

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 4 November 2016



Bonhams

LONDON

THE LONDON TO BRIGHTON VETERAN CAR RUN SALE

Veteran Motor Cars and Related Automobilia

Friday 4 November 2016 at 16:00

101 New Bond Street, London

VIEWING

Thursday 3 November 14:00 to 16.30
Friday 4 November from 09.30

SALE TIMES

Friday 4 November:
Automobilia 16:00
Motor Cars 18:00

SALE NUMBER

23597

CATALOGUE

£25.00 + p&p

BIDS

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

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 210
Back cover: Lot 209



Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Edward Wilkinson, Leslie Wright.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Simon Cottle, Andrew Currie,
Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Leslie,
Matthew Haley, Richard Harvey, Robin Hereford,
David Johnson, Charles Lanning,

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, Peter Rees,
John Sandon, Tim Schofield, Veronique Scorer,
James Stratton, Ralph Taylor, Charlie Thomas,
Shahin Virani, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For Automobilia the Buyer's Premium will be 25% on the first £100,000 of Hammer Price, 20% from £100,001 to £2,000,001 of Hammer Price, and 12% on the balance thereafter.

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

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

Damage

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

Important changes to V5C Registration

Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc

Address: PO Box 4RY

250 Regent Street

London W1A 4RY

Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank

Account/Account Number: 25563009

IBAN Number: GB 33 NWBK 560027 25563009

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

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

VAT

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

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

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

Artists Resale Right Regulations 2006

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

NOVA

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional).

A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

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

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

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

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

How fast will the auctioneer go?

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

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

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

For Automobilia the Buyer's Premium will be 25% on the first £100,000 of Hammer Price, 20% from £100,001 to £2,000,001 of Hammer Price, and 12% on the balance thereafter.

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

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

When can I clear my purchases?

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

For Motor Cars, payment can be taken up to 8pm on Friday 4 November. Vehicles must be collected from the sale venue on the evening of the day of sale, or on Saturday 5 November between 8:30am and 9:30am at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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

Worldwide Motoring contacts

UK Motor Cars

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tim.schofield@bonhams.com

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Title/Registration Clerk

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Additional contacts

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Motorcycle Department

Ben Walker
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Administrator

Andrew Barrett
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press@bonhams.com

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+44 (0) 20 7447 7430 fax

Bill To
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bill.to@bonhams.com

Buyers/Sellers Accounts US

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

Collections

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of sale, or on Saturday 5 November between 8:30am and 9:30am. All remaining unpaid lots will be uplifted by Polygon to their storage facility. (please see Guide for Buyers).

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

2016 London to Brighton Entries

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



Automobilia

All purchased lots must be cleared from the sale venue by 7pm on the day of the sale. With the exception of those lots marked with the $\diamond\diamond$ symbol, and unless Bonhams Automobilia Department has, in good time, received and confirmed instructions otherwise, all un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10.30am Tuesday 8 November 2016 by appointment directly with Toby Wilson or Adrian Papirois of Bonhams Automobilia Dept ONLY.

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

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

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£250 + VAT per vehicle

Vehicle Storage charges

First 14 days

£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

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

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

Motor Car Preparation

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

Professional Catalogue Photography

Simon Clay
Tom Wood
Ron Clark

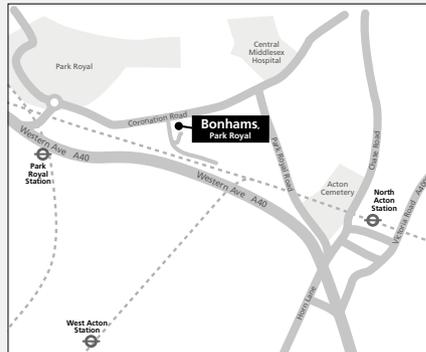
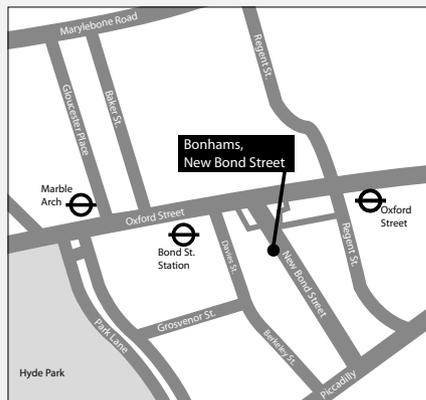
Directions to New Bond Street

By Underground

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

Address

101 New Bond Street
London
W1S 1SR



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

All lots marked with a $\diamond\diamond\diamond$ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects. Unless specific arrangements have been confirmed with the Automobilia Dept before the sale clearance time and date listed above, all such lots will be removed from the saleroom by our recommended transporter Polygon Transport to their storage premises and will be subject to Uplift and Storage charges at the buyer's expense.

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

AUTOMOBILIA

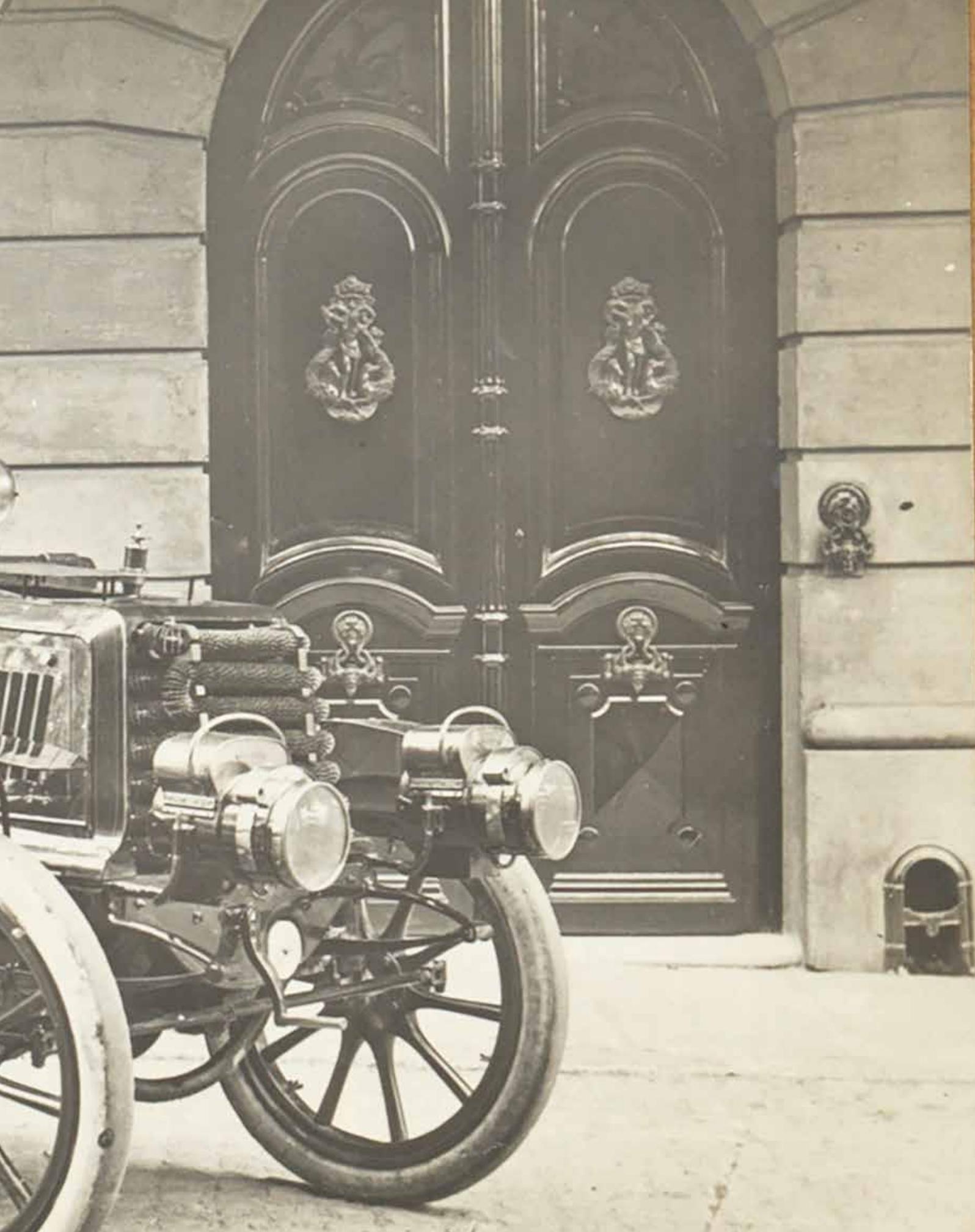
16:00

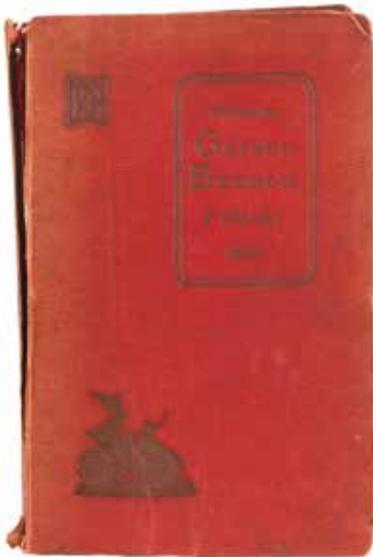
Lots 1 - 122

Images of all automobilia lots are
available at [bonhams.com/automobilia](https://www.bonhams.com/automobilia)

Not all imperfections are stated.
All lots sold as viewed







3

1•
**L'HISTOIRE DE LA LOCOMOTION
 TERRESTRE - LA VOITURE, LE CYCLE,
 L'AUTOMOBILE;**

published 1936, part of the series 'L'illustration', large 4to, blue leather cloth spine, hard covers, French text, 446 numbered pages, complete with tipped-in plates.

£250 - 350
 €290 - 400

2•
**TEN FRENCH BOOKS RELATING MAINLY
 TO EARLY MOTORING TECHNICAL
 SUBJECTS,**

comprising Voitures Automobiles: Volumes 1-4, printed 1898-1899 by E Bernard & Cie of Paris; M.Zero: Manuel Pratique D'Automobilisme, printed 1905 by Garnier Freres of Paris; Rene Champly: Le Moteur D'Automobiles a la Portee de Tous, printed 1909 by H.Desforges; M.-C. Favron: Construction Automobile 1909, printed by H. Dunod & E.Pinat of Paris; together with three other 1920s titles comprising Marcel Astruc: L'Automobile a la Portee de Tous, editions 1 and 2; and Cormier & Balliere: Cours D'Automobile - Theorie et Pratique. (10)

£600 - 800
 €690 - 910

3•
**A RARE OFFICIAL GERMAN RACE GUIDE
 FOR THE 1904 GORDON BENNETT RACE,**

published by Gustav Braunbeck of Munich, maroon cloth hard-backed covers, titled 'Offizieller Fuhrer zum Gordon Bennett Rennen 17 Juni 1904', 258 numbered pages in German, French and English text, an official guide to the event held at the Homburg Circuit in Germany on 17th June 1904, featuring illustrations with a 4-section gatefold of the course gradients and fold out colour map of the area to the rear, a report on the 1903 event in Ireland, the earlier French and British Eliminating Trials, listing of the cars and drivers including Richard-Brasier, Mors, Napier, Wolseley, Mercedes, Opel-Darracq, Pipe and Lancia, three advertisement sections printed in green, red and blue, to rear, 8vo, some light wear to covers and faded spine partially detached, one early page and pages 51-58 loose.

£350 - 450
 €400 - 510

4
**A RARE 1906 DE DION BOUTON
 PROMOTIONAL BOOK/STEREOSCOPIC
 VIEWER, ITALIAN TEXT,**

the 'book' with embossed front cover, held by shaped brass catch, opening to stereoscopic viewer, with paper roll of 10 images depicting the De Dion Bouton Factory, it's workers and the cars it produced, with key-shaped 'winders' to base, the inside back cover opening to 1906 De Dion Bouton sales booklet, 8vo, Italian text, an extremely rare advertising item.

£1,500 - 2,000
 €1,700 - 2,300

5•
**LA LOCOMOTION AUTOMOBILE; BOUND
 VOLUME FOR 1897,**

fourth year of publication, bound in hard covers with leather spine, French text, issues 1-52 (7th January-30th December), with index.

£750 - 1,000
 €860 - 1,100

6•
**LA LOCOMOTION AUTOMOBILE; BOUND
 VOLUME FOR 1898,**

fifth year of publication, bound in dark blue leather-cloth hard covers, French text, issues 1-52 (6th January-29th December), with index.

£750 - 1,000
 €860 - 1,100

7•
**LA LOCOMOTION AUTOMOBILE; TWO
 BOUND VOLUMES FOR 1899,**

sixth year of publication, each bound in hard covers with red spine, French text, comprising Volume 1, issues 1-26 (5th January-29th June), and Volume 2, issues 27-52 (6th July-28th December), with index.

(2)
 £1,500 - 1,800
 €1,700 - 2,100

8•
**GRAND ALBUM ILLUSTRE DE
 L'INDUSTRIE AUTOMOBILE, 1900,**

in maroon and green canvas binding with gilt tooling, an original edition, 125 numbered pages, French text, a motor racing review illustrating and describing automobiles of 1900, large format, some light staining and wear to covers, pages 57-64 partially detaching, together with accompanying typed single sheet letter by the editors Huguet & Minart of Paris, dated April 1900 on letter-head paper, to the recipient of the volume.

(2)
 £800 - 1,200
 €910 - 1,400



4



4



8

9•
THE AUTOCAR; VOLUME V, JANUARY-DECEMBER 1900,
 bound as two volumes, the first in blue hard covers, issues 219-236 (6th January-28th April), some wear and damp to covers, the second with dark green hard covers, issues 233-270 (14th April-29th December), covers detached, both bound with indices.
 (2)
£1,500 - 1,800
€1,700 - 2,100

10•
THE AUTOCAR; VOLUME VIII, JANUARY-JUNE 1902,
 green hard covers, issues 323-348 (4th January-28th June), bound with index, covers detached with some damp.
£700 - 1,000
€800 - 1,100

11•
THE AUTOCAR; VOLUME X, JANUARY-JUNE 1903,
 bound in blue hard covers, issues 375-400 (3rd January-27th June), some wear to covers, spine partially detached with some loss, front cover detached.
£700 - 1,000
€800 - 1,100

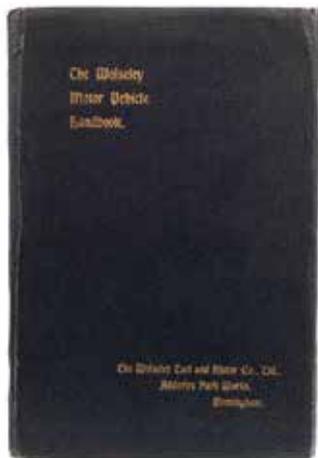


14

12•
A LONDON MOTOR GARAGE COMPANY CATALOGUE, 1903
 with a green embossed paper cover (torn, loose and back cover missing), 27 pp, 26 numbered, with 8 colour printed pages of various models, with coachwork styles for 'Pipe' Tonneau de Luxe, Roi de Belges and Standard models, small 4to.
£250 - 350
€290 - 400

13•
ASSORTED CAR SALES BROCHURES FROM 1913 ONWARDS,
 comprising 1913 Rover, 1913 Hupmobile, 1914 Hupmobile, 1914 Austin 20Hp at the Austrian Alpine Trials, 1914 Napier, 1914 Austin, 1914 Renault, 1915 Wolseley Autocars, 1915 Crossley, circa 1915-16 Saxon Days, undated Cheswold cars, Seabrook Standard Lorries, BSA (some pages overdrawn in red ink), Cosmos "The Car", 1920 Calcott preliminary leaflet, 1920 Douglas Light Car leaflet, and other ephemera including 1913 9HP Renault handbook, 1915 Crossley handbook (unbound in remains of original envelope, undated Ford instruction book for A, AF and AAF models, undated Model T Ford instruction book British edition right hand control, circa 1914 Model T Ford price list of parts, 1948 Vauxhall 12 handbook and other sales/instruction ephemera for 1910 CAV Motor Car Lighting and others.
 (Qty)
£250 - 350
€290 - 400

14•
A QUANTITY OF CATALOGUES AND BOOKS RELATING TO EDWARDIAN STEAM CARS AND STEAM ENGINES,
 comprising 1908-1909 The Incomparable White Steam Car catalogue (front cover tab detached), a similar catalogue for 1910-11, a 1909 White Steam cars Models M and O Instruction book, a 1904 White booklet 'A Successful Steam Touring Car' (front cover stained), a 1902 Marshall, Sons & Co 'Illustrated Catalogue of Steam Engines, Boilers and Other Machinery', a 1902 book entitled 'Model of a Horizontal Steam Engine', two Lunkenheimer catalogues for 1913 and 1914 with letters, 'The Adventures of Ibrahim Ali' 1913 booklet for The London Motor Garage Co Ltd, 14 signed letters from White-Coleman Motors Limited 1913-14 to A. M Edwards Esq, 1913 The Albatross with remains of envelope, 2 issues of The Engineering Times 1903, 'Complete Hints and Tips for Automobilists' 1910 and other later books and publications including 1932-33 Fordson Tractors booklets.
 (Qty)
£300 - 400
€340 - 460



18



19



20

15•
ASSORTED MOTERING SALES BROCHURES AND EPHEMERA, 1906-1912, comprising 1906 Stanley Steam car, undated Hotchkiss (circa 1908-09), 1908 Humber cars, 1908 Argyll, 1909 Talbot, 1909 Ariel, 1909 Rolls-Royce (pasted card front cover missing), 1909 Panhard & Levassor (lacking covers, pages distressed and loose), 1910 The Bell Car, 1910 Stower, 1911 Humber, 1911 S.P.A., 1912 GWK and 1912 "What The Autocar says of the 12-h.p. Rover", majority with soiled covers but clean pages.

(Qty)
 £300 - 400
 €340 - 460

16•
A.BAZARD: COURS DE MECANIQUE, VOLUME 4, printed 1910 by Louis Geisler, Paris, bound in marbled hard covers with leather spine, 583 numbered pages, French text, offered together with Sir Charles Friswell's 'The Dunlop Book' 1919, and Elizabeth Bennett: Thousand Mile Trial.

(3)
 £250 - 350
 €290 - 400

17•
R. J. MECREY; DE DION BOUTON MOTOR CARRIAGES - THEIR MECHANISM AND HOW TO DRIVE THEM; third edition, published circa 1905, brown card cover (worn and stained), 142 pp, 132 numbered, includes several diagrams, photographed and drawn, one fold-out page (first few and last few pages stained), small 8vo.
 £250 - 350
 €290 - 400

18•
THE WOLSELEY MOTOR VEHICLE HANDBOOK, 1902, Leatherette wrap-around cover, over card and papers, 94 pp, instructions for driving, maintenance and repair of the 20Hp twin cylinder Wolseley car, some waer to covers, 8vo.
 £250 - 350
 €290 - 400

19
ASSORTED LONDON TO BRIGHTON VETERAN RUN PROGRAMMES AND RELATED EPHEMERA, FORMERLY THE PROPERTY OF LORD CAMDEN, various programmes from 1950s-1970s, some duplicates, together with associated ephemera including typed correspondence to Lord Camden, press releases, entrants lists, stewards instructions, RAC letterheads, and other items.

(Qty)
 £250 - 350
 €290 - 400

20
A GOOD COLLECTION OF 75 EDWARDIAN MOTERING POSTCARDS, various cartoon and photographic images, including amusing accidents, repairs, romances and general motoring scenes, contained in a postcard album, 4to.

£250 - 350
 €290 - 400

21
ASSORTED VANITY FAIR PRINTS AND CUTTINGS FROM 'THE GRAPHIC' AND 'THE SPHERE', the prints depicting 'Men of the Day' including No.761 The Comte de Dion, 'Steam' Mr F A Coleman, 'Electricity' Sir David L Salomans, and 'Claudie' C. Graham-White, the cuttings relating to 1896/97/98 Emancipation Runs, Motoring London, Ladies Automobile Club, and others.

(Qty)
 £250 - 350
 €290 - 400



22

THE HON. C.S. ROLLS (1877-1910) CORRESPONDENCE WITH F. HOWARD MERCER, PIONEERING MOTORIST AND MOTORING PHOTOGRAPHER, TOGETHER WITH PHOTOGRAPHS AND RELATED MATERIAL

a series of seventeen autographed letters signed (15 pages 8vo, 9 on correspondence cards), a few signed with initials, with four envelopes, all from South Lodge, Rutland Gate, London, November 1899 to October 1901 (thus principally dated 1900), with two signed receipts, five carbon copy letters and three secretarially-signed letters, a small group of photographs and further motoring material. CORRESPONDENCE:- written before Rolls formed his motor company, C.S. Rolls & Co. in 1903, and before he met Henry Royce (on 4 May 1904), is largely concerned with Mercer's purchase of a Peugeot car, Rolls being an enthusiast for the French manufacturer, having imported 3.75-hp Peugeot into England in 1896, becoming one of the first English motorists. The letters show that Rolls was on friendly terms with Mercer, and frequently invited him dinner, he also made much use of him as a photographer, asking for copies of prints, of motor cars and on one occasion of a picture taken at the funeral of Queen Victoria. The purchase of Mercer's Peugeot was quite long drawn out affair, with frequent references to the preferred ignition system (hot tube or electric) and to other technical matters including the deliberate frangibility of a key component designed to fail in some circumstances 'when car going astern'), although Rolls appears to have forgotten Mercer's preferences on the ignition front from time to time. On one occasion he invites Mercer to visit him and adds that 'an inner tube and oil' would await him. Also under discussion were the usual matters of the size and type of tyres to be fitted or prepared for, and the inevitable question of the colour. It is also evident that Rolls was acting as agent for the sale of the car, and there are various references to the financial aspect, and receipts signed by Rolls for various sums. Rolls also tells his friend of his own activities, notably his intention to take part in the

Paris-Toulouse race 'on the new Napier', and invites Mercer and a friend to view his stables (horses still being an important part of his life, as was yachting, which also gets a mention); PHOTOGRAPHS:- three of Rolls driving three different cars, mounted on card, two annotated in pencil on reverse by Mercer; two others of Chauffeur (possibly Mercer) driving 'An old Panhard / Property of Hon. C.S. Rolls'; RELATED MATERIAL:- Facsimile letter from Lord & Lady Llangattock, Rolls's parents, thanking Mercer for condolences on the death of their son, 23 July 1910 (he died 12 July, the first Briton to be killed in a powered aircraft); two long letters and two cards from C[harles] R[oberts] D'Esterre (c. 1876-1943) an associated of Rolls, discussing problems with his (Peugeot) car; receipt for a œ1 8s 6d speeding find incurred by Mercer ('exceeding 10 mile limit in Richmond Road'), April 1906. Long TLS with manuscript insertions and corrections to Mercer from C[laude] Johnson, 1-1/2 pages folio, The Automobile Club, 18 April 1900. Giving detailed instruction for marshalling Section 2, Classes A, B and C (private owners) at the start of the 1,000 Mile Trial from Grosvenor Place. Together with a (blank) 'Joint Report of Timekeepers', headed 'Red Flag Control', 6 pages, and two further 'Red Flag' instruction sheets, one giving directions for stopping vehicles and the other (blank) to be completed by the marshal(s).

£8,000 - 10,000
€9,100 - 11,000

The 1,000 Mile Trial lasted from 23 to 12 May, starting and finishing in London and taking in Bristol, Birmingham, Manchester, Derby, Kendal, Carlisle, Edinburgh, Newcastle, Leeds, Sheffield, and Nottingham en route. There were speed tests and hill-climbs included in the competition. Sixty-five competitors started the race, of whom 35 returned to London. Overall the most successful entrant was C.S. Rolls in his 12-hp Panhard (he also entered a Daimler driven by J.A. Hodder). The Panhard was awarded the gold medal for the best car in any class.



23



24

23

A LARGE FRAMED PHOTOGRAPH OF A VETERAN CAR,
monochrome photograph, depicting driver and his female passenger in the vehicle, believed to be a circa 1902 Dennis motorcar, 45 x 55cm, glazed within wooden frame.

£250 - 350

€290 - 400

24

AN AMUSING LITHOGRAPHIC PRINT AFTER C. BERGER, CIRCA 1908,

published by W. Sands, Paris, full colour lithograph on paper, 50 x 78cm, framed and glazed.

£250 - 350

€290 - 400

25

A 'DUNLOP MOTOR CLOTHING' ADVERTISING SIGN,

printed sign by Bemrose & Sons of Derby & London, on backing card, for the Dunlop Rubber Co. Ltd of Birmingham, featuring well-attired Edwardian motorists and passengers in their motor cars, originally for shop display and with cord for hanging to upper edge, 60 x 45cm, some wrinkling and marks in places with some loss to lower edge and minor loss to two corners, mounted within double wooden frame with wide border, 78 x 62cm overall.

£500 - 700

€570 - 800

26

FOUR EARLY MOTORING ACCESSORIES,

comprising a copper hand warmer, with brass handle and cap, 23cm diameter, a pair of 'En Route' passenger's brown leather slippers (sole 26cm long), folded in original leather pouch, a leather cased 'Couvert de Voyage' pocket refreshments kit for one, containing small glass cup and a folding knife and fork with bone handles in leather pouch, and a brass stirrup pump with wooden handle, 61cm long.

(4)

£300 - 400

€340 - 460

27

A LINKED PAIR OF LIGHT SWITCHES,

brass switches linked with wooden handle, with white ceramic insulators.

£250 - 350

€290 - 400

28

A LINKED PAIR OF LIGHT SWITCHES,

brass switches linked with wooden handle, with black ceramic insulators.

£250 - 350

€290 - 400



25



30



31



32

29▲
A PAIR OF BLERIOT OIL-ILLUMINATING CARRIAGE LAMPS,
 brass squared bodies painted black, each numbered 72, with 5inch clear bevelled lenses and faceted ruby-coloured side lens, each 37cm high.
 (2)
 £500 - 600
 €570 - 690

30
A PAIR OF BLERIOT OIL ILLUMINATED SIDELAMPS,
 model number 86, nickel plated with lens peaks, simple pierced chimney, side flange mount, one 10cm diameter lens with green glass upper shade.
 (2)
 £300 - 400
 €340 - 460

31
A PAIR OF "LES VESTALES" OIL ILLUMINATED SIDELIGHTS BY PHARES BESNARD,
 model number 1753, each pierced brass body with flat chimney fitted with maker's plaque, side flange mount, small side tell-tale lens, convex 9.5cm diameter etched lens, one with green ring decoration, above rounded reservoir.
 (2)
 £250 - 350
 €290 - 400

32
AN ABBOTT-RUSHMORE ACETYLENE GENERATOR IN RUNNING BOARD MOUNTED WOODEN CASE,
 tall square brass generator 34cm high, soldered repair to top tap, with maker's plate to front, in shaped wooden case with brass catch and brass maker's plaque to lid, 41.4 x 19.5 x 23.5cm, wooden case (wormed in places and worn), together with a Horseless Carriage Club enamel badge.

(2)
 £250 - 350
 €290 - 400

33
A PAIR OF LUCAS 'KING OF THE ROAD' TYPE C.M.52 SELF-GENERATING HEADLAMPS,
 polished brass bodies, with 7in convex lenses, open brackets (one cracked), stirrup mounting, each with loop handles, each 26cm high overall.

(2)
 £1,000 - 1,500
 €1,100 - 1,700

34
A PAIR OF LUCAS 'KING OF THE ROAD' TYPE 646 OIL-ILLUMINATING SIDE-LAMPS,
 brass bodies, 4¾in lenses, with outer concentric bevelled lens, star-cut clear bevelled side lenses, Ruby rear lenses, each 33cm high overall.

(2)
 £800 - 1,200
 €910 - 1,400

35
TWO LUCAS OIL-ILLUMINATING TAIL LIGHTS,
 comprising Type 634 and Type 636, each with 3in clear lenses, Ruby side lenses, and loop handles, each 27cm high overall.
 (2)
 £250 - 350
 €290 - 400

36
TWO J & R OLDFIELD 'DEPENDENCE' OIL-ILLUMINATING REAR LAMPS,
 brass bodies, with 3¼in domed Ruby lenses, one with one bevelled clear side lens, other side lenses missing, each approximately 24cm high overall.
 (2)
 £250 - 350
 €290 - 400

37
A LUCAS 'KING OF THE ROAD' TYPE 676 ACETYLENE HEADLAMP,
 brass body, 8½in concave lens, with reflector, with plaque to underside stamped 3254N, 31cm high overall.
 £300 - 500
 €340 - 570



33

37

34

36

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38



39

38

A PAIR OF LUCAS NO.416 OIL-ILLUMINATING SIDE LAMPS,

squared brass bodies, each with two bevelled 'star-cut' clear lenses and ruby red tail lens, spade mounting, each 28.5cm high, some surface wear to bodies but reported by the vendor as never having been illuminated, offered together with a Joseph Lucas No.319 Motor 'Acetyphote' carbide brass motorcycle lamp.

(3)

£500 - 700

€570 - 800

39

A LUCAS NUMBER 634 OIL ILLUMINATED REAR NUMBER PLATE LAMP,

polished brass body with internal reservoir, copper makers plaque, 3in diameter clear lens, 2in diameter Ruby lens (cracked), rear flange mount, drum chimney and ball handle.

£250 - 350

€290 - 400



40



41

40

A FINE PAIR OF COACH LANTERNS WITH CUT GLASS LENSES,

electric illumination, hexagonal tapered nickel-plated bodies, each fitted with five bevelled clear lenses with cut glass fern leaf decoration, one glass panel hinged, some loss of plating to one chimney, each 35cm high.

(2)

£800 - 1,000

€910 - 1,100



43

41
A PAIR OF LUCAS 'BURBURY' OIL ILLUMINATING SIDE-LAMPS,

nickel-plated bodies, with 4 inch lenses with concentric outer lens and ruby rear lenses, with loop handles, each 32cm high overall.

(2)

£250 - 350

€290 - 400

42

A RARE LUCAS 'KING OF THE ROAD' NO.40 SINGLE-TWIST BULB HORN, CIRCA 1903,

Registered Design No.489542, brass with elbow trumpet with vertical mounting as fitted to early Royce built motor cars, complete with bulb, 56cm long overall.

£300 - 500

€340 - 570

According to information supplied by the vendor, this vertically fitted 'No.40' bulb horn was only produced by Lucas for approximately two years and was fitted to very early Henry Royce, Cooke Street, Manchester built motorcars, and was later replaced by the more common horizontally fitted Lucas horn.

43

A L'AUTOVOX ELECTRIC HORN, FRENCH,

nickel plated, new/old stock complete with wiring and electrical horn-push in remains of original packing box with wood-wool packing.

£600 - 800

€690 - 910



44



45

44
A LARGE BOA CONSTRICTOR TRUMPET HORN, BRITISH,

patented 1907, nickel-plated, with wide trumpet fitted with gauze and bearing plaque and stamped '10597', complete with coil, mounting brackets, and rubber bulb, approximately 175cm long overall.

£400 - 500

€460 - 570

45

AN 'ETIENNE LE TESTAPHONE' FOUR-TRUMPET BULB HORN,

brass, numbered 12175, two cylinder, some light ware, complete with rubber bulb, 15cm long overall.

£300 - 500

€340 - 570

46*

A LARGE ELECTRIC KLAXON HORN,

patented March 31st 1908, nickel-plated, with wide oval trumpet, mounting lug and brass plaque to rear numbered 61090, 30cm long overall.

£250 - 350

€290 - 400

47

A DESMO DOUBLE TWIST BULB HORN,

polished brass with adjustable mounting bracket, with rubber bulb, maker's badge and fly mesh, 55cm long.

£250 - 350

€290 - 400



46

48

A BOA CONSTRICTOR BULB HORN,

small elbow trumpet with fly mesh, maker's plaque, Japped black, with flexible coiled body and rubber bulb, 140cm long overall.

£250 - 350

€290 - 400

49

A 'LE TESTAPHONE' FOUR-TRUMPET MUSICAL BULB HORN BY CICCA, FRENCH,

in need of restoration, but with good tone, musical device in working order, 60cm long overall.

£250 - 350

€290 - 400



50
A HAND OPERATED KLAXON HORN BY COWEY,
polished cast body, with brass plunger and trumpet, 15cm high overall,
£250 - 350
€290 - 400

51
A BRASS FOOT BELL,
two tone with replaced plunger, in working order, 14cm diameter.
£250 - 350
€290 - 400

52
AN 'AERMORE' NO.2 FOUR-TONE EXHAUST WHISTLE BY FULTON CO., MILWAUKEE, USA,
painted black, four pipes, with stem and cast elbow joint complete with sprung level operated butterfly valve, 52cm long.
£250 - 350
€290 - 400



53*
TWO BRITISH SPEEDOMETERS,
comprising a Watford 75mph speedometer, with nickelled dial and bevelled lens, the other a Cowey 60mph speedometer, cream coloured dial, with mounting bracket, both with subsidiary mileometer windows.
(2)
£250 - 350
€290 - 400

54
A 50MPH SPEEDOMETER BY S. SMITH & SON, CIRCA 1910,
white dial with 5-50mph scale and odometer with trip, brass case with remains of nickel plating, stamped 5721 to the rear, 8.7cm diameter lens.
£250 - 350
€290 - 400

55
AN O.S. COMBINATION DASHBOARD INSTRUMENT BY OTTO SCHULZE, GERMANY,
comprising white enamel dial with 0-100 Kms scale, in raised display above central block fitted with milometer, trip and dashboard mounting plate, the front cast with integral casing for removable Swiss-made 8-day pocket watch.
£350 - 450
€400 - 510

56

AN AMMETER, FRENCH,

brass case, with paper dial measuring 0-20 Amperes, complete with needle, lens cracked, 12cm diameter overall, mounted to small wooden panel.

£250 - 350

€290 - 400

57

A FINE EDWARDIAN MOTOR ANEROID, BRITISH,

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

£600 - 800

€690 - 910

58

A VOLTMETER BY CHAUVIN & ARNOUX OF PARIS,

brass case, with paper dial measuring 0-15 Volts, numbered 53180-1, complete with needle and lens, with mounting back-plate, 13cm diameter overall.

£250 - 350

€290 - 400

59

A MILLIAMPERES/VOLTMETER GAUGE BY CHAUVIN & ARNOUX OF PARIS,

brass case, paper dial with mirrored section, numbered 7240.1, complete with needle and lens, with mounting back-plate, 13cm diameter overall.

£250 - 350

€290 - 400

60

A PRESSURE GAUGE BY E.BOURDON, FRENCH,

brass case, with cream coloured dial and black lettering and numerals, measuring 0-8Kg, 8cm diameter.

£250 - 350

€290 - 400

61

A PRESSURE GAUGE BY E.BOURDON, FRENCH,

brass case with white enamelled dial with black lettering and numerals, measuring 0-15Kg, complete with needle and lens, 10cm diameter.

£250 - 350

€290 - 400

62

A 'SERVICE DES PHARES' PRESSURE GAUGE, FRENCH,

brass case, white enamelled dial with black lettering and numerals, complete with needle and lens, approximately 8.5cm diameter.

£250 - 350

€290 - 400



64

63

A PRESSURE GAUGE BY THE ACETYLENE ILLUMINATING CO. LTD OF LONDON,

brass case with cream coloured dial, with needle, measuring 20 Atmospheres/300lbs per square inch, with bevelled lens, 8cm diameter, with fittings.

£250 - 350

€290 - 400

64

AN O.S. 80KMS ODOTACHOMETER, FRENCH,

polished brass case, incorporating white enamelled dial with black numerals, 6.5cm diameter, the main case with odometer and trip windows, stamped 13558 to lower edge of case, with mounting back-plate, the whole 11cm wide.

£600 - 800

€690 - 910

65

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

cast alloy domed casing, with silvered dials with polished nickelled surrounds, the upper a 60mph speedometer complete with needle, lens and numbered 13732 to dial, 11cm diameter, the lower a 100 miles odometer with subsidiary window, the dial numbered 14960, with needles, lacking lens, 9cm diameter, the whole 22cm high overall.

£3,500 - 3,800

€4,000 - 4,300

66*

TWO AMERICAN 60MPH SPEEDOMETERS, comprising a Corbin 'Brown Speedometer' with black dial, the other brass bodied by Jones of New York, patented 22nd September 1908, each with subsidiary mileometer windows and with bevelled glass lenses.

(2)

£250 - 350

€290 - 400

67

AN ELLIOTT BROTHERS 50MPH SPEEDOMETER,

nickel-plated domed case painted black, brushed nickel dial numbered 4778B, with bevelled 4 inch lens, the upper section with subsidiary mileometer windows.

£300 - 500

€340 - 570



65



66



67



70



71



68



73

68
AN EIGHT DAY DASHBOARD CAR CLOCK BY S SMITH & SON,

brass case, white dial, with roman numerals, bevelled glass lens, with winder at 6 o'clock, 9cm diameter.

£250 - 350
€290 - 400

69
A 'GNOME ET RHONE' WALL-MOUNTING BAROMETER, FRENCH,

central barometer with movement by Lufft of Germany, with silvered dial with lettering in French, set within painted cast alloy surround in the form of a 7-cylinder Gnome Omega type rotary aero engine, 30cm diameter overall.

£250 - 350
€290 - 400

70
A TWIN CYLINDER STEAM ENGINE BY THE LOCKE REGULATOR CO., SALEM, MASSACHUSETTS, CIRCA 1901,

possibly suit 7hp Milwaukee or 6hp Puritan steam car, some surface corrosion in places, internal condition unknown.

£800 - 1,000
€910 - 1,100

71
A LOCOMOBILE ENGINE, CIRCA 1901-1902,

twin-cylinder reversing steam engine, (one connecting rod detached but present), engine casting stamped "5649 Pat Applied For".

£1,200 - 1,500
€1,400 - 1,700

72
A HOLLEY LONGUEMARE AND A SCHEBLER CARBURETTOR,

both bronze, comprising Holley No.1868 carburettor, patented 1900, and a Schebler Indianapolis Ind carburettor, patented October 14th 1902, with spare fitting.

(3)
£250 - 350
€290 - 400

73
A BRONZE ZENITH CARBURETTOR, BRITISH, PATENTED 1907,

patent numbers 6656/07 and 7736/07, the float chamber stamped '22 FZA 08530', complete with butterfly valves, 12.5cm high.

£250 - 350
€290 - 400

74
A BOSCH TYPE DR4 DUAL MAGNETO,

patented 1908, numbered 622368, used condition, with some wiring.

£250 - 350
€290 - 400

75
A BOSCH TYPE DR6 DUAL MAGNETO,

patented 1908, numbered 613515, used condition, offered together with a cased Bosch DR6 touring spares kit, used condition (some pieces missing).

(2)
£250 - 350
€290 - 400

76
A LARGE THREE-DRIP OILER,

alloy case, complete with sight glasses, glass reservoir, taps and fittings, the case 28cm wide.

£750 - 1,000
€860 - 1,100

77
A LARGE AND RARE SINGLE-DRIP OILER,

brass cylindrical body, complete with glass reservoir, sight glass, and tap, 25cm high overall.

£250 - 350
€290 - 400



78
A PAIR OF 'L.SEGUIN LYON' SINGLE-DRIP OILERS,
 brass bodies, complete with glass reservoir and sight glass, and marked '100' to mounting bolt, each 19cm high overall.

(2)
 £250 - 350
 €290 - 400

79
AN EARLY ALBERT LEFEBVRE FILS SINGLE-DRIP OILER, FRENCH,
 squared cast brass case, with glass reservoir, sight glass, and tap, the case 17cm wide overall.

£500 - 800
 €570 - 910

80
FOUR BOXED GMS SPARK PLUGS,
 comprising two GA types, and two MSA 'Massa' types, in original boxes.

(4)
 £250 - 350
 €290 - 400

81
A SIMMS-BOSCH TYPE HDH HIGH-VOLTAGE MAGNETO,

numbered 118571, with later drive cog.
 £250 - 350
 €290 - 400

82
A PNEU DE SECOURS 'MICHELIN', FRENCH,
 steel rim with internal adjustable joint, maker's plaque, 58cm diameter, fitted with Dunlop Cord 760 x 90 tyre.

£250 - 350
 €0

83
AN EDWARDIAN WOOD-RIMMED STEERING WHEEL,
 with cast alloy four-spoke hub, with square centre hole, 39cm diameter overall.

£250 - 350
 €290 - 400



82



83

84
A RARE MOTORIST'S FOLDING LADDER, CIRCA 1910,

wooden posts with steel reinforcements, with three hinged sections and further unfolding to seven steel rungs, with steel hooks to upper end, measuring approximately 248cm long unfolded and 91cm long folded.

£1,000 - 1,500
 €1,100 - 1,700



84



84



85
A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1900,
 enamelled white with gold banding and black lettering, complete with brass cap, copper spout cap with chain, wire handle with turned wooden grip.
£300 - 400
€340 - 460

86
A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1899,
 enamelled green with white lettering, complete with spout cap and chain, wire handle with turned wooden grip.
£300 - 400
€340 - 460

87
A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1895,
 enamelled white with Saxon blue straw flower decoration, with chain and spout cap, wire handle with turned wooden grip.
£350 - 450
€400 - 510

88
A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1902,
 enamelled Indian blue with white lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£300 - 400
€340 - 460

89
A 1 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1900,
 enamelled in granite stone pattern grey with black lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£300 - 400
€340 - 460

90
A 1 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1897,
 enamelled cobalt blue with white lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£300 - 400
€340 - 460

91
A 1 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1897,
 enamelled white with honeycomb pattern and black lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£400 - 500
€460 - 570

92
A 2 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1897,
 enamelled white with honeycomb pattern and black lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£350 - 450
€400 - 510

93
A 3 LITRES 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1900,
 enamelled white with grey lettering, conical top with cork stopper complete with brass cap, spout cap with chain and wire handle with turned wooden grip.
£300 - 400
€340 - 460

94
A 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1897,
 approx 3-4 litre capacity, enamelled white with black lettering, cork stopper complete with brass cap and spout cap with chain.
£300 - 400
€340 - 460



91

92

93

94

95



96



97



98



99

95

A 5 LITER 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1900,

enamelled in grey stone pattern with black lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.

£250 - 350

€290 - 400

96

A 5 LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1900,

enamelled cobalt blue with white lettering, cork stopper complete with brass cap, spout cap with chain and wire handle with turned wooden grip.

£250 - 350

€290 - 400

97

A 3 LITRE 'PETROLEUM' PRIMING TAP KETTLE, DUTCH, CIRCA 1900,

enamelled white with decorative scenes of a sailing barge and a windmill with black lettering, complete with brass cap, spout cap with chain and wire handle with turned wooden grip.

£300 - 400

€340 - 460

98

A 2 LITRE 'PETROLE' PRIMING TAP KETTLE, FRENCH, CIRCA 1895,

enamelled white with Saxon blue straw flower decoration, black lettering, complete with enamel filling cap, spout cap with chain and wire handle with turned wooden grip.

£350 - 450

€400 - 510

99

A 3 LITRE PETROLEUM CAN BY C. H. STOBWASSER & CO., GERMAN, CIRCA 1900,

metal can with tan lacquered surface, (chipped and worn), lettered in black, with handle and cork bung with brass finial, 37cm high overall.

£300 - 400

€340 - 460



100



101



102

100

A 2-LITRE 'PETROLE' PRIMING TAP KETTLE, FRENCH, CIRCA 1905,

in green on white speckled pattern enamel and white 'Petrole' lettering to body, handle with turned wooden grip, lacking stopper and spout chain, 24cm high.

£250 - 350
€290 - 400

101

A 1-LITRE 'PETROLEUM' PRIMING TAP KETTLE, FRENCH, CIRCA 1905,

pale blue painted tin with decorative transfer bands, gilded text 'Petroleum' to body, with angled spout, brass cap, and wire handle, some surface wear in places, 20cm high.

£250 - 350
€290 - 400

102

A 2-LITRE 'PETROLE' PRIMING TAP KETTLE, FRENCH, CIRCA 1905,

white enamelled body with blue veining, with gilded 'Petrole 2L' lettering to body, with enamelled cap and handle with turned wooden grip, 24cm high.

£250 - 350
€290 - 400

103

ASSORTED TOOLS TO SUIT A VETERAN/ VINTAGE CAR,

including a 'Bristol Pneumatic' foot-pump, a Pitner hand pump, a jack, an oil can, two Tecalemit grease guns, two adjustable spanners, an adjustable wrench by 'Westcott.', U.S.A., assorted C-spanners, including 'Superslim', four wooden handle screwdrivers, pliers, two tyre levers, a handsaw, hand-drill, two volt meters, and other tools, together with a brown leather tool bag.

(Qty)
£500 - 700
€570 - 800

104

TOOLS TO SUIT A VETERAN/VINTAGE CAR,

including a Kismet "Car" foot-pump, two adjustable spanners including 'King Dick', assorted C-spanners including 'Utility' and 'Superslim', three wooden handle screwdrivers, pliers, two grease guns including one Tecalemit, an oiler, a hammer, and other tools, together with a brown leather tool bag.

(Qty)
£300 - 500
€340 - 570

105

ASSORTED TOOLS FOR A VETERAN CAR,

comprising five brass grease guns, two adjustable wrenches, pliers, assorted spanners, mallet, hammer, wooden handled screwdriver and other tools, together with a green canvas tool bag.

(Qty)
£400 - 600
€460 - 690



103



104



105



106

106

A FOOT-REST TEA-SET FOR TWO PERSONS, BRITISH, CIRCA 1909,

olive leather-cloth case with brown leather handle and trim, the sloped lid with brass surround and textured foot-rest tread opening to dark green leather-cloth interior fitted with glass bottle, one large and one small food tin, two Bisto ceramic cups and two condiments pots, some pieces missing, with ceramic Bisto saucers and cutlery housed in the lid, some wear in places and the front of the case with engraved brass name plate 'De Bernales', the case measuring 37cm wide.

£300 - 500
€340 - 570

107

AN EDWARDIAN HAT-BOX,

black leather-cloth trunk-style case, with brown leather handle and trim, brass lock and catch, with beige cloth-lined interior, 44cm wide, complete with key.

(2)
£250 - 350
€290 - 400

108

A DE DION BOUTON ENGINE PAPERWEIGHT,

cast metal promotional mascot in the form of an early single cylinder engine, dated 1901, 12cm high.

£250 - 350
€290 - 400



109

109

ASSORTED DE DION BOUTON COLLECTABLES,

comprising cast engine model paperweight, marked 25,000 by Alliages Cothias, 12cm high, a leather tool bag suitable for the Dion tricycle (some repair to stitching), and a radiator script badge in two parts.

(4)
£250 - 350
€290 - 400

110

FIVE MOTORING THEMED SIDE PLATES BY SAINT AMAND & HAMAGE, FRENCH

from a series entitled 'Les Automobiles', each transfer printed with a humorous early motoring scene, comprising numbers 1, 5, 8 (x2), and 11, each 21cm diameter, together with a framed and glazed woven picture of a circa 1902 Daimler by J & J Cash, 7cm by 21cm, and two small framed and glazed motoring prints after Chas Crombie.

(8)
£250 - 350
€290 - 400

111

A 'DUSTER' OVERCOAT BY HARRODS LTD MOTOR OUTFITTERS OF LONDON,

white linen, single breasted, with collar, button cuffs, pockets and inside breast pocket.

£250 - 350
€290 - 400



116



112

A LEATHER MOTORING COAT,

tan leather, single-breasted, collarless, with brown cloth lining.

£300 - 500
€340 - 570

113

AN EDWARDIAN GENTS MOTORING COAT,

brown leather, double breasted, with collar, side pockets and buttoned cuffs, herringbone wool lining, with inside pocket, some wear in places.

£250 - 300
€290 - 340

114

A LEATHER MOTORING COAT,

blue leather, single-breasted, with pockets, missing belt and one button, wool lining.

£300 - 500
€340 - 570

115

A LEATHER MOTORING COAT,

by Urzo, Dutch, size 54, dark brown leather, double breasted with collar, lapels and belt, pockets and inside breast pocket, with brown cloth lining.

£300 - 500
€340 - 570

116

A MOTORING THEMED INKWELL DESKPIECE,

unsigned, hollow cast metal with copper finish, stylised scene featuring an early race car at speed in a rocky setting, with two hinged lids revealing brass inkwell cups, 27cm wide.

£300 - 400
€340 - 460



117



119



118



118

117

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

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

£650 - 850
€760 - 960

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

118

'LADY MOTORIST' BY DOMENICO CABELLOTTI, ITALIAN, CIRCA 1910,

cast bronze sculpture, initialled 'DC', the slender figure in full-length motoring coat and headgear, 25cm high, mounted on a black marble base.

£950 - 1,150
€1,100 - 1,300

Domenico Cambellotti designed the bronze competitor's plaques awarded to participants of the Targa Florio races from 1908 to 1925.

119

A RARE BARC BROOKLANDS CYCLECAR RACE SECOND PLACE SILVER CUP, 1913,

Hallmarked London 1913, two handled cup with lid, engraved BARC, 2nd Prize, The Second Cyclecar Handicap, 4th August 1913, 14cm high overall.

£1,000 - 1,200
€1,100 - 1,400



120

120

A RARE BROOKLANDS CYCLECAR RACE WINNER'S SILVER CUP, 1913,

hallmarked Birmingham 1906, two handled open cup, engraved with presentation details, "R.A.C. & Associated Clubs, Brooklands Meeting 31st May 1913, Presented by the Auto Cycle Union to B. Haywood (Singer) Winner of The All Comers Open Cyclecar Handicap Race, 20cm high, (base slightly compressed with some loss).

£1,300 - 1,600

€1,500 - 1,800



121

121†

A LARGE FIRST PRIZE CUP PRESENTED FOR 'TOURING CARS FIVE MILES', OCTOBER 1ST 1910,

copper bodied, with cast alloy handles and base, matching copper lid with alloy finial, the font applied with ornate plaque engraved 'First Prize, Touring Cars, Five Miles, Won BY H. E. Fredrickson, October 1st 1910', 56cm high.

£1,500 - 2,000

€1,700 - 2,300



122
THE HOTEL GIBSON TROPHY, PRESENTED TO DARIO RESTA AT THE CINCINNATI SPEEDWAY, SEPTEMBER 4TH 1916,
 large ornate silver tyg, marked 'STERLING A2280' under the base, 33cm high, 3365g.
£5,000 - 7,000
€5,700 - 8,000

In September 4 1916, Labour Day was celebrated with a 300 mile '1st International Sweepstakes' race at the newly opened Cincinnati Motor Speedway, a two mile board track oval at Sharonville, Ohio. The main prize of \$12,000 could be supplemented by smaller prizes, if a driver was leading the race at the 100 mile mark they were awarded The Hotel Gibson Trophy, described by The Cincinnati Enquirer (issue dated Sunday 27 August) as "A massive silver affair", which came with a cash prize of \$600. Dario Resta out-drove his closest rivals, De Palma, Rickenbacker and Chevrolet to the 100 mile mark to win the Hotel Gibson Trophy, but only finished 7th after the radiator on his Peugeot sprung a leak. Despite the lack of points at Cincinnati, 1916 was a good year for Dario Resta and his Peugeot, taking victories at the Indianapolis '500', The Vanderbilt Cup, Sheepshead Bay, Chicago and Santa Monica Road Races, he won the United States National Driving Championship, the first year it had been awarded on points.

123 - 200
 No lots

END OF AUTOMOBILIA

MOTOR CARS

18:00

Lots 201 - 215

Images of each lot can be found at:
www.bonhams.com/23597



2016 London to Brighton Entries

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



201

**1900 RENAULT 3½HP TYPE C SINGLE-CYLINDER
REAR-ENTRANCE TONNEAU**

Coachwork by Bourgeon et Cie

Registration no. BS 8424

Chassis no. 1697

- *Early De Dion-engined model*
- *Many times London to Brighton Veteran Car Run participant*
- *Restored in the early 1980s*
- *Entered in the 2016 London to Brighton Veteran Car Run*





Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1 $\frac{3}{4}$ hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality, as exemplified by this 3 $\frac{1}{2}$ hp De Dion-Bouton engined Type C, which is typical of the first generation of Renault cars. The Type C was introduced in 1900 and manufactured alongside the Type B. The existing chassis layout was retained, but now the 450cc single-cylinder engine was water-cooled and more powerful, being rated at 3CV as opposed to the air-cooled engine's 2CV. Rather than place the engine's cooling radiator at the front of the car like rival manufacturers, Renault chose to fit two separate radiators, one either side of the bonnet. Power was transmitted to the rear wheels via a three-speed gearbox and bevel-drive back axle, while retardation was achieved by means of a brake on the transmission and drum brakes at the rear. When fitted with the usual open two-seater body, the Type C weighed 450kg (990lb) and had a top speed of around 30km/h (18.6mph).

This early De Dion-engined Renault was owned for many years by John Jonker in Holland, as evidenced by FIA papers in his name in the accompanying history file. Mr Jonker kept the car for many years, completing in excess of 25 London to Brighton Runs, including the 1996 Centenary. The car was restored in the early 1980s and is finished in yellow with black timber interior and green leather upholstery.

In 2007, the Renault came to the UK and was bought and registered by Tim Moore of Cambridge, who ran it for a number of years before passing it on to Charles Pipkin. Mr Pipkin sold 'BS 8424' to the current vendor in 2015. That year's London to Brighton Run was successfully completed, and the Renault also has an entry in the 2016 Run. As a relatively elderly car, it has a low starting number, thus ensuring an early start to clear the London traffic before it builds up. Described by the vendor as in generally 'first class' condition, and only sold because of his advancing age, this early De Dion-engined Renault is offered with the aforementioned history file and a V5C Registration Certificate.

£60,000 - 80,000
€69,000 - 91,000

202 N

**1900 AMERICAN DE DION BOUTON 3½HP
'NEW YORK' VIS-À-VIS MOTORETTE**

Registration no. not UK registered
Chassis no. 8

- *Rare American-built De Dion*
- *Known to the Veteran Car Club*
- *Past London to Brighton participant*
- *Present ownership for 20 years*





'During 1900-01, a factory in Brooklyn, New York, made a small number of American de Dion Motorettes in 2-seater vis-à-vis or closed coupé forms, powered by American-made 3.5hp engines.' – *'The Beaulieu Encyclopedia of the Automobile'*.

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

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

An estimated 140 makes worldwide used De Dion engines, including the De Dion-Bouton Motorette Company of Brooklyn, the USA's sole such example. Founded in 1900, the latter had acquired the De Dion license from Kenneth A Skinner, controller of the French firm's patents in the USA. Marketed as the 'American De Dion', these cars were produced for little more than one year before Skinner revoked the company's license, bringing De Dion's American venture to a close.

Early De Dions were rear engined and of the vis-à-vis type, where the passengers sat facing the driver, like the American-built example offered here. All such De Dions were noted for their reliability, which is borne out by the number surviving today.

A past London to Brighton participant known to the Veteran Car Club, this rare American De Dion was purchased by the current vendor in August 1996 from attorney Joseph J Mingolla II of St Thomas, Virgin Islands, whose family had owned it for many years. We are advised that the car has been restored (date unknown) and that the rebuilt engine is still running in; at time of cataloguing it was being fine-tuned by David Wall. Imported in to the UK three years ago and appropriate import duties and taxes paid, the De Dion is described as in generally good condition, the car has a current London to Brighton Passport and comes with previous-owner correspondence and a Society of Automotive Historians dating letter. A later carburettor is the only notified deviation from factory specification (the original is still attached in its correct location).

£50,000 - 70,000
€57,000 - 80,000

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

Registration no. Y 204

- *Rare British make*
- *A many times London to Brighton Run participant*
- *Veteran Car Club dated*
- *Present ownership for 21 years*

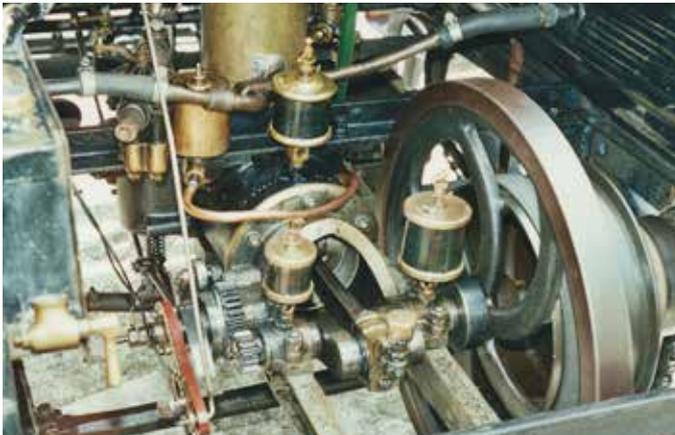
One of Britain's top six motor manufacturers prior to World War One, the Wolverhampton-based Star Motor Company produced its first automobile in 1898.

A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr. Star's first automobile was a built-under-license Benz, though it was manufactured entirely in Wolverhampton, which remained in production into 1902.

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

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





Percy Allen aboard 'Y 204' prior to his Le Mans trip in 1956

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

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

This particular Star was ordered in 1899 and delivered to its first owner - the Reverend H Carpenter, Vicar of Compton Bishop, near Cheddar - on Mafeking Night, 17th May 1900. Correspondence on file would seem to indicate that 'Y 204' remained with the Carpenter family, in the possession of the Reverend Carpenter's son, until circa 1930. From the early 1930s until 1975, the Star was owned by the late Percy Allen of Desiree, Lympsham, Weston-Super-Mare, Somerset, who was a VCC member and regularly used the car on London to Brighton runs.

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

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

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

£110,000 - 130,000
€130,000 - 150,000

1896 RAYNAUD 8HP TWIN-CYLINDER VIS-À-VIS

Registration no. BS 8649

- *Veteran Car Club Dated*
- *Intriguing unique early motorcar*
- *3.8-litres, twin-cylinders and four speeds*

By the mid 1890s the motor fever that began with the Benz Patent Motor Wagen of 1886 was starting to sweep through Europe. There were pioneering forays to latch onto the potential of this future industry from many different angles, bicycle manufacturers frequently had a good line of attack with their existing use of tubed frames as a basis, then there were companies who effectively reduced the proportions of locomotive/steam vehicles to manageable self propelled vehicles, as De Dion, Bouton and Trepardoux did, others experimented with equipping horse drawn carriages with some form of propulsion.

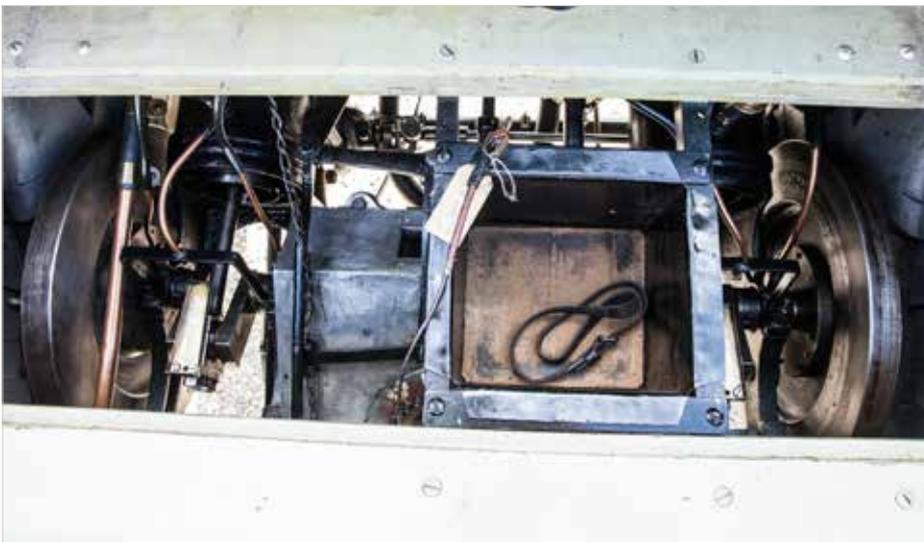
Not surprisingly, the greatest appeal was to those already involved in engineering businesses, to follow the leads of Benz and then Panhard et Levassor, showing that their concepts were the strongest themes.

There were also plenty of individuals who simply thought out their own solution to the idea of creating an automatic mobile, a carriage without horses, usually eschewing the contemporary theories and coming up with a completely unique concept. As best anyone has been able to establish, Claude Raynaud was one such person.

Based in Flayosc in the Southern Var region of France, roughly 40 miles inland from Saint Tropez, between Marseille and Cannes, M. Raynaud ran an electric engineering business.

The fascinating car that we present here is Mr. Raynaud's pioneering automobile. Hidden beneath an otherwise quite common form of carriage design for the period, the Vis-à-Vis, which situated its passengers literally face to face, as opposed to various other configurations of conveyance, is a remarkably and technically very interesting machine, in some ways advanced for its day and perhaps in others already dated.





Pertinently, it was powered by two large cylinders traveling individually and horizontally along the insides of the back of a 'C' section frame, the 3.8-litres of engine are transferred to the road through a four speed transmission, controlled by a wheel which sits beneath a steering wheel.

It is almost certain that Mr. Raynaud's vehicle was intended for his own personal use initially and not known whether his plan would have been to have made more of them or marketed a car, no known contemporary literature alludes to such a venture. It is known that he acquired a Rochet-Schneider automobile in 1897, perhaps suggesting that he had already abandoned any thoughts of entering this industry by then.

Claude Raynaud's intriguing automobile is known to have been 'wheeled out' and exhibited in the 1930s, a time when the first flurry of interest in 'old crocks' began, following the first retrospective London to Brighton Run in 1927. By then it was the property of a notary in Vidauban, just 10 miles from where it was built.

In the 1970s it was acquired by a passionate collector of early vehicles in Switzerland. In his ownership it was presented to the Veteran Car Club of Great Britain Dating Committee in 1977, at which point the Chairman Dennis Field was able to comment that in their opinion *'the vehicle is in completely original condition and is unmodified in any way and contains no replica parts'*, and given the knowledge of his Rochet Schneider in 1897, *'it seems logical that he was using the Raynaud car during the previous year'*.

Mr. Field recommended that in the unlikely event of any further information coming to light that the known story be accepted on its face value and that they *'certify the car as 1896'*.

The car remained in that same Swiss ownership until recent times when it passed to its current custodian. It has since been imported to the U.K., the appropriate taxes/duties paid and was issued a UK registration. Within the year the car has also been made to run. While working on this exercise it became clear that it would require careful and thorough thought into its engineering to perfect its running for road or event use. It might perhaps be surmised that it was never refined properly in its day and that this was the reason it was quickly replaced by M. Raynaud with a more known quantity.

Regardless, its limited career is something that almost certainly accounts for its undoubted originality and it is unquestionably an extremely interesting early automobile. Refining it to usable status would no doubt be a technically fascinating project, as others who have attempted this with other pioneering 'one-offs' have found. In simple facts, the Raynaud is dated to an age which would usually place it at the front of the grid and in single digit entry numbers on the London to Brighton Veteran Car Run, it has terrific presence and commodious seating for 4 passengers, and on the basis of its engine capacity at nearly a litre per passenger and with four speeds it has the potential to convey them swiftly down the Brighton road.

£110,000 - 125,000
£130,000 - 140,000

205

**1904 RENAULT TYPE N-B 14/20HP
FOUR-CYLINDER SWING-SEAT TONNEAU**

Registration no. XH 618

Chassis no. 3388

- *One of the first four-cylinder Renaults*
- *French family-owned for 60 circa years*
- *Present ownership since the mid 1980s*
- *Rallied extensively in the UK and Europe*

Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1 $\frac{3}{4}$ hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality, and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. In 1908 the firm would introduce its first six-cylinder model, despite Louis Renault's aversion to such complication. Following Marcel Renault's death in the 1903 Paris-Madrid race, Louis reorganised the company's range of models.





One of the new introductions was the Type N, a 14/20hp model powered by a conventional, four-cylinder sidevalve engine of a little over 3.0-litres capacity, which featured the traditional Renault 'coal scuttle' bonnet with rear-mounted radiator. There was magneto ignition, with a coil/battery system as backup - it should be noted the car now runs on coil ignition for performance and reliability. The steel chassis featured semi-elliptic suspension, rack-and-pinion steering, and brakes on the transmission and rear axle only, while power was transmitted via a three-speed gearbox.

Retaining that trademark 'coal scuttle' front end had required considerable ingenuity. Its associated side-mounted radiators limited body design, but rather than adopt a front-mounted radiator like most other manufacturers, which would have meant abandoning his favoured sloping engine cover, Louis chose to move the radiator to the rear of the engine, against the front bulkhead.

Although this arrangement enabled a large single radiator to be accommodated, the centre section was obstructed by the engine, necessitating the use of a cooling fan if overheating was to be avoided. Cleverly, Louis used the flywheel as a fan, fitting aluminium blades to its periphery and a metal duct beneath the engine. Renaults would continue to use this form of cooling for the next 20-plus years.

This Renault Type N-B was owned by a French family from the 1920s onwards before being bought by an enthusiastic UK-based Veteran Car Club member in the 1980s, since when the car has been rallied extensively in both the UK and continental Europe. Interestingly, it is fitted with a detachable dais roof that affords full weather protection in all conditions, while the provision of an electric starter is another considerable convenience. Finished in red/black with black leather interior, this powerful and capable Veteran car is offered with a VCC dating certificate and V5 registration document.

£250,000 - 280,000
€290,000 - 320,000

C.1897 HART STEAM VICTORIA FOUR-SEATER DOS-À-DOS

Registration no. not UK registered

- *Historic American steam car*
- *Constructed by Frederick H M Hart*
- *Formerly displayed in 'The Automobile Old Timers Museum', New York*
- *Restored between 2002 and 2004*
- *Potential early London-Brighton entrant*

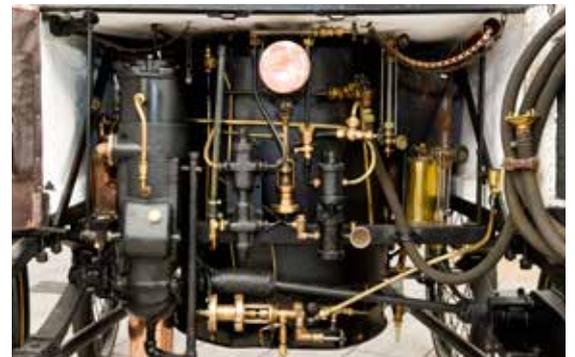


This is a historic and fully documented early American steam car which was constructed circa 1897 by Frederick H M Hart in Poughkeepsie, NY. Frederick Hart was born in Dorset in 1849, and in 1884 emigrated with his family to the USA, arriving in New York aboard the RMS 'City of Chester' on 20th April that year. By 1887, the family had settled in Poughkeepsie. Hart worked for the Swedish firm DeLaval Separator Co, helping to set up a new factory in 1892 for his employers under the name Alpa Laval. A leading producer of dairy and farming machinery, DeLaval is still in existence today.

Hart constructed a laboratory in the grounds of his home on Prospect Street, overlooking the Hudson River, and began his experiments with steam-powered transport. His first such vehicle, a tricycle carriage, was completed in 1895; a photograph of it may be found in the Adriaance Memorial Library in Poughkeepsie. By 1897 he had completed a second steam-powered car, that offered here, which like the first was put to use. The Hart steamer features a rear-mounted twin-cylinder vertical engine, full elliptic springing, tiller steering, original lamps, and planetary gear drive live rear axle.

In his private laboratory, Frederick Hart's primary concern was the production of precision tools and measuring equipment. Here he also designed the engine, burner and other parts for the Lane Motor Vehicle Company of Poughkeepsie, which manufactured steam cars from 1899-1910. In 1898 he had founded Frederick Hart & Company to carry out experimental work on tabulating machines. This company later became closely associated with the Computing Tabulating Recording Company (CTR), which in 1924 became IBM.

The Hart steamer remained in the family's motor house until 1946 when it was donated to 'The Automobile Old Timers Museum' in New York. There it stayed until 1990 when the Museum closed its doors and the collection was sold off. At that time it was reputed to have covered only 200 miles from new. The Hart subsequently found its way to the UK and was due to be sold at auction, only to be bought before the sale by a Dr Cam from Porton, near Swindon, Wiltshire.



Dr Cam and his son then dismantled the Hart, but the son was then involved in a serious road accident and the project stalled. Over the next few years most of the Cams' collection was sold off, leaving only the dismantled Hart, which the current owner's late father and steam car expert, Jeff Theobald, was able to purchase it in 2002.

The Hart was then restored, and a detailed account of its painstaking reconstruction and many novel design features was published in the April 2004 edition of *'The Steam Car'* (journal of the Steam Car Club of Great Britain, copy available). This account concludes with Hart being fired up for the first time and statically tested; however, a minor water leak was discovered and the fire shut down pending the fault being remedied. Sadly, Jeff's ill health prevented the project from progressing any further.

A large and impressive vehicle, the Hart has 42" diameter rear wheels and stands 6' tall to the top of its four seats, which are arranged dos-à-dos fashion, while the tiller can be swung around to enable driving from either front seat. The original leather upholstery had to be replaced (as close to the original pattern as possible) but it was able to retain the original horsehair stuffing. Protected by two new coats of varnish, the paint is original. As tyres of the original type were unavailable, solid carriage tyres have been fitted.

Not run since the restoration's completion in 2004 and the aforementioned test, the Hart will require re-commissioning before returning to the road (it should be noted that the boiler has not been professionally inspected). With the relevant passports the Hart will be eligible for events organised by the Veteran Car Club and Steam Car Club, this historically significant American steam car represents a unique opportunity for collectors of early automobiles.

£60,000 - 80,000
€69,000 - 91,000

207

Formerly owned by noted Renault collector George Dorrington

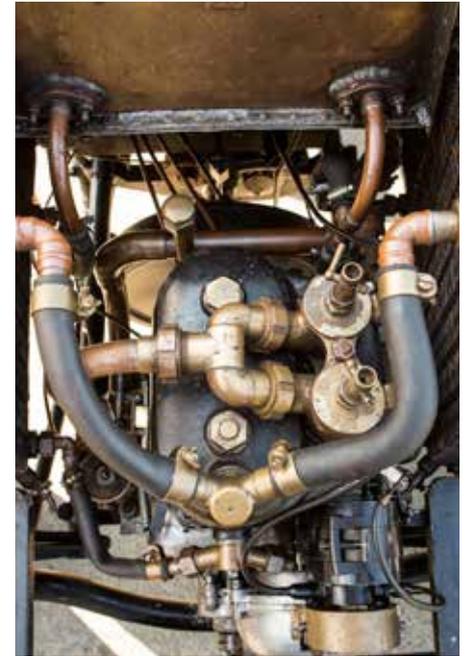
**1903 RENAULT TYPE N-C 10HP
TWIN-CYLINDER WAGONETTE**

Registration no. BS 8243

Chassis no. 227

- *Veteran Car Club Dated*
- *In same family ownership since 1969*
- *Commodious London to Brighton entry*
- *Great looking veteran Renault*





With their 'coal scuttle' bonnet and side radiators, the commonality of aesthetic design that extended from Renault's famed Paris-Vienna race cars through to smaller four, two and single cylinder production, has always meant that these high quality cars had sporting looks and have always been coveted.

By 1903, Renault had moved on from using De Dion engines to power their cars and were now producing their own engines. The Type N-C consisted of a twin-cylinder engine, with atmospheric inlet and mechanical exhaust valves, and driving through a 3 speed gearbox. It was rated at 10hp and geared for roughly 40mph.

This handsome veteran twin-cylinder Renault was discovered in Kent in 1969 by George Dorrington, a well known V.C.C. enthusiast and founder member of the popular Renault Frères Club. Still in the era when cars were literally being saved, George's discovery at a Canterbury scrapyard yielded a near complete car, from chassis to radiator, dated water reservoir tank marked '4/3' (for April 1903), bonnet, steering column, etc. all in a dismantled state. Its only major omissions were that it lacked its original twin cylinder engine and the majority of its wooden body had long since been lost.

Simply from its chassis specification it was clear that the car had the proportions of the larger twin cylinder cars and research ultimately concluded that it was a Type N-C. When found, much of the framework for its wagonette body was still present giving a clear template for how it would have been originally and so the decision was made to restore it to this same format.

For the next two decades, alongside other projects which George got great pleasure from restoring, he worked diligently on the Renault. Ultimately it was the sourcing of a correct Renault twin cylinder unit that proved the most elusive, until a dialogue was struck up with Depanoto in France and a period correct unit found.

George Dorrington finished the Type N-C in the mid 1990s and it was duly submitted for Veteran Car Club dating, and its year of 1903 confirmed then. Since this time the car has been a regular sight on London to Brighton Runs, Renault Frères Club and Veteran Car Club events, with George and members of his family piled into its commodious 6 seater bodywork. On his passing, the car moved to the next generation of his family and has been used less frequently, leading to the decision to part with it.

A great looking example of the larger twin-cylinder cars from one of the few manufacturers of the period that survive to this day, the Renault offers a fun and sociable way to enjoy these events with friends and family.

£110,000 - 130,000
£130,000 - 150,000

1904 HUMBERETTE 'ROYAL BEESTON' 6½HP DOCTOR'S LIMOUSINE

Registration no. AP 413

Chassis no. 2109

- *Top-of-the-range Royal Beeston Humberette model*
- *Known ownership history from new*
- *Professionally restored in the mid/late 1950s*
- *Entered in the 2016 London to Brighton Veteran Car Run*



Founded as a bicycle maker in 1868, Humber later became associated with Harry Lawson's British Motor Syndicate, from which it purchased the rights to various unlikely automobile designs dreamt up by American E J Pennington. Freeing itself from Lawson, the reconstituted company commenced motor car production in 1900 with the unconventional (front-wheel drive, rear-wheel steered) M D Voiturette. A more conventional range of De Dion-powered light cars soon followed, which was notable for its use of shaft drive in an era when chain was the norm for such vehicles.

Four-cylinder 12hp and 20hp models, designed by Louis Coatalen, had been added by 1903, but that year's most significant introduction was the Humberette. The latter was powered by a 5hp single-cylinder engine and featured two-speeds-plus-reverse transmission and, of course, shaft drive.

It was the first Humber motor car to be produced in significant numbers, and it is a tribute to the design's fundamental soundness that so many survive today. There was also a 6½hp model, and both versions were built at the firm's Beeston and Coventry factories.

By January 1904 it was announced that almost 500 of these light cars had been built, and in 1904 the Prince of Wales awarded a Royal Warrant. The new and significantly more powerful 6½hp models became 'Royal Beeston' Humberettes and by now were equipped with a three-speeds-and-reverse gearbox. The Beeston models were superior in various respects to the Coventry-built cars, featuring side doors and a governed engine with pedal accelerator, while by 1904 wooden artillery wheels had replaced the more fragile wire wheels of the early models. The 'Royal Beeston' Humberette was priced at 160 guineas, some 10 guineas dearer than the Coventry cars.

This particular Royal Beeston Humberette has the 6½hp, 773cc single-cylinder engine fitted with a Longuemare carburettor. The heavy cast-iron flywheel transfers power via a conical leather-faced clutch to the 'crash' gearbox, and finally to a brass-cased live axle. Suspension is by means of un-damped semi-elliptical leaf springs. Steering from centre to full left- or right-hand lock is one eighth of a turn or approximately two inches. Ignition is by means of a trembler coil powered by a 6-volt battery. There is no charging system.



There are two Lucas 'King of the Road' paraffin headlights and one rear with a red lens. The car features nickel plating of the hood supports, headlights and trim, this new nickel finish being considered more desirable than the older and more common brass finish. The doctor's limousine was the top model of the Royal Humberette range, boasting a full hood, wooden artillery wheels, two tone blue coachwork, and the three-speeds-and-reverse gearbox (as opposed to the two-speed 'box found in most Humberettes).

'AP 413' was first registered with East Sussex County Council on 11th April 1904 to George William Miller, a draper of Enys Road, Eastbourne, East Sussex. On 25th March 1907, ownership passed to Henry Farnham, a dentist of Teville Road, Worthing, and then on 22nd June '07 to Mrs Edith Marie Pool of The Hollies, Barton-on-Humber. In its 112-year history, this Humberette has had only ten owners including the current vendor; it is believed to have been named 'Alice' after the daughter of Mr Tate, the fourth owner (1909).

In 1955, garage proprietor Frank Harrison of Mexborough discovered the Humberette and was able to acquire it for restoration. The car was remarkably complete, as evidenced by the 'as found' photograph on file. Trained in every aspect of the motor trade, Frank Harrison embarked upon a restoration that was to win him many awards during his long ownership. The vehicle was dated 1904 by the Veteran Car Club on the 10th October 1956 (certificate number '619') and took part in many events including regular participation in the London to Brighton Run.

In 1986, 'AP 413' was acquired by VCC member Raymond Nelson, a neighbour who had known the car for many years and used it sparingly. In 2009 the car changed hands again, passing to a Humber enthusiast who had always wanted to drive the Brighton Road. This he successfully accomplished and he also took part in the 'Creepy Crawly' and other events organised for members of the VCC. New stub axles were fitted and the steering overhauled in 2010, while the hood and dash apron were replaced relatively recently.

In 2012, the Humberette was sold (Lot 209) at Bonhams' London to Brighton sale on Friday 2nd November to the immediately preceding owner, who proceeded to avail himself of its entry in that year's event the following Sunday. The current vendor reports that the driving time from London to Brighton - at an average speed of 11mph and allowing for a couple of minor breakdowns, lunch and a couple of coffee breaks - is approximately seven hours. Claimed top speed is 25mph with its 'state of the art' three-speed gearbox, the Humberette is able to climb most hills.

The car carries a VCC dating plate and also wears a VCC badge. It is offered with a V5C Registration Certificate, sundry expired MoT certificates, two old-style logbooks, and the aforementioned VCC Dating Certificate. The car also comes with an entry into this year's Bonhams London to Brighton Run, Car no. 300.
£50,000 - 60,000
€55,000 - 70,000

209

**1897 DAIMLER 4HP TWIN-CYLINDER
ROUGEMONT WAGONETTE**

Coachwork by Stirling, Hamilton

Registration no. MS 172

Chassis no. 1197

- *One of the earliest surviving British-made Daimlers*
- *Highly original*
- *Present ownership for 20 years*
- *Entered in the 2016 London to Brighton Veteran Car Run*



Exiting Apsley House Gate, Hyde Park, November 1998



Built by the Daimler Motor Company of Coventry in 1897, this 4hp model has eight-seater Wagonette coachwork by Stirling of Hamilton, South Lanarkshire. Stirling's ordered substantial quantities of cars from Daimler, both complete and in chassis form; consequently, Daimlers were plentiful in Scotland before 1900. This particular model was produced from 1897 to 1900 and priced, when new, at £370.

This car's engine is a vertical twin-cylinder of Panhard type, mounted at the front. With a bore and stroke of 90x120 mm, it displaces 1,527cc and produces four horsepower at a governed 800rpm. Although described as 4hp, it performs with surprising alacrity and is a reliable early finisher on the London to Brighton Veteran Car Run. Other noteworthy features include dual ignition, by both 'hot tube' and trembler coil; drip-feed lubrication; and water cooling by means of a semi-rotary pump, with a large water tank at the rear.

The engine drives via a four-speed sliding-gear transmission, with tram-style selector levers on the dashboard ahead of the driver. There are contracting brakes on the rear wheel drums, and 'spoon' brakes on the rear tyres, which we are advised work well. Steering is by means of a Panhard-type tiller, while fitted equipment includes two candle lamps and a 'ting-tang' foot bell. Cruising speed is about 15mph.

The first British-made Daimler took to the road in 1897, and this example is one of the earliest that survives in original condition. Most were converted to wheel steering and electric ignition using a contact maker and trembler coil, whereas this car has always retained its tiller steering. Fortunately, the tube ignition, ignition box and fuel supply are intact, with only the burners missing, should a future owner wish to run this car in its original specification.

This Daimler's earliest known owner was Andrew Wright of Bainsford, Falkirk, who first registered the car as MS 172 on 4th June 1905 and used it locally as a public service vehicle. Its history for the next few years is unknown until it was acquired by John Gibson of Bennington Road, Edinburgh. In November 1965, the Daimler was sold at auction by Fred Hodgkinson and purchased by J V Murcott, who drove it on many Brighton Runs in the 1970s.



En route to Madeira Drive, November 1999



The car was acquired by the current vendor's family in 1996, since when it has participated in numerous local events and successfully completed many Brighton Runs. Events attended include several South East Section Veteran Car Club runs; the Centenary London-Brighton Run, November 1996; Paris - Dieppe, 1897-1997 Centenary, September 1997; Lac Leman 'Tour du Leman' (120 miles), September 1997; and (thanks to its early history as a Public Service vehicle it successfully took part in the Historic Commercial Vehicle Society Run in 2009.

In 2016 at the Goodwood Festival of Speed, 'MS 172' won the 'Coach & No Horses' class in Cartier's 'Style et Luxe', 'The Dawn of Motoring' concours.

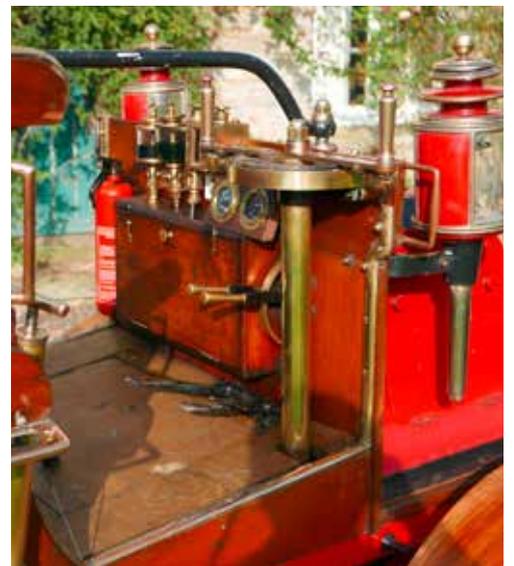
All the wheels have recently been rebuilt and re-tired by Douglas Andrews, while the drive chains have been replaced by Fowlers (it was found that the chains needed to be wider than those of other Daimler cars of the same period).

The seats have been re-upholstered, and Henal Engineering has serviced the front axle, steering linkages, and stub axles. 'MS 172' has always been MoT'd, the current certificate expiring in June 2017. The car also comes with a V5 registration document and a Veteran Car Club Dating Certificate (number '597').

We are advised that this Daimler is a delight to start, simple to use and a joy to drive, happily taking four people up Clayton Hill or on Isle of Wight rallies. Victorian Daimlers were renowned for their plodding reliability, while their performance, albeit far from sporting, compared very favourably with the best horse-drawn vehicles of the day. 'MS 172' has an entry for this year's London-Brighton Run. With a Start Number of No. 4, it is capable of keeping ahead of the scrum and giving the occupants a memorable run to the seaside.

In readiness for "The Run", the axles have been greased and the car is fully prepared: lubrication, starting, and running instructions are available with the car. So long as the car is kept lubricated it will perform well on the open road, as so many of the vendors' friends have discovered. A superb and reliable British motor car embodying the finest Victorian engineering.

£200,000 - 220,000
€230,000 - 250,000



210

**1904 ASTER 16/20HP FOUR-CYLINDER
FOUR-SEAT REAR-ENTRANCE TONNEAU**

Registration no. AK 268

Chassis no. 9589

- *Powerful and well equipped*
- *A many times successful participant in the London to Brighton Veteran Car Run*
- *Well known to the Veteran Car Club*
- *Extensive recent mechanical refurbishment*

Bonhams
London to Brighton
Veteran Car Run



2016

Sunday 6 November

LBVCR no.397





Based at St Denis, Seine, Ateliers de Construction Mécanique l'Aster was best known for engine manufacture, supplying many of the infant motor industry's smaller manufacturers. France, of course, led the world in motor car development in the early years of the 20th Century, and Aster was there at the forefront. Commencing motor car manufacture in 1900, the firm displayed a 3½hp quadri-cycle at that year's Paris Salon. Engine sizes were progressively developed and multi-cylinder engines soon followed. In the UK, the West-Aster and Whitlock-Aster were built in small numbers, while quality French manufacturers such as Aries and Gladiator were major Aster customers.

There are few London to Brighton-eligible cars that tick as many of the right boxes as this magnificent 1904 Aster. Four cylinders, mechanically operated valves, four-speed gearbox, five-seat coachwork, and an engine of around 2.7 litres capacity, to which it adds a windscreen, canopy, and roll-down side screens. Each of the engine's four cylinders is separately cast with T-head valve configuration, and fuel is supplied via a Zenith carburettor. A later distributor has been fitted for reliability, and the car also enjoys the benefit of a self-starter.

The body carries the builder's plate of Carrosserie Automobile Renaudin Fils Besson of 50 Rue Jenner, Paris and, although not original to this car, was acquired by the preceding owners as a perfect match to an exceedingly good Veteran chassis. Remarkably, this period coachwork retains much originality, while the varnished wooden panelling has survived over 100 years in remarkably intact condition.

The car is handsomely presented in maroon livery with plentiful varnished woodwork, including the wheels, and is generously equipped with brass fittings throughout. The headlamps are BRC - Generateur Alpha, self-contained acetylene, and the oil side lamps are Lucas 'King of the Road'-type. Additional equipment includes a bulb horn, four dashboard oilers, and a Shaffer & Budenberg pressure gauge. Side-mounted wicker picnic hampers provide for the longer journey, while the roll-down side-curtains hang from the canopy to provide full protection in inclement weather.



The practical nature of this London to Brighton-eligible Aster and its suitability for long distance motoring is evidenced by its participation in the Paris-Vienna Rally in 2002; an epic drive from Brisbane to Sydney, Australia in 2005; and the successful completion of the 1,000 Miles Trial Re-enactment in 2000. In addition, 'AK 268' also participated successfully in many London to Brighton Runs with previous owners.

The Aster has benefited from considerable refurbishment since its acquisition by the current vendor at Bonhams' Olympia Sale in December 2007 (Lot 608). Works carried out include renewing the wheel bearings; fitting a drip-feed oiler to the brass timing gear case; altering the alternator drive to charge the battery more efficiently; rebuilding the water pump with a new impeller; re-manufacturing the rear axle and fitting new shackles and shackle pins; rebuilding the transmission chain tension rods; relining the clutch and restoring the clutch brake mechanism; fitting a new clutch brake lining and new brake disc to the flywheel; restoring the driveshaft and flexible link to the flywheel; overhauling the carburettor with a re-manufactured jet; re-coring the radiator; and re-trimming the interior in black leather.

While in the vendor's possession, 'AK 268' has participated in the London to Brighton Veteran Car Run on five occasions (2011-2015), only failing to complete the course on one occasion: in 2012 when the transmission gave trouble. The car comes with a V5C registration document and a copy of 1904 Yorkshire registration records showing Aster car registration number 'AK 268'. This car has been known to the Veteran Car Club for many years and was officially dated in September 1961 (Certificate number '904'). A copy of that certificate forms part of the accompanying history file, which also contains various photographs, expired MoT certificates, and correspondence with previous owners.

'AK 268' is one of the most practical Brighton cars, with a proven ability to carve its way through the field and achieve an early finish on the sea front at Madeira Drive. What more magnificent way to arrive at Brighton - come hail or come shine - and all this backed up by the cacophony of sound that comes from a powerful engine with final drive by chains.

£230,000 - 270,000
€260,000 - 310,000



211

Formerly part of the Ron Knight Darracq collection

1903 DARRACQ 12HP TWIN-CYLINDER SWING-SEAT TONNEAU

Registration no. W 21

Chassis no. 3777

France and Germany were the European pioneers of the new-fangled motor industry in the late nineteenth century, with many early manufacturers entering this field from related engineering businesses including the manufacture of cycles. Just one such was Alexandre Darracq who had established the Gladiator Cycle Co.

in 1891 and successfully sold out his interests in that company in 1896. That was the year in which he had dallied with the production of electric carriages and the idea of manufacture of horseless carriages captured his imagination. In 1898 Societe A. Darracq at Suresnes were to build a horizontal engined car to the design of Leon Bollee but it fell short of Darracq's hopes and expectations.

- Subject to a complete restoration
- Distinctive W 21 registration number
- Recent Concours d'Elegance winner

By 1900 Darracq was building a highly effective 6½hp voiturette to his own design, powered by a vertical single cylinder engine, mounted in a tubular steel chassis and with shaft drive – very advanced thinking at the turn of the century. By 1903/4 the company were offering 8, 9, 12, 15, 24 and 30hp cars and by that time the factory at Suresnes accounted for about 10% of France's motor car production, proof if needed of the success of Darracq's technical excellence.

The twin-cylinder Darracq 12hp model found fame much later in 1954 in the film 'Genevieve', such a model taking the title role in the box office blockbuster film based around the 'London to Brighton' Run. 'Genevieve' herself was a 1904 twin-cylinder model developed from the slightly earlier model offered here.





This car was part of the vast hoard of mainly Darracq, Peugeot and Panhard restoration projects and parts amassed from all over Europe by the late Ron Knight, a stalwart of The Veteran Car Club of Great Britain. Careful cataloguing and identification of these projects following his death identified one assembly of parts as a c1903 Darracq 12hp and it seemed probable that they all came from one car. The 12hp Darracq parts consisted of major components including engine, gearbox, chassis side members and dumb irons, steering column and linkages, oil tank, pedal arrangements, front and rear axles and many more minor components. The hoard also included the rear seats from the swing-seat tonneau body now fitted to this car.

Restoration of this substantially complete project was a most viable exercise and was to include a comprehensive mechanical restoration of all components, restoration of the coachwork including manufacture of the front swing-seat arrangement, re-making of the wood and fitch plate chassis side members which had rotted/corroded beyond safe restoration, and manufacture of fuel and water tanks to original pattern. Research with registration archives in Yorkshire enabled the period registration number W 21 to be issued to this car. Restoration was completed in 2013 since when the car has completed its post restoration 'bedding down', having covered in the order of 1,000 miles.

Substantially conforming to 1903 specification, W 21 is most handsomely presented in grey livery with red coachlining and chassis detail and furnished with deep-buttoned black leather upholstery. It is generously accessorised with Lanternes Ducellier oil sidelamps and rear lights and carries a spectacular centre-mounted Phare Ducellier No. 895 centre driving lamp. Minimal dashboard equipment includes a Stella dashboard clock, lubrication control and a charming steering column mounted dash lamp. Other equipment includes a Desmo bulb horn, a hand operated windscreen wiper, an umbrella basket, a most practical two-piece, brass-framed folding windscreen, a mulberry coloured two-piece tonneau cover and a brass rear view mirror. The car sports Royal Automobile Club and AA 'Golden Jubilee' member's badges. Practical modifications for ease of motoring include the fitting of an electric starter and a later ignition system, complementing the period trembler coil system still in place and the fitting of a more efficient Zenith carburettor – a common modification to early cars in the Edwardian period.

We are advised that W 21 drives strongly 'four up' on the road. It recently won the premier veteran award at the prestigious Newby Hall Concours d'Elegance in the North of England and the car will be offered with a current Swansea V5C registration document for its distinctive W 21 number.

£100,000 - 140,000
£110,000 - 160,000

212

**1901 DECAUVILLE 8½HP TWIN-CYLINDER
FOUR-SEAT REAR-ENTRANCE TONNEAU**

Registration no. E 868
Chassis no. 163 (see text)

- *Rare example of a short-lived French make*
- *Formerly part of the Richard Nash Collection at Brooklands*
- *Restored in the 1950s*
- *Well documented ownership history*





Founded in 1854, Paris-based Decauville was a general engineering company specialising in the manufacture of narrow-gauge railway locomotives and tracks. Its first automobile entered production in 1898. In WWI their narrow-gauge temporary railways serviced the trenches, carrying ammunition in and the wounded out. However, by this time the firm had abandoned automobile manufacturing to concentrate on its other business interests, and surviving Decauville cars are rare.

In the late 1890s, Decauville produced its famous 'voiturelles' of 3 to 5 horsepower, as well as its first conventional car, an 8hp, which was the first front-engined Decauville. The car offered here, a rare 8½hp model, followed in early 1901, after which the firm introduced larger types with power outputs of 10hp and upwards. One of these 10hp Decauvilles was bought by engineer Henry Royce, its design influencing that of the first Royce car of 1904. It is worthwhile noting that a 1904 10hp Decauville recently crossed Australia. The registration 'E 868' is of 1905 issue and may date from when this Decauville was imported from France. The car is dated as of 1901 manufacture (certificate number '505', issued on 3rd May 1954), although the actual certificate has been missing for some time. This dating is confirmed by a letter from the Veteran Car Club, which may be found in the accompanying history file.

The earliest known history of this particular Decauville is that it formed part of the Richard Nash Collection at Brooklands before the Second World War and up to at least 1948. Subsequently it was owned by Arthur Prince of Loughborough followed by Norman Manby, who carried out a thorough restoration in the 1950s. 'E 868' retains considerable patina from this time.

While in Norman Manby's ownership, the Decauville won many concours d'élégances and attended various other events, commencing with Luton Hoo in 1958 (see programme on file). Norman rallied the car extensively, including driving it to events in Italy. There are many rally plates from this time still on the dashboard; the earliest, dated 1946, is from the Jubilee Rally. The car then passed to another well-known motoring enthusiast, Henry Wilkins, who used it extensively. Cliff Long maintained it at this time. 'E 868' had several more owners before its acquisition by the current vendor in 1998, since when it has been entered and successfully completed all the Veteran Car Club's 'Creepy Crawly' rallies, including this year's, as well as many other major events including some in Scotland.

This four-seater rear-entrance tonneau is also able to run as a two-seater with the alternative boot rear section. The Decauville is known as number '163', but is almost certainly car number '30', as the '163' is most likely the part number of the engine mounts. Both axles and the gearbox, which is incorporated in the rear axle, have been rebuilt. 'E 868' has completed many London to Brighton runs (28 in total from 1957 to 1984) while with its previous owners, and being a 1901 model gets an early start. The car is said to perform well, benefiting from its 1.4-litre twin-cylinder engine and four-speeds-and-reverse gearbox. As well as the aforementioned history file, the car also comes with a current V5C Registration Certificate and a copy of the book 'Sixty Miles of Pencil' by P R Reynolds and K R Clark, in which it is illustrated.

£100,000 - 120,000
€110,000 - 140,000

213
NO LOT

1903 HUMBER 2¾HP OLYMPIA TANDEM FORECAR

Registration no. PSL 893

Chassis no. 100070

- Formerly in the Rootes Group Heritage Collection
- One of the earliest surviving Humbers
- Has successfully completed numerous London to Brighton Runs
- Also eligible for the Pioneer Run and Banbury Run



With a background in bicycle manufacture, Humber began motor vehicle production as early as 1896, displaying motorcycles at 'The International Horseless Carriage Exhibition' that year. The production of Humber vehicles was carried on at both Beeston, Nottingham and at Coventry, there being some considerable rivalry between the two factories, the Beeston works being reserved generally for production of the more expensive models.

The Humber Olympia motor tandem is an ideal vehicle for two riders. All control is in the hands of the rear rider while the passenger is in the front, out of reach of dust and the exhaust gases, and conversation is easy. The front seat is most comfortably hung on springs and is excellently upholstered, luxurious to even the most delicate. The steering is unaffected by the absence or the presence of a passenger, and is easier than that of an ordinary tricycle. Thus did Humber describe their 1903 offering. The air-cooled engine was built under Phelon & Moore licence, featuring an automatic inlet valve and a bore and stroke of 80x77mm, giving a capacity of 403cc.

This forecar was formerly part of the Rootes Group Heritage Collection, which was dispersed at auction in London in October 1969. It was acquired by the preceding owner's family in the mid-1970s, and was the first Veteran on which they completed the London to Brighton Veteran Car Run (in 1974).

One of the earliest surviving Humbers, this tandem forecar, with its comfortable, coachbuilt front seat, is presented in blue livery with red coachlining and furnished with deep-buttoned blue leather upholstery, while ancillary equipment includes Lucas 'King of the Road' oil side lamps and nickel-plated fittings.

Offered with a V5 registration document, this Beeston-built Humber - as identified by the engine number's 'B' prefix - has not been used actively for some years but has been well stored and the engine regularly turned. The usual careful re-commissioning will be required prior to use on the prestigious London to Brighton Veteran Car Run, while it is worth noting that 'PSL 893' is also eligible for the equally prestigious Sunbeam MCC's Pioneer Run from Epsom to Brighton, and the VMCC's Banbury Run.

£35,000 - 40,000

€40,000 - 46,000



215 N

**C.1903 DE DION-BOUTON 8HP SINGLE-CYLINDER
ROLLING CHASSIS AND ENGINE**

- Formerly part of the Quattroroute Collection in Italy
- Mechanically restored in the 1990s
- Believed to be a Model R
- An exciting project





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

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

This 8hp single-cylinder De Dion-Bouton was bought from the Italian Quattroruote Collection where it was on display until earlier this year. Consisting of a rolling chassis, engine, and drive train, it is of the so-called 'Panhard layout', embodying the now familiar arrangement - pioneered by the eponymous French manufacturer - of a front-mounted engine driving the rear axle via a clutch, gearbox and differential.

Its 863cc single-cylinder engine is water-cooled and drives the rear wheels via a two-speed transmission. The gear lever is mounted on the steering column, while reverse gear is selected via a separate lever. There is no conventional accelerator, speed being regulated by means of a 'decelerator' pedal, which acts on the driveshaft via a clutch. The brake pedal operates the transmission brake, while the hand lever operates a rear-wheel brake.

While with the Quattroruote Collection, the De Dion was restored (circa 1990) as a bare chassis and drive train for display purposes. It appears to be a Model R, and is definitely one of De Dion's larger offerings as it has the transverse, rear-suspension leaf spring to compensate for the weight of four-seater coachwork. As such, it represents the ideal basis for a new body of period-correct design to the new owner's choice.

Recently, the car was serviced and the engine made to run, but it has not been driven yet. We are advised that everything seems to be in good order, and that finishing the car should be relatively easy, following which it will no doubt provide the next owner with many enjoyable outings on future London to Brighton Veteran Car Run. Offered with a bill of sale.

£42,000 - 46,000
€46,000 - 50,000

THE BOND STREET SALE

Exceptional Motor Cars

Sunday 4 December 2016

New Bond Street, London

The ex-C W Gasque, Stanley Sears

1926 ROLLS-ROYCE PHANTOM I BROUGHAM DE VILLE

Coachwork by Charles Clark of Wolverhampton

£500,000 - 700,000

Entries now invited



1968 MASERATI MISTRAL 4.0-LITRE SPYDER
£525,000 - 575,000



1950 JAGUAR XK120 ROADSTER
£150,000 - 200,000



First time to market for 46 years
The ex-Laurence Pomeroy Jnr.
1914 VAUXHALL 25HP 'PRINCE HENRY'
£500,000 - 600,000

ENQUIRIES

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Catalogue

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LONDON

[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

THE DECEMBER SALE

Motor Cars, Motorcycles
and Automobilia

Wednesday 7 December 2016
Olympia International, London

Entries now invited

1967 ASTON MARTIN DB6 VANTAGE
£320,000 - 350,000



1966 ROLLS-ROYCE
SILVER CLOUD III CONVERTIBLE
Coachwork by Mulliner Park Ward
£340,000 - 380,000

2016 Mille Miglia Competitor
1952 SIATA DAINA GRAN SPORT
Coachwork by Stabilimenti Farina
£250,000 - 300,000

**1927 ROLLS-ROYCE SILVER GHOST
PICCADILLY ROADSTER
£250,000 - 280,000**

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A DARRACQ CALLED **Genevieve**

THE STORY OF VETERAN MOTORING'S MOST FAMOUS CAR



1904 DARRACQ, two-cylinder, 10/12-h.p. Partly restored. New tyres, tubes, spare engine, gearbox, b/axle. New Stack Tube radiator required. Registered 1947. £35. Venning, Vicarage, Takeley, Bishops Stortford, Herts.

“ I'm not going with you - this year, next year or any year. I'll never get into that silly car again. ”

So said an irate Wendy McKim to her husband, Alan, the day before *Genevieve*, their 50-year-old Darracq, began her momentous cinematic journey from London to Brighton.

A Darracq called *Genevieve* is the story of the car that starred in the Bafta award-winning *Genevieve*, Best British Film of the coronation year 1953, with an Oscar nominated music score by harmonica player Larry Adler. The film became the catalyst for unprecedented interest in veteran motoring worldwide.

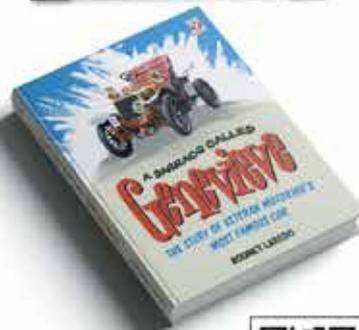
Rodney Laredo's new in-depth biography of *Genevieve* is the first of its kind. It charts both the public and

private life of this famous identity within the old car industry.

For more than forty years the author has collected an extensive pictorial and documented archive of material, through his own personal association with *Genevieve* and her respective owners and restorers in England, New Zealand, Australia, and Holland. Much of the material is new, and made available here for the first time.

Intriguing recollections - from those who starred in the film *Genevieve*, who were involved in its production, and who became friends of the author over a long period - are likewise included.

COME AND MEET
**GENEVIEVE &
RODNEY LAREDO!**
RODNEY LAREDO WILL BE SELLING
SIGNED COPIES ON
FRIDAY 4TH NOVEMBER AT
THE BONHAMS LONDON TO
BRIGHTON VETERAN
CAR RUN SALE!



Published to coincide with the 2016 London to Brighton run, *A Darracq called Genevieve* is available from all good booksellers, online, or direct from Veloce Publishing Ltd

Hardback • 160 pages • 112 pictures • £30.00



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Bonhams

LONDON TO BRIGHTON

VETERAN CAR RUN 2016

SUPPORTED BY



HISCOX



THE WORLD'S LONGEST RUNNING MOTORING EVENT

SUNDAY 6 NOVEMBER 2016

HYDE PARK, LONDON: 6.00AM TO 8.15AM
 CRAWLEY HIGH STREET: 8.15AM TO 2.00PM
 MADEIRA DRIVE, BRIGHTON: 10.04AM TO 4.30PM

WWW.VETERANCARRUN.COM



A Royal Automobile Club Event





The Endurance Rally Association
Home of the Peking to Paris Rally

Baltic Classic

28 May - 10 June 2017

A brand new addition to the ERA calendar aimed at Vintage and Classic cars. Starts in Copenhagen, passing through Denmark, Sweden, Finland, Estonia, Latvia, Lithuania and Poland before finishing in the historic German capital of Berlin.

Blue Train Challenge

18 - 22 September 2017

All new, five-day event designed for pre-1948 cars. Recapturing a nostalgic age when pioneering motorists set out to beat the famous Train Bleu on its journey across France from the English Channel to the Cote d'Azur.

Peking to Paris

June - July 2019

The longest, and perhaps toughest, driving challenge for Vintage and Classic cars. 2019 will see an exciting new proposed route taking competitors from Mongolia into Kazakhstan and across to Azerbaijan, Turkey, and Greece.



www.endurorally.com

Ten Classic Rallies across the globe 2016 to 2019

The Endurance Rally Association (ERA) specialises in long-distance rallies for vintage and classic cars. We welcome newcomers and experienced crews. Our events are real challenges, but we strive to make them hugely enjoyable and social - the camaraderie is second to none. The routes are well researched and mechanical and medical support is provided throughout.

Our team has organised over 70 major rallies, through more than 50 countries. Recently returned from the epic Peking to Paris Motor Challenge, we now turn to our next events...

Contact the rally office for entry details

T: 01235 831221 E: admin@endurorally.com

www.endurorally.com



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The VETERAN CAR CLUB of GREAT BRITAIN

APPLICATION FOR MEMBERSHIP

The Club for everyone interested in veteran and Edwardian vehicles. Excellent club magazine, rallies and events throughout the year, world leading identification services, world class motoring library and extensive archive.

Full Name: - Title First Initials Last Name

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Post Code: - **Country:** -

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Email: - **Mobile N°:** -

Membership Year:- 1st January to 31st December.

No Joining Fee

All subscription rates given in Pounds Sterling £

Type of Membership:

Annual Subscription:

Please tick ✓ type of membership required

(See over page for explanation of Membership Types)

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

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£150.00		£165.00	

Amount payable - £

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

I wish to enrol for membership.

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

Date: - **Signature:** -

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

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

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

End Date:- ____/____/____

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

See our website www.vccofgb.co.uk for full details and descriptions of membership types, rallies, activities and benefits of membership.

A Season with De Dion Bouton Club UK



2016 is the 10th Anniversary of DDBUK.

To celebrate we arranged a packed programme of events in England, France and Belgium with car rallies, Trike racing, historical displays, seminars and social events. A highlight was our re-enactment of the famous Paris-Ostend Race of 1899 which was won by a De Dion Bouton Trike, beating all the four wheel racing cars. Our Tribute in September, for Trikes and early Motor Cars, started with a Reception for Club members at the Automobile Club de France in Paris, and finished at the Kursaal in Ostend. In May we staged a 120th anniversary exhibition of the original 1896 London Motor Show at Imperial College Kensington, its original venue. In June we returned with our unique and world's oldest racing event - "Team Jarrott" on our special track at Dunsfold. And in July we travelled to The Loire Valley for a five day rally in club cars, enjoying fine weather, superb routes, and great company.



Winner "Best Club Run/Rally in UK 2011" (Classic and Sports Car Magazine Awards).
Highly rated quarterly magazine "Motorvations" explores early motoring history worldwide.
Social events and Technical help. Over 200 members in 18 countries.
Enthusiasts as well as owners of all De Dion Bouton engined vehicles welcome.
Interested? Go to www.dedionboutonclub.co.uk, and download the application. It's just £30.

NOTICE TO BIDDERS

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots for Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not 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 normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, Absentee *Bidding Form* or Telephone *Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in

advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

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

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties to the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

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

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: *Bonhams* 1793 Limited *Trust Account*
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

≈ Ruby and Jadeite

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

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

Wines lying in Bond are marked Δ. 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.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT			
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY	10.2
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	10.5
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.6
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.7
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;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.8
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.9
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	10	MISCELLANEOUS	10.10
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.11
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.			10.12
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.			
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his			

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

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

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;			9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.2	to retain possession of the <i>Lot</i> ;			9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;			9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	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	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; 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:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
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> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and		
		9	FORGERIES		
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price of the Lot plus Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“Trust Account” the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams’* normal business bank account.

“VAT” value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

“Website” *Bonhams Website* at www.bonhams.com

“Withdrawal Notice” the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

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

GLOSSARY

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

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

“bailee”: a person to whom goods are entrusted.

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

Data protection – use of your information

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

Credit and Debit Card Payments

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

Notice to Bidders.

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

If successful

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

Sale title: London to Brighton Veteran Car Run Sale	Sale date: Friday 4 November 2016
Sale no. 23597	Sale venue: New Bond Street

If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.

General Bid Increments:

£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

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

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

Your signature: _____ Date: _____

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

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

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

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

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

THE BONHAMS MOTORING NETWORK

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