,000

€180,000 - 250,000

120

1959 FERRARI 250 GT SERIES II COUPÉ

Coachwork by Pininfarina

Registration no. 937 YUR

Chassis no. 1533 GT

- *The seventh 250 GT Pininfarina Series II coupé built*
- *Delivered new in Italy*
- *Professionally restored during the 2010s*
- *Class winner at the 2017 Warren Concours d'Élégance*
- *Ferrari Classiche certified*



By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, was critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built.

Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

True series production began with the arrival of Pininfarina's 'notch-back' Coupé on the 250 GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.

A number of important developments occurred during 250 GT production: the original 128C 3.0-litre engine being superseded by the twin-distributor 128D, which in turn was supplanted in 1960 by the outside-plug 128F engine which did away with its predecessor's Siamesed inlets in favour of six separate ports.



On the chassis side, four-wheel disc brakes arrived late in 1959 and a four-speeds-plus-overdrive gearbox the following year, the former at last providing the 250 GT with stopping power to match its speed.

More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT by Pinin Farina is a landmark model of immense historical significance. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.

The seventh second-series 250 GT produced, '1533' was delivered new to Giacomo Cuoghi, a resident of Ferrari's hometown of Modena. In February 1967 the Ferrari passed into the ownership of one Andreoli Vittoria and then some two years later to Mr Tom Meade. Quickly sold on, the car went to Rip Martin of Los Angeles on 2nd July 1969, it being noted at the time that a different engine of correct type had been installed (it is still in the car today).

The Ferrari was then exported and by 2006 was with Mr William Senyak, reportedly as a restoration project. In 2012 Tom Shaughnessy brought '1533' to the UK where it was comprehensively restored both cosmetically and mechanically by GTB Restorations.

Since completion the Ferrari has been invited to several classic car shows, including the 2017 Warren Concours d'Élégance where its superb quality was acknowledged by a class win, and has also been featured in *Classic Cars* magazine (February 2018 edition). More recently marque specialists Joe Macari Performance Cars, an official Ferrari service centre in London, have carried out further works (including fitting correct Borrani wire wheels) to achieve the all-important Classiche certification. Handsomely finished in Blu Notte (Dark Blue) with tan Connolly leather interior, this expertly restored 250 GT is worthy of the closest inspection.

£300,000 - 400,000
€340,000 - 390,000

121

**1966 ASTON MARTIN DB6 VANTAGE
4.2-LITRE SPORTS SALOON**

Registration no. JJW 100D
Chassis no. DB6/2650/R

- *Uniquely ordered with the Vantage engine and automatic transmission*
- *Known ownership history*
- *Present ownership since 2013*
- *Professionally restored in 2018*
- *ZF five-speed manual gearbox*
- *Extensively upgraded*





This DB6 was ordered new by Arthur White of Wolverhampton. A well-to-do gentleman, Mr White wanted a powerful yet relaxed Grand Tourer so he specified the unique combination of the more powerful Vantage engine and the optional automatic transmission. According to the original buff logbook, the Aston was first registered on 7th April 1966.

Mr White was fond of road trips and often drove the DB6 down to Dover, took the ferry to Calais and then drove to Paris for a weekend on the town. Wear in the passenger-side carpet (since repaired with new Wilton carpeting) was evidence of the many rides taken by the stiletto-wearing Mrs White to the next dinner party or other engagement.

According to expired MoTs on file, by 1976 the Whites had covered nearly 52,000 miles in the DB6, and they continued to add some 2,000 miles annually until Mr White's death in 1984, at which time the car was transferred briefly to his nephew before being acquired by a James Moody of Ithaca, New York State. Upon acquisition, the DB6 was shipped to the USA's East Coast in September 1986. While Stateside, only some 200 miles were covered.

The current owner acquired the Aston in November 2013 and used it for several years, adding only a few hundred miles to the total covered. Having restored previously a DB5 and a DB6, and preferring the feel of a restored car, he undertook a three-year, bare-metal restoration which was completed in 2018; he brought the car home to the UK in the summer of that year.

During restoration, the colour was changed from Sage Green to Silver Birch while the engine was rebuilt and enlarged to 4.2 litres capacity by the renowned engineering firm, Steel Wings of Pennsylvania. Steel Wings also rebuilt all the mechanicals and swapped the automatic transmission for an original ZF manual gearbox. They also fitted an upgraded radiator, upgraded brakes, and a handling kit, transforming the DB6 Vantage into a better-than-new example of this famous model. Possessing a beautiful patina of age, the original black Connolly leather interior has been retained. The steering wheel has been renewed and the original radio brought up to date by London Chrome with new electronics, Bluetooth connectivity, and Apple CarPlay. The original steering wheel accompanies the car together with the original toolbox and an owner's manual. Accompanying documentation consists of the aforementioned original logbook and expired MoTs; a current V5C Registration Certificate; and receipts relating to the three-year renovation.

£220,000 - 260,000
£250,000 - 290,000

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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.

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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 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 equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will 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 the *Buyer’s*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, 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. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

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.

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 DEFFRA 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.

- ⊕ 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

BUYERS SALE CONTRACT WITH SELLER

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, it's fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms 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 WARRANTIES AND 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 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
- 2.1.6 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*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

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

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;
- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;

- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 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 *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* 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 *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* 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 *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* 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 *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* 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;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, 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 *Seller's* 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* 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.
- 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 *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally

responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* 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.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* 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 *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.
- 10.5 If any term or any part of any term of the *Contract for Sale* 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.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 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.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *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.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such

information is referred to it is incorporated into this agreement.

- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 We will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* *Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT AND BUYER WARRANTIES

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [A*], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 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:
- 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
- 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.
- 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.
- 3.10 Where you are acting as agent for another party ("your

Principal"), you undertake and warrant that:

- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 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;
- 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;
- 3.10.4 items purchased by you and your Principal through *Bonhams* 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
- 3.10.5 that you consent to *Bonhams* 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.
- 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 *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*. For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we

	will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.		
6	RESPONSIBILITY FOR THE LOT		
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.	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
6.2	Please note however, that under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> 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> .	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	8.2	The discretion referred to in paragraph 8.1:
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>):	8.2.1	will not be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;	9	FORGERIES
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.
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;	9.2	Paragraph 9 applies only if:
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;	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
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;	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
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;	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> .
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;	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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;	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.12	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.	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph 9 will cease.
7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.8	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> .
8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	10	OUR LIABILITY
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:	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> .
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	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:
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	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
		10.2.2	changes in atmospheric pressure; nor will we be liable for:
		10.2.3	damage to tension stringed musical instruments; or
		10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <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.
		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.
		10.3.2	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</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 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 <i>Lot</i> is made up wholly of a <i>Book</i> or <i>Books</i> and any <i>Book</i> does not contain text or illustrations (in either case referred to as a "non-conforming <i>Lot</i> "), we undertake a personal responsibility for such a non-conforming <i>Lot</i> in accordance with the terms of this paragraph, if:
			the original invoice was made out by us to you in respect of the <i>Lot</i> and that invoice has been paid; and
			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 non-conforming <i>Lot</i> , and in any event within 20 days after the <i>Sale</i> (or such longer period as we may agree in writing) that the <i>Lot</i> is a non-conforming <i>Lot</i> ; and
			within 20 days of the date of the relevant <i>Sale</i> (or such longer period as we may agree in writing) 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 non-conforming <i>Lot</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> ; but not if:
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> indicates that the rights given by this paragraph do not apply to it; or
			the <i>Entry</i> in the <i>Catalogue</i> in respect of the <i>Lot</i> 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 <i>Lot</i> is a non-conforming <i>Lot</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; or
			the <i>Lot</i> comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
			the <i>Lot</i> was listed in the <i>Catalogue</i> under "collections" or "collections and various" or the <i>Lot</i> was stated in the <i>Catalogue</i> to comprise or contain a collection, issue or <i>Books</i> which are undescribed or the missing text or illustrations are referred to or the relevant parts of the <i>Book</i> contain blanks, half titles or advertisements.
			If we are reasonably satisfied that a <i>Lot</i> is a non-conforming <i>Lot</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 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> and <i>Buyer's Premium</i> paid by you in respect of the <i>Lot</i> .
			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 <i>Lot</i> , 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 (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) 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 <i>Bonhams</i> marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the <i>Contract 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.
		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 or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"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

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

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

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

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

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

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

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

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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

Bonhams

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

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) 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: The Bond Street Sale	Sale date: 16 December 2020
Sale no. 26122	Sale venue: New Bond Street, London
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments: £10 - 200by 10s £200 - 500by 20 / 50 / 80s £500 - 1,000by 50s £1,000 - 2,000by 100s £2,000 - 5,000by 200 / 500 / 800s £5,000 - 10,000by 500s £10,000 - 20,000by 1,000s £20,000 - 50,000by 2,000 / 5,000 / 8,000s £50,000 - 100,000by 5,000s £100,000 - 200,000by 10,000s above £200,000at the auctioneer's discretion	
The auctioneer has discretion to split any bid at any time.	
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)	
Please answer all questions below	
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="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>

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 <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

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

Index

Lot	Year	Model
107	1953	Alvis TC21 3-Litre Cabriolet Sport
103	1928	Aston Martin 1 ½-Litre Standard Sports Model
117	1959	Aston Martin DB4 'Series I' 4.2-Litre Sports Saloon
111	1964	Aston Martin DB5 4.2-Litre Sports Saloon
108	1966	Aston Martin DB6 4.2-Litre Sports Saloon
121	1966	Aston Martin DB6 Vantage 4.2-Litre Sports Saloon
114	1967	Aston Martin DB6 Vantage Volante
105	1995	Aston Martin Vantage Coupé
116	1937	Atalanta 2-Litre Sports
118	1953	Bentley Continental 4.9-litre Sports Saloon
120	1959	Ferrari 250 GT Series II Coupé
115	1967	Ferrari 330 GTC
109	1973	Ferrari Dino 246 GTS
101	1985	Ferrari 328 GTB
106	1955	Jaguar XK140 Drophead Coupé
119	1965	Lola T70 MkII Spyder
102	1966	Mercedes-Benz 230 SL Convertible with Hardtop
104	1969	Mercury Cougar XR7 Convertible
112	1933	Rolls-Royce 20/25hp Three-Position Drophead Coupé
110	1924	Vauxhall 30-98 OE-Type Velox Tourer







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