

Fine Motor Cars, Motorcycles, Automobilia,
Mascots, Watches, Lalique and Cameras

Monday 19 September 2016

New Bond Street, London



THE **ROBERT WHITE** COLLECTION

Bonhams

LONDON



LOT 611

1959 AC ACE-BRISTOL ROADSTER



LOT 413
**A FINE 'VITESSE' MASCOT
IN OPALESCENT GLASS**
by Rene Lalique, French

LOT 563

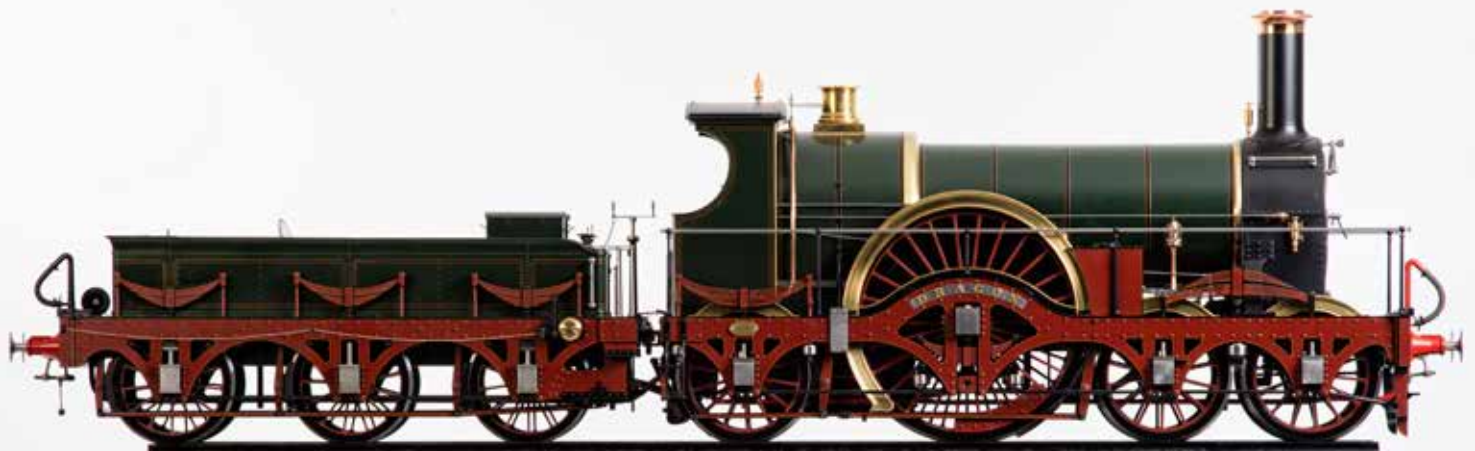
GEORGE DANIELS.

A very rare and fine 18K gold limited
series manual wind wristwatch





LOT 47
1957 LEICAVIT MP



110
A FINELY ENGINEERED LIVE STEAM MODEL
OF A BROAD GAUGE GWR 4-2-2 ROVER
CLASS EXPRESS LOCOMOTIVE 'DRAGON'

ROBERT WHITE BY JAY LENO



“ *Robert White is a hard
guy to capture in words.* ”



I first met him about ten years ago at The Rock Store, a world-famous motorcyclists' hang-out and former stage-coach stop in Malibu Canyon, along Mulholland Highway. We were introduced to each other as Brough enthusiasts and our mutual connection with these motorcycles carried us into a genuine and long-lasting friendship.

I had first bought a Brough in the mid-1980s and paid \$5,000 for it which plenty of people thought was crazy money. In the USA, the motorcycle has always had a hoodlum reputation with obvious rebellious connections, but the Brough was of an altogether different social order. It was the conveyance of gentlemen and officers, of engineers and connoisseurs. In England, in the 1920s, the price of a Brough motorcycle – £150 – was the equivalent of the cost of a small house. The utterly sensational 100mph of which it was capable was the equivalent of 200mph today. The connections with George Bernard Shaw and with T.E. Lawrence are, of course, irresistibly romantic.

But the aspect of Broughs which brought Robert and myself together in shared admiration was the quality of their creation and the refinement of their engineering. This was the motorcycle that George Brough himself wanted to ride and, of course, every single one of the 3,000 bikes the company produced in 30 years was personally certified by George.



The more you knew Robert, however, the more you realised that his extraordinary enthusiasms embraced far more than just Broughs. Robert took more pleasure from his possessions than any man I have ever met, but they were never a means to show off. His enthusiasms had nothing to do with ostentatious display. The evening ritual of winding his George Daniels' watch was an active delight for him as an opportunity to take pleasure in its mechanism. He also found pure happiness in the craftsmanship of his beautiful model steam train.

We spent time together in England before he died. He didn't feel sorry for himself or 'woe-is-me'. He realistically faced up to his position and decided he wanted to give something back to the people in Poole who had helped him with his illness. And so he and I agreed that I would buy his collection of Broughs for the benefit of the Poole hospital and the cancer wing he wanted to create. I just said, "Name your price". He needed £3m for the hospital project so I paid £3m.

So now we've got them all together, and of course we're going to keep them together as the Robert White Collection. The collection, which includes the earliest known example of a Brough, is no doubt one of the greatest collections of Broughs in the world.

He may have been a hard guy to capture in words, but his machines bring him to life for me.

THE ROBERT WHITE TRUST FUND

Robert White was born in Sandbanks, Poole. The son of a hotel worker who lived in the workers accommodation, he was an extraordinary man who sadly lost his life to neuroendocrine tumours last year at the age of 62.

Robert was an entrepreneur, a self-made successful businessman, and founder of Robert White (Photographic) Limited. The company was established in 1982 and became internationally recognised attracting a world-wide customer base with an enviable reputation for quality products and excellent service.

The success of his business afforded Robert the opportunity to pursue his other interests and he became an avid collector of the things he loved. From a very early age, he had been interested in motorcycles; their engineering and design and this grew into an appreciation of all things beautifully manufactured, be it motorcycles, motorcars, engines, steam engines, watches and cameras. Robert would always try to obtain as many of something that was available and, generous to a fault, would often donate items to good causes.

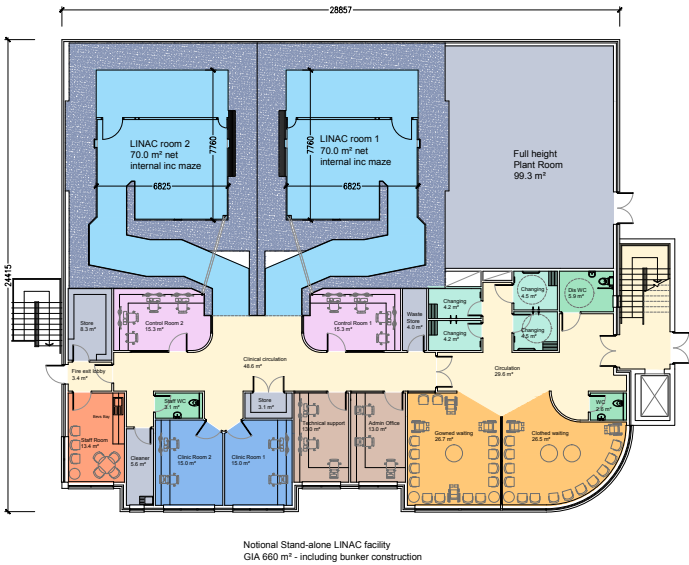
Robert wanted to acknowledge the exemplary care given to him by the Dorset Cancer Centre, at Poole Hospital, under the supervision of his clinical oncologist, Dr Mike Bayne. He appreciated the need for additional funding so that the best level of care could be available to others confronted by cancer in Dorset.

In particular, Robert wanted to help those who, like him, faced the challenge of cancer and its devastating effects. By establishing The Robert White Trust Fund at Poole Hospital, Robert has already enabled a number of projects to progress that will make a real difference for patients with cancer in Dorset.

This includes funding a new radiotherapy wing, The Robert White Cancer Centre, at Dorset County Hospital, in Dorchester, which will be operated by the Dorset Cancer Centre. This satellite unit will welcome its first patients by the end of next year and will significantly reduce the journey time for people in the west of the county who had previously had to travel to Poole for this vital cancer treatment.



Poole Hospital



Proposed floor plan for The Robert White Radiotherapy Centre

Proceeds from this auction will be used by the Robert White Trust Fund to purchase additional items that are not available from the NHS to enhance patient care and experience still further. This includes funding new state-of-the-art equipment at Poole Hospital, including a new CT scanner to help accurately identify cancer sites and a permanent PET scanner for highly detailed imaging of tumours and their response to treatment, which will replace a mobile facility currently in use.

It will also support staff working in cancer care at the hospital, through education and training bursaries that will ensure clinicians and other professionals have access to the latest teaching and best practice.

It was Robert's wish that at the end of his life he should leave a lasting legacy - something that would benefit the community for many years to come.

About the Dorset Cancer Centre

Poole Hospital is the home of the Dorset Cancer Centre and is the major specialist cancer treatment centre in the county. It provides medical and clinical oncology (cancer) services for the whole of Dorset, serving a total population of around 750,000.

The centre provides a wide range of treatments including radiotherapy and chemotherapy for both common and rare cancers. The latest National Cancer Patient Experience Survey rank it as one of the leading centres in the country in providing the highest standards of care for its patients.



“Travelling to Poole is a strain, particularly the return journey. This will make a tremendous amount of difference, I’m so pleased for people in west Dorset – they must be as happy as I am. I can’t think of anyone better than the Dorset Cancer Centre to operate this facility – they will be marvellous.”

John Pestelle, Dorset Cancer Centre patient and Bridport resident

“On behalf of the board, our staff and our patients, I should like to place on record our immense gratitude to Mr White for choosing to support cancer services in this way. We know that Poole Hospital and its staff are highly regarded, and we are always grateful for the many gifts that enable us to further develop our services. Every donation to the hospital – large or small, in time, money or expertise - is important in helping us to give patients and visitors the best possible experience. On this occasion, with such a very significant donation and legacy, Robert White’s immense generosity has enabled us to make a real step change in the development of cancer services in Dorset. We are truly indebted to him.”

Debbie Fleming, chief executive, Poole Hospital NHS Foundation Trust





LOT 610
C.1921 MEGOLA 640CC TOURING MODEL



THE ROBERT WHITE COLLECTION

Monday 19 September at 10.00
101 New Bond Street, London

VIEWING

Saturday 17 September 10.00 - 17.00
Sunday 18 September 10.00 - 17.00
Monday 19 September from 9.00

SALE TIMES

Monday 19 September at 10.00

SALE NUMBER

23871

CATALOGUE

£30.00 + p&p

BIDS

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

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

CUSTOMER SERVICES

Monday to Friday 08.30 - 18.00
Saturday and Sunday 10.30 - 17.00
+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

ENQUIRIES

Cameras
+44 (0) 20 7393 3984
cameras@bonhams.com

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

Watches
+44 (0) 20 7447 7413
watches@bonhams.com

Motorcycles
+44 (0) 20 8963 2817
motorcycles@bonhams.com

Motor Cars
+44 (0) 20 7468 5806
ukcars@bonhams.com

General Enquiries
+44 (0) 20 8963 2817
andrew.barrett@bonhams.com

Press Office
+44 (0) 20 7468 8210
ruth.fletcher@bonhams.com

IMPORTANT INFORMATION

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

Bonhams cannot arrange for the delivery of lots containing mother of pearl or ruby into the United States due to import restrictions.

Please note that in some circumstances we are unable to ship a watch with its strap due to regulations regarding material derived from endangered or otherwise protected species.

The buyer or designated agent may collect the property in the country of sale.

Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

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

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Jonathan Baddley, Antony Bennett,
Matthew Bradbury, Lucinda Bredin, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Leslie,
Matthew Haley, Richard Harvey, Robin Herford,
Asaph Hyman, 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 dagger (†) printed beside the lot number in the catalogue.

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.

For all other sections of this sale the Buyer's Premium will be 25% on the first £50,000 of the Hammer Price, 20% from £50,001 to £1,000,000 of the Hammer Price, 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 you are a successful bidder attending the sale please 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, 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** you may pay for lots purchased by you at this Sale with notes, or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins or notes.

- 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

Account Name: Bonhams 1793 Limited Client Bank
Account Number: 25563009
Sort Code: 56-00-27
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.

Y These lots are subject to CITES regulations, please read the information in the back of the catalogue.

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 (Notification of Vehicle Arrivals)

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

EU Imports

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

Successful purchasers should contact the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

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

Guide for Buyers

How do I bid at the sale?

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

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

Telephone bidding

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

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

Absentee/Commission bidding

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

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

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

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

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 60 vehicles per hour.

Are there any warranties offered with the lots?

No. All lots are offered on an 'as seen' basis. For vehicles it is wise if possible to bring a professional mechanic with you to fully inspect the vehicle. It is also advised that the vehicle is checked before road use. The fully illustrated catalogue will describe the lots 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 lot. A list of all SRNs will be available by the time the lots are presented for view. We are happy to offer our opinion as to the integrity of the lot 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 lot 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 motorcycle and 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 (Y, †, Ω, *) printed beside the lot number in the catalogue.

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

When can I clear my purchases?

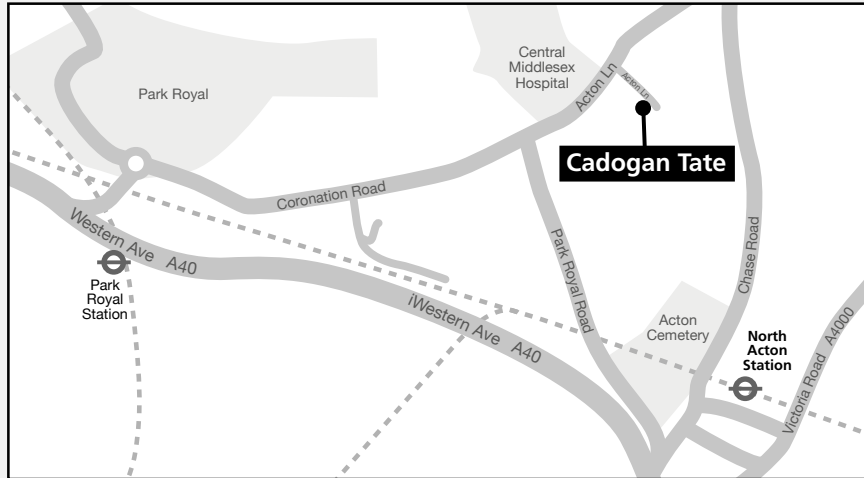
Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction (please see Collections overleaf for details)

For Motor Cars and Motorcycles once full payment has been received, vehicles must be collected from the sale venue by 10.00 the day after the sale, Tuesday 20 September, after which point all remaining lots will be uplifted by Polygon to their storage facility.

Can someone deliver a 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.

Collections



SHIPPING

For information and estimates on domestic and international shipping as well as export licenses (for non-Motor Vehicle lots) please contact Alban Shipping on +44 (0) 1582 493 099 or Email: enquiries@albanshipping.co.uk

BUYERS COLLECTION AND STORAGE AFTER SALE INFORMATION FOR LOTS MARKED TP AND NON MOTOR VEHICLES

All sold lots marked **TP** will be removed to Cadogan Tate, 241 Acton Lane, London, NW10 7NP from 10.00 Tuesday 20 September 2016 and Will be available for collection from 9.30 Thursday 22 September 2016 and then every working day between 9am and 4.30pm on production of photographic identification and written authorisation for third-party collections.

To arrange a collection time please send a booking email to collections@cadogantate.com or by telephone +44 (0) 800 988 6100 to ensure lot(s) are ready at time of collection.

All other sold lots will remain in the Collections room at Bonhams New Bond Street for a period of not less than 14 calendar days from the sale date. Lots not collected by 5.30pm Monday 3 October 2016 will be removed to the warehouse of Cadogan Tate & will be available for collection from 09.30 Wednesday 5 October 2016 where charges will be payable.

STORAGE AND HANDLING CHARGES ON SOLD LOTS RETURNED TO CADOGAN TATE

Storage

Storage will be free of charge for the first 14 calendar days following the sale. Charges will apply from 9am Monday 3 October 2016.

After the storage-free period the following charges apply:

Pictures and small objects:
£2.85 per day + VAT

Furniture, large pictures and large objects: £5.70 per day + VAT

(Note: Charges apply every day including weekends and Public Holidays)

Handling

After the first 14 calendar days following the sale, the following handling charges apply per Lot:

Pictures and small objects:
£21.00 + VAT

Furniture, large pictures:
£42.00 + VAT

Loss and Damage

Extended Liability cover to the value of the Hammer Price will be charged at 0.6% but capped at the total value of all other charges.

Payment

All charges due to Cadogan Tate may be paid to them at the time of collection from their warehouse. Payment may be made by cash, cheque with banker's card, credit, or debit card.
(Please note: Amex is not accepted).

Information on charges due are available by email at collections@cadogantate.com or telephone on +44 (0)800 988 6100

Collection of Motor Vehicles

Vehicles must be collected from the sale venue by 10.00 the day after the sale, Tuesday 20 September.

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.

Removal and Storage of Vehicles

All Lots not removed will be transported by Polygon Transport to store:

Polygon Transport Registered Office:
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4BL
02380 871555
02380 862111 fax

Vehicle Removal charges

£260 + VAT per motor car
£125 + VAT per motorcycle

Vehicle Storage charges

£15 + VAT per motor car per day
£10 + VAT per motorcycle per day

Transport and Shipping

A representative of Polygon Transport, Bonhams preferred carriers, 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).

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).

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR

SESSION I - 10.00

COLLECTORS' CAMERAS, SCIENTIFIC INSTRUMENTS AND ENGINEERING MODELS

Lots 1 - 110

Further images of each lot can be found at:

www.bonhams.com/23871



Leica





1



4



2



5



3

1

ELMARIT-M 90MM F/2.8 LENS,

no. 3200997

anniversary model engraved '1913-1983', in maker's box with guarantee card.

£400 - 600

€480 - 720

2

NOCTULUX 50MM F/1 LENS,

no. 2750584

with caps.

£1,500 - 1,800

€1,800 - 2,200

3

ELMAR 90MM F/4 LENS,

no. 1920752

three element lens in parallel mount, screw version in maker's box with caps.

£400 - 600

€480 - 720

4

ELMARIT-M 90MM F/2.8 LENS,

no. 2523559

rare black lens, with lens hood, caps and maker's box. Together with 90mm f/2.8 Elmarit no. 1693997 in rare Leica screw mount. (2)

£400 - 600

€480 - 720

5

SUPER ANGULON 21MM F/0.4,

no. 1676358

in Leica screw mount, complete with Leica-M adapter and caps.

£400 - 600

€480 - 720



6

6
LEICA WOODEN DUMMY OF LEICA III WITH ELMAR 50MM F/3.5 LENS,

this is a very rare pre-war dummy, together with matching normal Leica III black no. 12584 with Elmar 50mm f/0.35 lens no. 139554, in leather case, and a black and white photograph Leica publicity shot by Istvan Sved, Leica III held in a rare silver hand promotional accessory supplied by Leitz to dealers, *the dummy*; 10 1/2 ins x 21ins x 5 ins (27cm x 53cm x 13cm). (4)

£2,000 - 3,000
 €2,400 - 3,600

This large wooden dummy was produced in the 1930's and it is unknown as to who produced them. Similar large scale dummies of the Contax II and Rolleiflex were also produced, but this one is exceptionally rare.



7

7
LEICA I / MODEL A,

no. 42823
 with rare near focusing 50mm f/3.5 lens in outfit case with original instructions, rangefinder and cassette.

£1,200 - 1,600
 €1,400 - 1,900



8

8
LEICA I, 1925, (CONVERSION),

no. 463,
 originally of 1925 upgraded to white dial IIIf synchronization top-plate with built in rangefinder.

£800 - 1,200
 €960 - 1,400

This is one of the earliest conversions known to have been upgraded IIIa specifications.



9

9
LEICA IIF,

no. 680984
 with unusual Nikkor 5cm f/2 screw-mount lens no. 618309, complete with original cap and leather case.

£400 - 600
 €480 - 720

This is a seldom seen Nikkor lens.



10



15



11



12



13



14

10

LEICA 2.8CM F/6.3 HEKTOR LENS

no. 250091

ultra rare in nickel finish, complete with caps and original box.

£800 - 1,200

€960 - 1,400

11

SUPER ANGULON 21MM F/4

no. 1715676

in Leica screw-mount with factory adapter (removable).

£500 - 700

€600 - 840

12

SUPER ANGULON 21MM F/4 LENS,

no. 1676911

in Leica M mount, complete with lens hood and caps.

£500 - 700

€600 - 840

In this case this is a lens factory adapted from screw to bayonet with non-removable mount.

13

LEITZ CANADA ELCAN 35MM F/1.4 LENS,

no. 109-0571

2 inch f/2 lens, in fine condition, and exceptionally rare.

£500 - 700

€600 - 840

14

ELMARIT-M 28MM F/2.8 LENS,

no. 3168734

engraved 'Anniversary 1913-1983', with lens hood, guarantee card and maker's box.

£700 - 900

€840 - 1,100

15

SUMMICRON M 35MM F/2 ASPH LENS,

no. 4001650

black paint, with matching hood, (hood is dented), in maker's box with documents.

£800 - 1,200

€960 - 1,400



16

16
LEICA III, 1937,
no. 239554

complete with Elmar 5cm f/3.5 lens, Elmar 35mm f/3.5 and Elmar 9cm f/4 lens *no. 372562*, in maker's outfit case including torpedo viewfinder. (Qty)

£500 - 600
€600 - 720



17

17
LEICA IIIIG,
no. 934508

in maker's box complete with guarantee card and instructions.

£400 - 600
€480 - 720



18

18
LEICA IIIIG,
no. 861719

complete with rigid Summicron 50mm f/2 *no. 1704730*.

£1,500 - 2,000
€1,800 - 2,400



19



20

19
ELMAR LENSES,

comprising; an Elmar 50mm f/2.8 *no. 1724807* bayonet mount with caps, and another Summicron 5cm f/2 *no. 136978* with caps. (2)

£400 - 600
€480 - 720

20
TELE-ELMARIT-M 90MM F/2.8 LENS,
no. 3201241

with anniversary engraving '1913-1983', complete with lens hood, guarantee card, and maker's box.

£400 - 600
€480 - 720

21
FIVE LEICA LENSES,

including; a 5cm f/2.8 *no. 1990720*, a 5cm f/2.8 *no. 1620939*, a 5cm f/2.8 *no. 1727948*, a 5cm f/2.8 *no. 1670601*, and a 5cm f/2.8 *no. 1451102*, all with caps. (5)

£200 - 300
€240 - 360



21



22



26



23

22

ELMAR LENSES,

comprising; a 9cm f/4 no. 1491467 collapsible M mount, a 9cm f/4 no. 453744 black and chrome, and a 90mm no. 1827878, with caps. (3)

£400 - 500
€480 - 600

23

13.5CM LENSES,

comprising; Elmar no. 1803116, a Hektor 13.5cm f/4.5 no. 1417850, a Hektor no. 1718108, and a Hektor no. 245531. (4)

£400 - 600
€480 - 720

24

ELMAR 10.5CM F/6.3 LENS,

no. 251220

rare mountain Elmar in black and chrome finish complete with lens hood and cap, together with a Telyt 200mm f/4.5 lens no. 1366636 in maker's box with lens hood and caps. (2)

£500 - 700
€600 - 840

25

SUMMILUX-M 35MM F/1.4 LENS,

no. 2166511

rare first model in chrome finish with scarce iconic lens OLLUX lens hood.

£3,000 - 4,000
€3,600 - 4,800



24



25

26

SUMMILUX 35MM F/1.4 LENS,

no. 2061480

with rare chrome lens with M3 viewfinder, in leather case with strap.

£2,000 - 3,000
€2,400 - 3,600



28



27



29

27

LEICA M3,

no. 993634

rare camera, black paint finish, in untouched condition, but all original.

£1,800 - 2,000

€2,200 - 2,400

This is the iconic photo-reporter's camera.

28

THREE LEICA-REFLEX BODIES,

the first; Leicaflex SL no. 1387361, the second; Leica R3 black no. 1493747, the third; Leica R3 chrome no. 1450736, rare German version. (3)

£400 - 600

€480 - 720



30

29

LEICA M3,

no. 1164865

body only, in fine condition, in maker's box with various documents.

£600 - 800

€720 - 960

30

LEICA M3,

no. 1009534

the iconic 'M' Leica, chrome version, in almost mint condition, original and unmodified.

£600 - 800

€720 - 960



31

31

LEICA M3,

no. 1042537,

chrome body, in maker's box with instructions.

£600 - 800

€720 - 960



32



36



33



34



35

32

SUMMILUX 50MM F/1.4 ANNIVERSARY MODEL LENS,

no. 3158144

engraved '1913-1983', in makers box with lens hood and documents.

£600 - 800

€720 - 960

33

SUMMARON F/3.5CM LEICA M LENSES,

no. 1520288 with M3 optical unit, together with a *no. 1556984* in bakelite case M2 version, a *no. 1273923* M2 version in bakelite case, a *no. 1519488* with M3 corrector in maker's box, and a *no. 1288345* with caps (5)

£600 - 800

€720 - 960

34

SUMMARIT 5CM F/1.5 LENS,

no. 1527818

Leica screw-mount, and a Summicron 50mm f/2 *no. 1020426* screw mount in collapsible mount, (2)

£600 - 800

€720 - 960

This lens is exceptionally rare and has the very early glass formula.

35

SUMMITAR 5CM F/2 LENS,

no. 754375

together with 5cm f/2 Summitar *no. 589746*, an Elmar 50mm f/2.8 *no. 1638192* (optically distressed), an Elmar 5cm f/2.8 *no. 1636966* (also optically distressed), and a Vidom universal viewfinder, in maker's box (5)

£500 - 600

€600 - 720

36

SUMMILUX-M 50MM F/1.4 LENS,

no. 4010175

black paint, in maker's box with documents.

£1,000 - 1,500

€1,200 - 1,800



37



39



38

37
LEICA M3,
no. 1140324
 with 5cm f/2 Summicron lens no. 1606775.
£1,400 - 1,800
€1,700 - 2,200

38
RARE MISCELLANEOUS LEICA SCREW ACCESSORIES,
 comprising; Leica Eldia very early version, a Leica Vehig, a Leicameter black paint, three bakelite cases, a right angle viewfinder and two panoramic heads and one box containing two rings, one Leica rangefinder in box and one small Leica rangefinder in box and Leica rapid wind SCNOO rare black and nickel version. (Qty)
£400 - 600
€480 - 720



40

39
LEICA SCREW LENSES,
 with Hektor 2.8cm f/6.3 lens no. 250036, a Summaron 35mm f/3.5 lens no. 844633 in bakelite case, and an Elmar 3.5cm f/3.5 no. 144441 in maker's box.
£400 - 500
€480 - 600

40
MISCELLANEOUS SELECTION OF LEICA LENSES,
 seven lenses and two viewfinders. (7)
£400 - 600
€480 - 720

41
SELECTION OF LEICA SCREW LENSES,
 comprising; a Leica Ilc black dial no. 454333, a Leica Ilc no. 409837 with Elmar, a Leica III black no. 192849 with Heboo delayed action, and a Leica III no. 91390, and a Leica III no. 130314 chrome model (poorly painted). (5)
£400 - 600
€480 - 720



41



42



45



46



43



44

42

LEICA HEKTOR 50CM F/2.5 LENS,

no. 151824

in rare chrome mount, together with 7.3cm f/1.9 Hektor lens no. 98791 in rare helicoidal mount, in maker's box complete with lens hood and caps. (2)

£600 - 800

€720 - 960

This is an exceptionally early number for the 7.3cm, four digits Leica lenses other than the 50mm Elmar are very rare.

43

SUMMICRON 50MM F/2 LENS,

no. 2096290

in rigid mount for Leica M, with caps and another no. 1784438. (2)

£600 - 800

€720 - 960

44

SUMMICRON 50MM F/2 LENS,

no. 1836636

in near focus mount complete with adapter caps and maker's box, together with Summaron 35mm f/2.8 lens no. 1677826 in Leica screw-mount. (2)

£500 - 700

€600 - 840

45

LEICA SUMMICRON 50MM F/2 ANNIVERSARY MODEL LENS,

no. 3167555

engraved '1913-1983', complete with lens hood, caps, guarantee card, and in maker's box.

£600 - 800

€720 - 960

46

LEICA SUMMICRON-M 35MM F/2 ANNIVERSARY MODEL LENS,

no. 3182501

in maker's box.

£600 - 800

€720 - 960



47

47
LEICAVIT MP,
 no. 294,

Complete with matching LEICAVIT M chrome finish and 50mm f2 Summicron M lens in collapsible mount. With a total run of around 320 units no. 294 was produced in 1957. The MP is the iconic Leica M and no. 294 is offered in used, but totally original unmodified condition, a rarity as most MP's were later updated by the Leitz factory.

£15,000 - 20,000
 €18,000 - 24,000



48

The Leica MP was introduced by Leitz in 1956 as a Leica M for professionals hence the denomination MP. Prototypes of these cameras were supplied for evaluation purposes to world famous photo journalists such as David Douglas Duncan and Alfred Eisenstaedt.

48
LEICA SCREW CAMERAS,
 comprising; Leica Ilc sharkskin no. 440320, a Leica Ilf no. 571787, and a Leica Illc no. 428003 with Summitar lens no. 828891. (3)
 £400 - 600
 €480 - 720



49

49
COLLECTION OF MISCELLANEOUS SCREW LEICAS,
 comprising; a Leica Ilc no. 44671, another Leica Illc no. 378151, a Leica Illf red dial no. 633875, another Illf red dial no. 683907, a Leica Illa no. 157767, Leica If no. 767258 red dial and a Leica Illa no. 312211. (7)
 £600 - 800
 €720 - 960



50



54



51



52



53

50

LEICA M2,

no. 1143870

in used condition, but complete. In maker's box with instructions.

£400 - 600

€480 - 720

51

FOUR LEICAFLEX SL'S / SL MOT,

comprising; a Leicaflex SL chrome finish no. 1367408, a Leicaflex SL2 black finish no. 1416517, a Leicaflex SL2 chrome finish no. 1389043 in maker's box, and a Leicaflex motor no. 3525. (4)

£600 - 800

€720 - 960

52

LEICAFLEX SL2,

no. 1388930

with Summicron 50mm f/2 no. 2265735, Summicron 50mm f/2 no. 2265867, and Summicron 50mm f/2 no. 2199369. (3)

£400 - 600

€480 - 720

53

LEICA M4,

no. 1391577

black chrome version, in used condition.

£400 - 600

€480 - 720

54

LEICAFLEX CAMERAS,

comprising; a Leicaflex SL no. 1279360 with Summicron 5cm f/2 no. 2432426 lens, another Leicaflex SL black chrome finish no. 1338048, and a Leicaflex SL MOT no. 1219566 rare black paint version. (3)

£500 - 600

€600 - 720



55

55
LEICA M2,
no. 930725

second type of Black M with the R lever, in rare black paint finish with all original fittings, complete with matching black paint Summicron 5cm f/2 lens no. 1587245 (early batch lens with early knurling).

£5,000 - 6,000
€6,000 - 7,200

This camera has a black paint base plate catch which is only normally seen on early M3's



56

56
LEICA M4, 50TH ANNIVERSARY MODE,
no. 1618918

chrome model, anniversary no. 1109, complete with matching anniversary Leica winder M4-2, and Summicron-M 50mm f/2 lens, no. 3166628. This set complete with Leica meter MR, spare base plate, maker's box and documents. (Qty)

£700 - 1,000
€840 - 1,200



57

57
LEICA M4,
no. 1247699

black paint finish, in fine unmodified condition.

£1,500 - 2,000
€1,800 - 2,400



58



59



60



61



62

58

LEICA M4, 50TH ANNIVERSARY MODEL,

no. 1413791

black chrome, anniversary no. 019-L, in maker's box with documents. Together with a Leica winder M4-2. (2)

£1,000 - 1,500

€1,200 - 1,800

59

FOUR LEICAFLEX'S,

comprising; a 1st model chrome finish no. 1145408 body only, a Leicaflex SL black chrome finish no. 1369734 body only, a Leicaflex SL 2 no. 1385971 body only, and a Leicaflex SL MOT black paint finish no. 1262614 complete with Leicaflex motor, body only. (4)

£800 - 1,200

€960 - 1,400

60

LEICA M4,

no. 1384015

camera in black chrome finish with all original fittings.

£800 - 1,000

€960 - 1,200

61

LEICA M4,

no. 1229920

chrome finish, body only, in almost mint condition.

£400 - 600

€480 - 720

62

LEICA M5'S,

chrome Leica M5 no. 1291706, (used condition), and another black M5 no. 1290204, (also used condition). (2)

£600 - 700

€720 - 840



63



64



65



63

THREE LEICA CL'S,

comprising; Leica CL no. 1304982 complete with Summicron C 40mm f/2 lens no. 2705820; another no. 1304693 complete with Summicron 40mm f/2 lens no. 2633151; and another no. 1327122 with Summicron 40mm f/2 lens no. 2705641. (3)

£600 - 800
€720 - 960

64

LEICA M5'S,

the first; black finish no. 1348668, the second; chrome finish no. 1345559, (2)

£700 - 800
€840 - 960

65

TWO LEICA M5'S,

the first; black finish no. 1290159, body only, the second; chrome finish no. 1345488, body only. (2)

£600 - 800
€720 - 960

66

LEICA CL,

CL body, no. 1309771 with Summicron 40mm f/2 lens no. 2558878, Elmar-C 90mm f/4 lens no. 2647376, and two more no. 2646972, and no. 2570683. (4)

£500 - 700
€600 - 840



66



67



68



71



67

TWO LEICA-M CAMERAS,

comprising; a Leica MDa no. 1286186 body only, and a Leica M4 no. 11A complete with Summicron 50mm f/2. (2)
£500 - 600
€600 - 720

This is a dummy Leica M4 hence the A standing for 'attrappe'.

68

TWO LEICA-M CAMERAS,

the first; Leica M1 no. 1017471, body only, the second; Leica MD no. 1360956, body only. (2)
£400 - 600
€480 - 720

69

LEICA M4-P, ANNIVERSARY MODEL,

no. 1619921
body only, chrome version, anniversary no. A180, in fine condition, in maker's box with instructions and booklet.
£600 - 800
€720 - 960

70

LEICA M4-P,

no. 1620022
chrome body only, anniversary no. E261, in fine condition with documents and maker's box.
£600 - 800
€720 - 960

71

LEICA M4-P ANNIVERSARY MODEL,

no. 1619506
chrome version, with anniversary no. C455, with documents in maker's box, and Leica winder M4-2. (2)
£800 - 1,000
€960 - 1,200



69



70



72



73



74

72
LEICA M4-P ANNIVERSARY MODEL,
no. 1620063
Anniversary no. A177 chrome finish, body only,
in maker's box with documents, and Leica winder
M4-2 Anniversary model unopened. (2)
£600 - 800
€720 - 960

73
LEICA M4-P ANNIVERSARY MODEL,
no. 1619116
chrome finish, Anniversary no. /336 in maker's box
with various documents.
£600 - 800
€720 - 960



75

74
LEICA M6 TTL MODEL 0.72,
no. 2500716
black paint finish, special limited edition no. 0716/2000.
£600 - 800
€720 - 960

75
LEICA M6 TTL,
no. 2554621
to celebrate Oresundsbron bridge 2000, anniversary
no. 121/150, in maker's box with documents.
£600 - 800
€720 - 960



76

76
LEICA M6 TTL MODEL 0.72,
no. 2500175
Special Limited Edition no. 0175/2000.
£600 - 800
€720 - 960



77



81



78



79



80

77

SUMMICRON 35MM F/2 ANNIVERSARY MODEL LENS,

no. 3182874

engraved '1913-1983', in maker's box with lens hood and guarantee cards.

£600 - 800

€720 - 960

78

SUMMICRON 50MM F/2 LENS,

no. 3101457

Special Anniversary model engraved 'Leica 1913-1983', in maker's box with documents.

£500 - 700

€600 - 840

79

LEICA SUMMICRON 9CM F/2 LENS,

no. 1580436

complete with rare bayonet version with matching red dot.

£800 - 1,000

€960 - 1,200

This is the earliest version of the famous Mandler 9cm F/2 Summicron Leica-M lens and has a screw to M adapter fitted to the lens.

80

LEICA SUMMICRON 35MM F/2 LENS,

no. 1971081

with field adapter for M3 viewfinder, in maker's box.

£500 - 700

€600 - 840

81

LEICA SUMMICRON-M 35MM F/2 ANNIVERSARY LENS,

no. 3182682

engraved '1913-1983', with lens hood.

£600 - 800

€720 - 960



82



83



84



85



86

82
LEICA M6 TTL MODEL 0.72,
no. 2501046
Special Anniversary no. 1046/2000.
£600 - 800
€720 - 960

83
LEICA M6 TTL MODEL 0.72,
no. 2501193
Special Edition no. 1193/2000.
£600 - 800
€720 - 960

84
LEICA M6 CUT-AWAY DEMONSTRATION MODEL,
no. 1779769
rare camera in maker's box,
£700 - 1,000
€840 - 1,200

85
LEICA M6 TTL MODEL 0.85,
no. 2554598
to celebrate the opening of the Oresundsbron bridge,
Anniversary no. 098/150 black paint finish, in maker's
box with various guarantee cards.
£800 - 1,200
€960 - 1,400

86
LEICA SUMMICRON 35MM F/2 LENS,
no. 1672267
with M3 adapter and caps.
£600 - 800
€720 - 960



87



90



88



89

87

SUMMICRON 35MM F/0.2 LENS,

no. 4001713

black paint, in maker's box with documents.

£800 - 1,200

€960 - 1,400

88

SUMMICRON 35MM F/2 LENS,

no. 4000175

black paint, with Asph lens, in maker's box with documents.

£800 - 1,200

€960 - 1,400

89

LEICA M6 TTL,

no. 2554561

to celebrate the opening of the Oresundsbron bridge in 2000, Special Anniversary no. 061/150, in maker's box with documents and guarantee cards, complete with matching Summilux 50mm f/1.4 lens serial no. 3897561 engraved 'Oresundsbron 2000'.

£1,500 - 2,000

€1,800 - 2,400

90

SUMMICRON-M 35MM F/2 LENS,

no. 3182177

engraved '1913-1983', in maker's box with guarantee card and lens hood.

£800 - 1,000

€960 - 1,200

91

A LARGE COLLECTION OF LEICA CASES, CAMERA ACCESSORIES AND BOOKS,

including; Leicameters, filters, caps, winders, instruction manuals, Zeiss Ikon accessories, an Aldis Plano F68, a Duplex Super 120, a Pro-Tessar 115mm f/1.4 lens *no. 3730148*, a contax camera, film, base-plates, rangefinders, a Kosta Boda glass plate for the 50th anniversary of Hasselblad 1941-1991, and a large quantity of photography books including two copies of Ninety Years of Leica. (Qty)

£200 - 300

€240 - 360



92

92
COMPASS CAMERA OUTFIT,
no. 2326

outfit comprising; plate back, original roll-film compass back, original compass folding tripod, original angled cable release unit, six roll-films unused, and one used, Lumiere film, and complete with instruction booklet. (Qty)

£2,000 - 3,000

€2,400 - 3,600



93

93
NIKON S2 CAMERA,
no. 6139073

with Nikkor 5cm f/2 lens no. 649074, and W-Nikkor 3.5cm f/3.5 lens no. 436032, a Nikkor 5cm f/2 lens no. 544518, and a Nikkor 2.1cm f/4 no. 221628 with viewfinder, with accessories. (Qty)

£400 - 600

€480 - 720



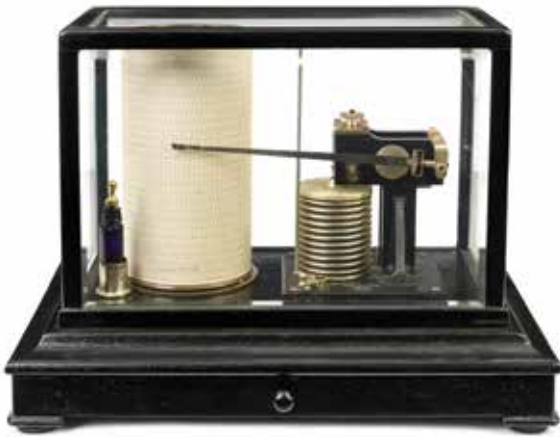
94

94
CANON MODEL 7 CAMERA,
no. 938247

with ever-ready case, Canon 50mm f/1.2 Cannon lens no. 50476, and Canon 50mm f/0.95 lens no. 26902. (2)

£1,200 - 1,600

€1,400 - 1,870



95



98



96



95

A HYDE BAIN MICRO-BAROGRAPH,

early 20th century, the revolving graph barrel, vacuum chamber and inking armature, in bevelled glazed ebonised wood case, with graph drawer in the base, 14 ins (36cm) wide.

£250 - 350
€300 - 420

96

AN EXCELSIOR AUTOMATIC TOY CLOCKWORK BEAR AUTOMATON,

probably American, late 19th century, the rabbit fur covered bear in original pine box with paper label printed 'Patented October 1st 1872', complete with key, 8 ins (20cm) high.

£300 - 500
€360 - 600

97

TWO STUART SINGLE CYLINDER VERTICAL STEAM ENGINES,

both 6 ins (15cm) high. (2)

£200 - 400
€240 - 480



97

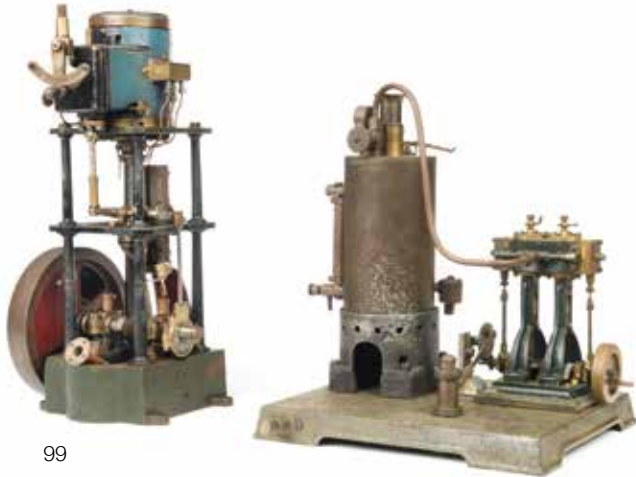


98

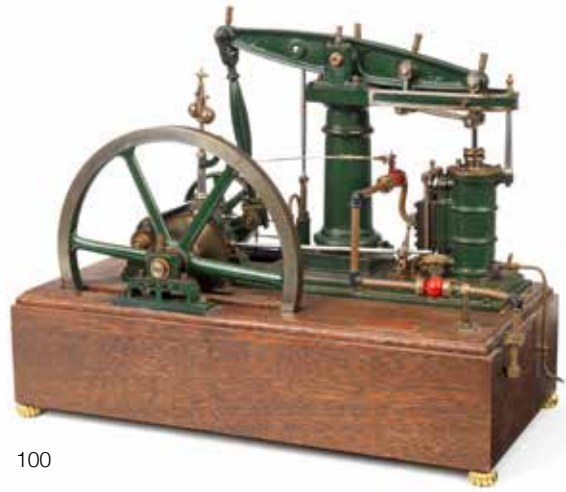
TWO STUART SINGLE CYLINDER HORIZONTAL STEAM ENGINES ON WOODEN BASES,

together with Stuart boiler and mill engine packaging. (3)

£300 - 500
€360 - 600



99



100

99

TWO VERTICAL STEAM ENGINES,

one with twin cylinders and brass boiler on rectangular stand, the other with large iron flywheel and band rings, larger 15 ins (39cm) high. (2)

£100 - 200
€120 - 240

100

A MODEL OF A SINGLE CYLINDER BEAM ENGINE,

made by E.R. Gregg, Birmingham, 1984, complete with steel and cast iron fittings, brass and steel governor and spoked flywheel on oak base, 17 ins (43cm) wide.

£600 - 800
€720 - 960



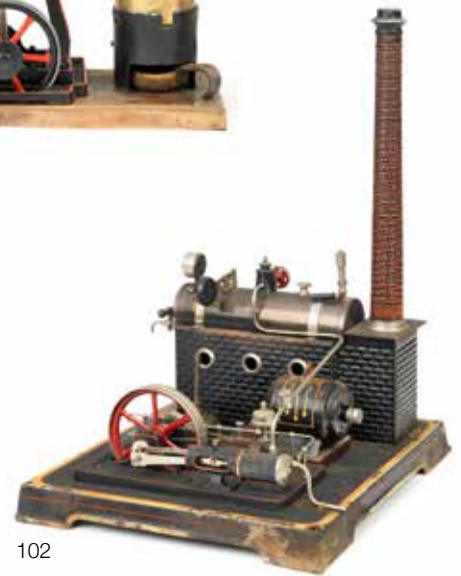
101



101



101



102

101

THREE TOY TINPLATE STEAM ENGINES,

one with twin cylinder and brass boiler on copper base, the other two incomplete, largest 8 1/2 ins (22cm) high. (3)

£200 - 400
€240 - 480

102

A DOLL & CO TINPLATE STEAM PLANT,

German, circa 1925, complete with boiler, chimney, single cylinder horizontal engine and electrical generator.

£250 - 350
€300 - 420

103

A SILVERED METAL MODEL OF A SINGLE CYLINDER, with engraved decorative details on wooden base, together with a small twin cylinder brass engine, and accompanied by an unmade kit model of a beam engine. (3)

£250 - 350
€300 - 420



103



103



105



106



104

104
ASSORTED HO GAUGE RAILWAY LOCOMOTIVES AND ROLLING STOCK, HO GAUGE,
 including; Märklin, Fleischmann, Jouef, Rivarossi, Rowa, Liliput Modell Bahn, and other unboxed examples, together with some N-gauge items including Fulgurex, Kibri, Pola and Fleischmann, majority in original boxes. (Qty)
 £200 - 300
 €240 - 360

105
A BASSETT LOWKE BRITISH RAILWAY MAUNSELL CLASS 2-6-0 ELECTRIC MOGUL LOCOMOTIVE AND TENDER,
 in original packaging with instructions, together with six Bassett Lowke goods wagons in cases.
 £400 - 600
 €480 - 720

106
A BASSETT LOWKE SOUTHERN RAILWAY MAUNSELL CLASS 2-6-0 MOGUL ELECTRIC LOCOMOTIVE AND TENDER,
 in original packaging with instructions.
 £600 - 800
 €480 - 720



107



108



109

107

A GAUGE 1 LIVE STEAM 4-6-4 MODEL LOCOMOTIVE AND TENDER,

made by Aster Hobby Co Inc, Japan, circa 2003, complete with operating instructions in original packaging, with lengths of tracks.

£1,000 - 1,500

€1,200 - 1,800

108

A GAUGE 1 LIVE STEAM 2-10-0 MODEL LOCOMOTIVE AND TENDER,

made by Aster Hobby Co Inc, Japan, circa 2003, locomotive and tender only, together with a Bowman O gauge 0-4-0 LNER tank locomotive in original box. (2)

£400 - 600

€720 - 960

109

A COLLECTION OF MAMOD STEAM POWERED TOYS AND MODELS,

in original boxes, comprising; 3 x Steam Roadster SA1, Steam Wagon SW1, Lumbar Wagon, 2 x Steam Roller SR 1a, Steam Tractor TE 1a, Steam Engine SP2, Steam Engine SP3, Steam Engine SP4, Steam Engine SP5, Open Wagon, Mamod Steam Railway Co RS2 Set, and seven different boxed pieces of machine plant, together with a wooden bodied steam launch, 68cm long, on wooden stand. (Qty)

£250 - 500

€300 - 600



110 TP

A FINELY ENGINEERED 10 ¼ INCH GAUGE (SCALE 8.22:1) LIVE STEAM MODEL OF A BROAD GAUGE GWR 4-2-2 ROVER CLASS EXPRESS LOCOMOTIVE 'DRAGON',

The original designed by Daniel Gooch, model built by Ken Woodham, The highly detailed model complete with tubed boiler having safety valves, high chimney and hand rails, backhead fittings include pressure gauges, regulator, gear lever, firebox door and other fine details. Chassis details include pierced splashers, springs and hangers, sanding boxes, outside frame twin internal cylinders, sprung buffers and other details. Six-wheel tender details include springs and hangers, riveted outside frame, steps and handrails. Finished in GWR green paintwork with black and orange lining. Brass plaque at the side stamped *GWR Sept 1880 Swindon works*, mounted on length of track and trestle stand. The model of the GWR Broad Gauge 4-2-2 "DRAGON", was built to a scale of 8.22:1 to give a gauge of 10 ¼ inches. Broad Gauge prototypes do not lend themselves to garden railway operations therefore no compromises were made in the construction of the model save for the boiler which is entirely made from copper, close riveted and silver soldered; there is also the correct mid-feather in the firebox crown. All of the mechanical details are replicated including unusual features such as the 4 leaf springs and five main bearings that support the crank axle and the motion and valve gear brackets that are attached to the boiler. The Gooch valve gear is faithfully reproduced and works extremely well. All boiler fittings are exactly to scale and thus fragile but could be replaced by more robust fittings if desired. The model represents 12,000 hours of work including a substantial amount of time spent on research, drawing and the lost wax tools required to produce the numerous intricate castings used on the model. *Overall length of locomotive and tender 72 ins (183cm).*

£25,000 - 35,000

€30,000 - 42,000



110

One of three models of Dragon built by Ken Woodham, each model taking in excess of 6 years to build, superbly executed with every detail accurately reproduced.

Sir William McAlpine comments; 'Ken Woodham's model locomotives are true works of engineering art and last year I had the very great pleasure of handing this model of DRAGON over to Robert on Ken's behalf. Ken established his workshop in my private museum in 1975 and I was able to witness the painstaking work over the 10 years that he took to create my SE&CR "D" class model. Every detail, hidden or visible, is replicated and the result is as near perfection as I have seen anywhere; a view endorsed by none less than Cherry Hill MBE. When I saw the model of DRAGON it is clearly up to the same exacting standards making it a must for any serious collector.'

Reverend Cannon Brian Arman. President of the RCTS (Railway Correspondence and Travel Society). Editor of the Broad Gauge Society Journal, "Broadsheet" states; 'The Great Western Railway was

controversially laid out by Isambard Kingdom Brunel to the broader gauge of 7 feet and he recruited 20 year old Daniel Gooch's as its first "Superintendent of Locomotive Engines". 10 years later in 1847 Gooch designed his masterpiece, "IRONDUKE", a class of locomotive that was so successful that when they were beyond economic repair they were extensively rebuilt or replaced with new locomotives to the same basic design but incorporating some improvements. The model of DRAGON replicates in miniature the 1880 version of that iconic locomotive as it was working right up to the last days of the broad gauge in May 1892. With no broad gauge track left to run on the locomotives were broken up for scrap thus depriving later generations from examining these magnificent machines. The gap left in our railway history was to some extent filled by the full size replica of IRONDUKE commissioned by the Science Museum in 1985. Restriction in budget forced the museum to concentrate on the visual aspect and ignore the engineering detail but thankfully Ken's magnificent model has rectified that shortcoming as it is correct in every detail both inside and out and therefore represents a valuable document for future students of our railway history.'

AERONAUTICA AND AUTOMOBILIA

Lots 111 - 550

Images of each lot can be found at:
www.bonhams.com/23871



111

'LONDRES-MANCHESTER', A HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

aviation scene, depicting Paulhan in his Farman biplane following the railway lines, on paper, 38 x 83cm, mounted, framed and glazed, (some foxing and tears to paper).

£100 - 200

€120 - 240



111

112

'BERLIN-JOHANISTAL' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

aviation scene, depicting Latham in his Antoinette monoplane over Berlin, on paper, 41 x 87cm, mounted, framed and glazed.

£100 - 200

€120 - 240



112



113

113

'JUVISY-PARIS' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

aviation scene depicting Lambert in his Wright-Ariel biplane over Paris, on paper, 85 x 37cm, mounted, framed and glazed.

£100 - 200

€120 - 240

114

'COUP DE BERLIN', A HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

aviation scene depicting Rougier in his winning Voisin biplane, on paper, 43 x 85cm, framed and glazed, (some foxing to paper).

£100 - 200

€120 - 240

115

'LES DIRIGIBLES PERCEVAL ET GROSS EN MANOEUVRE A COLOGNE' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

ballooning scene, on paper, copyright 1909, 45 x 90cm, unframed.

£100 - 200

€120 - 240



114

116

J BATCHELOR, 'BOEING PT 17 STEARMAN'

signed and dated '90, acrylic on canvas, 90 x 65cm, framed.

£250 - 500

€300 - 600



115



116



117 (part)



117 (part)



118

117
ROGER J HARDY, TWO WATERCOLOURS OF GLOSTER BIPLANES IN FLIGHT,
 each signed and dated '88, comprising Gladiator against darkening sky and Gamecock above the clouds, each 36 x 26cm, mounted, framed and glazed, together with a modern printed metal Skelly sign depicting a Boeing Stearman, 34 x 24cm. (3)
£250 - 500
€300 - 600

118
'FIRST OF THE FEW' AFTER FRANK WOOTTON,
 signed limited edition print depicting the Spitfire Mk I K9787, numbered 145/850, signed by Frank Wootton PGAvA, Sir Stanley Hooker CBE, FRS, Arthur A Rubbra FIMechE, FRAeS, A N Clifton MBE, BSc (Eng), C Eng, FRAeS, and Jeffrey Kindersley Quill OBE, AFC, 68 x 82cm, unframed, with certificate of authenticity dated 10 Sept '80. (2)
£150 - 250
€180 - 300

119
A CERAMIC ASHTRAY DEPICTING THE 1851 NAVIRE AÉRIEN DIRIGEABLE BY HERMES OF PARIS,
 decorated with pioneering ballooning scene, 20 x 16cm.
£100 - 200
€120 - 240

120
A YELLOW GLASS VASE DECORATED WITH MONOPLANE SCENE, BELIEVED GERMAN, CIRCA 1907,
 22.5cm high with monoplane motif to rim.
£250 - 500
€300 - 600

121
A GREEN GLASS VASE DECORATED WITH MONOPLANE AND BOATING SCENES, BELIEVED GERMAN, CIRCA 1907,
 24cm high, with floral decoration to rim.
£250 - 500
€300 - 600

122
A 'ROUGIER 5' CERAMIC BIPLANE TRINKET BOX, CIRCA 1909,
 hand-decorated depiction of his Voisin biplane, top wing lifts as lid, 18cm wide, (tail detached but present).
£250 - 500
€300 - 600

Henri Louis Rougier, (28 October 1876 – July 1956) was a French sportsman, racing cyclist, pioneer aviator and sporting motorist. He is best remembered for his victory in the inaugural Monte Carlo Rally when he drove his Turcat-Méry from Paris to Monte Carlo, but he was also a regular competitor in both 'City to City' and Grand Prix races. In 1909, Rougier learned to fly in a Voisin powered by a Gnome Omega engine. In September 1909 he won the prizes for distance and altitude at the Grand Prix of Berlin, the first aviation tournament held



119



120



121



122



123



124



125

in Germany. On 18 November 1909 he was awarded Aviator's Certificate number 11 by the Aéro-Club de France. Throughout 1909 and 1910 he was a very successful competitor at Air shows and Grands Prix throughout Europe.

Rougier was able to afford to drive and fly the best machinery available owing to his success as an entrepreneur, owning the Paris agency for Turcat-Méry motor cars, and using his motor racing and rallying prowess to garner publicity. After World War I he manufactured a limited number of Rougier motor cars, based on Turcat-Méry chassis but with mechanical design improvements and exclusive coach-built bodies.

For his exploits and daring Rougier was appointed Chevalier of the Légion d'honneur, plus being awarded the Croix de Guerre and the 'Medal of Aeronautics'.

123

AN AVIATRIX CERAMIC VASE, 1920S-30S, hand-decorated, depicting a woman standing next to her aircraft, 15cm long.

£100 - 200

€120 - 240

124

A CERAMIC 'AVIATOR' MONEY BOX, signed I. Onest, 16cm high, together with a spelter pilot desk lighter nickel plated alloy, head tips back to reveal lighter, 24cm high, and a pair of 'deux methodes' bookends, French, cast brass, depicting a car and a snail climbing a hill, circa 1930. (4)

£200 - 400

€240 - 480

125

A SILVER DEHAVILLAND DH88 COMET DESK PIECE, LONDON, 1990,

hallmarked, well detailed with turning propellers, wingspan 22.5cm, on display base.

£150 - 250

€180 - 300

The MacRobertson International Air Race was a race from RAF Mildenhall, England, to the finish line at Flemington Racecourse, Melbourne, held over 20-23 October 1934 to celebrate the 100th anniversary of the State of Victoria. Sponsored by Macpherson Robertson, an Australian confectionary manufacturer. The deHavilland DH.88 Comet was a British twin-engine aircraft specifically designed for the 1934 MacRobertson Air Race. Of the 20 aircraft competing, three were DH.88 Comets. The race was won by DH.88 Comet G-ACSS 'Grosvenor House', their official finishing time was 71 hours 18 seconds. G-ACSS Grosvenor House has been restored to flying condition as it was in the MacRobertson race, and is housed at the Shuttleworth Collection at Old Warden in England.

126

A SCHNEIDER TROPHY WINNING SUPERMARINE S6B DISPLAY MODEL BY CHAILEY LAMBERT OF WATFORD

silver-plated, numbered S1595, wingspan 23cm, on wooden base applied with title and maker's plaques, together with a 1929 Schneider Trophy Contest Official Souvenir Programme, 72 numbered pages, small 4to, staples rusted and covers detached. (2)

£300 - 400

€360 - 480



126

The Schneider Trophy was won outright for Britain on 13 September 1931, having previously won the contest in 1927 and 1929. The winning Schneider flight was piloted by Flt. Lt. John N. Boothman in aircraft serial number S1595 at a speed of 340.08 mph (547.19 km/h), flying seven perfect laps of the triangular course over the Solent, between the Isle of Wight and the British mainland. The Schneider Trophy winning S6B S1595 was donated to the Science Museum in London, where it resides in an unrestored state, the Coupe d'Aviation Maritime Jacques Schneider is also displayed near the aircraft.



127

127 TP

A 1:5 SCALE MODEL OF A US NAVY BOEING PT-17 STEARMAN,

180cm wingspan, 136cm overall length.

£500 - 800

€600 - 960



128

128 TP

A 'CIRRUS MK II' TWO-BLADED WOODEN PROPELLER,

marked Y648/l avian Cirrus Mk II R3/AV/2948

DIA 6.75 FT PITCH 4.0 FT 22.3.28, 206cm

diameter, applied with Manx Air Races flag.

£500 - 800

€600 - 960



129

129

A SILVER CIGARETTE CASE WITH ENAMEL OF DE HAVILLAND DH60 GYPSY MOTH, HALLMARKED LONDON 1927,

with black, green and purple geometric design around image of aircraft in flight, (some wear and enamel chipped) 6 x 8.5cm.

£700 - 1,000

€840 - 1,200



130

130

A SPELTER 'GODDESS OF FLIGHT' STATUE BY WURTTENBERGISCHE METALLWARENFABRIK (WMF) OF GEISLINGEN, GERMAN, CIRCA 1910,

stamped WMF 1/0 to rear, 39cm high, on a display base.

£300 - 600

€360 - 720

131

A 'MICHELIN' AERO TROPHY BRONZE BY PAUL. MOREAU-VAUTHIER, FRENCH, CIRCA 1922,

cast by Susse Freres Foundry, Paris, marked with text "The Man, by the aid of his aeroplane overcomes the attraction of the Earth", 21cm high.

£1,000 - 1,500

€1,200 - 1,800

A much larger exhibition size 'Michelin Trophy' was presented to important pioneer aviators and aviation companies for notable achievement in the air. These smaller versions were presented as personal copies of the

trophy to be kept by the pilot, designer or head of factory. It is believed that only 100 miniature bronzes of the Michelin Trophy were produced by the Susse Freres Foundry in Paris.

132

'LA CONQUEST DE L'AIR' BRONZE INKWELL DESKPIECE AFTER GEORGES COLIN, FRENCH, CIRCA 1920,

cast bronze, with sliding panels covering two inkwells, foundry stamp to rear, numbered (19) 9834, mounted on a green marble base shaped as pen tray, applied with plaque "La Conquete de L'Air" offeret par la Societe des Aeroplanes FARMAN, 50cm wide overall.

£1,200 - 1,800

€1,400 - 2,200

133

A 'PILOTE' BRONZE AFTER FREDERICK BAZIN, FRENCH, 1920S

hollow cast cire perdue by Valsuanni foundry, 34cm high, on a green marble base.

£2,500 - 3,500

€3,000 - 4,200

134

C. KAUBA 'AVIATION' BRONZE,

signed, bronze allegorical figure of flight, guiding the early monoplane high above a mountainous townscape, wingspan 43cm, 48cm high overall.

£3,500 - 4,500

€4,200 - 5,400

135*

BOOKS RELATING TO MAINLY FERRARI,

including Hans Tanner: Ferrari, revised edition 1964; Antoine Prunet: The Ferrari Legend - The Road Cars; Fitzgerald, Merritt & Thompson: Ferrari - The Sports and Gran Turismo Cars; Gianni Rogliatti: The Ferrari; and other titles, together with books relating to other Italian marques including Richard Crump & Rob de la Rive Box: Maserati Road Cars; and Luigi Orsini & Franco Zagari: Stanguellini - Big Little Racing Cars.

(Qty)

£250 - 350

€300 - 420

136 •

ASSORTED RACING DRIVER AUTOBIOGRAPHIES,

relating to pre and post-War drivers, including Sir Henry 'Tim' Birkin: Full Throttle; Sir Henry Segrave: The Lure of Speed; G E T Eyston: Flat Out; Prince Chula: Road Racing 1936; Prince Birabongse: Bits and Pieces; Rudolph Caracciola: Racing Driver's World; Mike Hawthorn: Champion Year; Juan Manuel Fangio: My Twenty Years of Racing; Stirling Moss: A Turn at the Wheel; and other titles, together with other racing related literature including William Court: Power and Glory.

(Qty)

£250 - 300

€300 - 360



131



132



133



134

137 •

ASSORTED AUTOMOBILIA RELATED REFERENCE BOOKS,

some relating to motoring mascots including Michel Legrand: *Mascottes Automobiles*, and *Mascottes Passion* (both French text); William C Williams: *Motoring Mascots of the World*; David Kay & Lynda Springate: *Automotive Mascots*; and other collecting subjects including John J Zolomij: *The Motor Car in Art*; Jan Sarnesjo: *The World of Car Badges*; Michael Worthington-Williams: *Automobilia*; Helenka Gulshan: *Vintage Luggage*; Olivier Darmon: *The Michelin Man - 100 Years of Bibendum*; and other titles.

(Qty)

£250 - 350

€300 - 420

138 • TP

A QUANTITY OF ASSORTED MOTORING BOOKS AND LITERATURE,

including Lawrence Dalton: *Rolls-Royce - The Derby Phantoms*, *Those Elegant Rolls-Royce*, and *The Classic Elegance*; Johnnie Green: *Bentley - Fifty Years of the Marque*; Charles Jarrott: *Ten Years of Motors and Motor Racing 1896-1906*; L T C Rolt: *The Horseless Carriage*; Harry Niemann: *Karl Maybach - His Engines and Automobiles*; and many other titles relating to various general motoring and transport subjects including Ford Model T, Veteran and Vintage, steam, aviation, and trains.

(Qty)

£300 - 400

€360 - 480



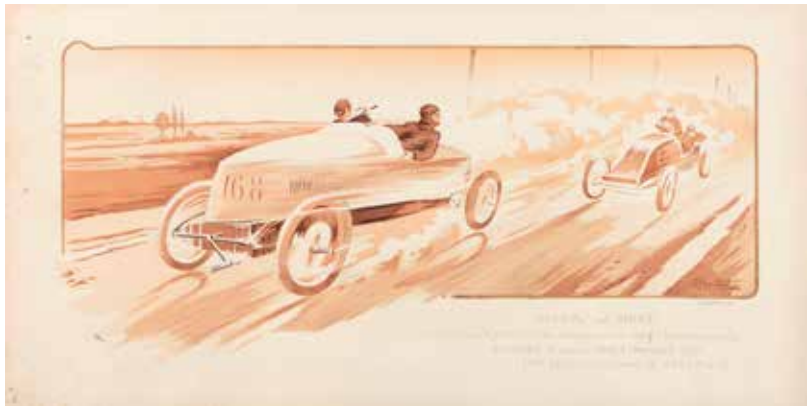
139



142



145



143



144

139 • **HARRY SCOTTING: FLYING SCOTSMAN - THE RESTORATION 1996-1999;**

large format, limited edition number 133/1500, hard covers, well illustrated, 158 pages, signed and dated 2003 by the author on the title page. (Qty)

£100 - 150
€120 - 180

140 • **A QUANTITY OF MAINLY BRITISH RACING AND SPORTS CAR BOOKS,**

pre and post-War, including David Weguelin: The History of ERA, in slipcase; John McLellan & Tony Bancroft: Ace Bristol Racing; David Thirby: The Chain-drive Frazer Nash; Inman Hunter: Aston Martin 1913-1947, and Aston Martin 1914 to 1940 A Pictorial Review; Rivers Fletcher: Mostly Motor Racing; Trevor Legate: Cobra; Gilles Fournier: Amilcar; Ingo Seiff: Porsche; Eric Dymock: Postwar Sports Cars; G N Georgano: A History of Sports Cars; and other titles relating to British marques including Aston Martin and Morgan. (Qty)

£300 - 500
€360 - 600

141 • **BOOKS RELATING TO BUGATTI,**

including Hugh Conway & Maurice Sauzay: Bugatti Magnum, in slipcase bearing brass plaque numbered 0003; Bob King: The Brescia Bugatti, limited edition 660/700, in slipcase;

Hugh Conway & Jacques Greilsamer: Bugatti, (French and English text), with card slipcase; Bugatti - A Hundred Years of Innovations and Excellence, in slipcase; Alfred Wurmser: Lucien Wurmser - Mecanicien de Grand Prix, (French text); Borgesen: Bugatti; David Venables: Bugatti - A Racing History; and other titles. (14)

£350 - 550
€420 - 660

142 **ASSORTED FERRARI SALES BROCHURES AND EPHEMERA**

sales brochures including, BB 512i, 412, 308 Quattrovalvole, 3.2 Mondial, Dino 308 GT4, La Ferrari, 328, 400 Automatic, Mondial Quattrovalvole, 308 GTB/GTS, Testarossa and other ephemera, together with a Ferrari enamel badge, a Mercedes bottle stopper, a map measuring device, a McLaren F1 press pack and sales brochure. (Qty)

£500 - 800
€600 - 960

143 **'GABRIEL SUR MORS' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER E MONTAUT,**

on paper, copyright 1903, 45 x 90cm, unframed.

£100 - 200
€120 - 240



146



149



150



147 (part)

144
'GABRIEL SUR MORS' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER E MONTAUT,

on paper, copyright 1903, 45 x 90cm, unframed.

£100 - 200

€120 - 240

145
'UN MATCH MODERNE' A HAND-COLOURED POCHOIR LITHOGRAPH AFTER E MONTAUT,

on paper, circa 1908, 90 x 45cm, unframed.

£100 - 200

€120 - 240

146
'GRAND PRIX DE L'ACF 1912', HAND-COLOURED POCHOIR LITHOGRAPH AFTER GAMY,

on paper depicting Boillot on his way to victory in his Peugeot, copyright 1912, 45 x 90cm, unframed.

£100 - 200

€120 - 240

147
FIVE REPRODUCTION MONACO GRAND PRIX POSTERS,

four framed, comprising 1952 after B. Minne, signed by Roy Salvadori, Paul Frere and five others, 1934, 1935 and 1936 after Geo Ham, each 99 x 69cm framed and glazed, together with 1937 after Geo Ham, unframed, produced by the Musee de l'Automobiliste. (5)

£250 - 500

€300 - 600

148
A CLEVELAND CAR AUTOMOBILES ELECTRIQUES ADVERTISING POSTER AFTER FERDINAND MIFLIEZ MISTI (1865-1923), FRENCH, CIRCA 1898,

full colour lithograph, printed by P Vercasson & Cie, Paris, 146 x 50cm, framed and glazed.

£300 - 600

€360 - 720

149
'PARIS-BERLIN 1901', DECORATIVE CERAMIC TILES,

modern, reproduced by Khachadourian Gallery, London, the set of twenty-eight Michelin tiles, mounted, unpainted, grouted onto wooden backboard with alloy frame, 80 x 117cm.

£400 - 800

€480 - 960

150
'1906 GRAND PRIX DE L' A.C.F. SZISZ SUR RENAULT', DECORATIVE CERAMIC TILES,

modern, hand glazed, reproduced by Khachadourian Gallery, London, limited edition number 26/100, set of 35 tiles grouted onto wooden backboard, with plain cream border tiling, 80 x 112cm.

£400 - 800

€480 - 960



148



151

PNEUS FERRES GALLUS ADVERTISING POSTER AFTER JULES ALEXANDRE GRUN, 1901,

printed in black, red and yellow on paper, 58 x 40cm, linen mounted, framed and glazed.
 £500 - 800
 €600 - 960

152

A REPLICA BP SUPER GLASS PETROL PUMP GLOBE,

48cm high.
 £100 - 200
 €120 - 240

153

ASSORTED PANEL BEATING TOOLS AND EQUIPMENT

including a cased set of hammers and blocks (unused), a Peddinghaus 'Whorl' headed spiral shrinking hammer, nine wooden forming mallets and bats, a leather lap pad and a suede disc. (Qty)
 £100 - 150
 €120 - 180

154

FOUR 'FAT MAN' ADJUSTABLE STEERING WHEELS,

each wood-rimmed including a good Neville 'More-Room' model by the Neville Steering Wheel Mfg Co, post 1916 and a Spencer locking and tilting type. (4)
 £200 - 300
 €240 - 360

155

FOUR 'FAT MAN' ADJUSTABLE STEERING WHEELS,

each wood-rimmed including Tiltlok, post 1921, class B number A965831 and a Canadian Steering Wheel Co type post 1920. (4)
 £200 - 300
 €240 - 360

156

FIVE 'FAT MAN' ADJUSTABLE STEERING WHEELS,

each wood-rimmed including Auto Lock by Starlok, class B number F390960, a Spencer type, class B number D889306, a Tiltlok by the Disco Elec Mfg Co, Detroit, class B number C902581, post 1923, an un-named type in with original packing box, and another unnamed and a dismantled Disco Elec Mfg Co class B type, number B557866, composite rim broken. (Qty)
 £250 - 350
 €300 - 420

157

A LE TESTAPHONE EIGHT TRUMPET BULB, FRENCH, CIRCA 1910

polished brass, number 477, with rubber bulb, 68cm long overall.
 £600 - 1,000
 €720 - 1,200

151



152



153



154



155



156



157



158



159



160



161



162



163

158
A LE TESTAPHONE SEVEN TRUMPET BULB HORN, FRENCH, CIRCA 1910, polished brass, number 237, with rubber bulb, 72cm long overall.
£600 - 1,000
€720 - 1,200

159
A LOCOMOBILE ENGINE, CIRCA 1901-1902, twin-cylinder reversing steam engine, (one connecting rod detached but present), engine casting stamped "5649 Pat Applied For", together with two steam car gauges comprising Vaporizer/Reservoir gauge by The Ashton Valve Co, Boston Mass, number 156861 and Steam gauge, number 727171 by American S. G. & V Manufacturing Co of Boston, Mass, each bronze cast body with 7.5cm bevelled lens. (3)
£2,500 - 3,500
€3,000 - 4,200

The dials in this lot were formerly in the Walton Collection.

160
THREE MOTOR RACING CLUB BADGES, comprising British Motor Racing Marshals Club; British Racing & Sports Car Club, number 3204; and Half-Litre Car Club and together with three wooden 'tab' mounted badge stands. (Qty)
£400 - 500
€480 - 600

161
A BROOKLANDS FLYING CLUB MEMBER'S BADGE, number 100, enamelled in red and black (some loss to tip), by H A Shelly & Co, 11cm high, on turned wooden base.
£1,400 - 1,800
€1,700 - 2,200

162
1938 BROOKLANDS AERO CLUB MEMBER'S LAPEL BADGE, number 884, enamelled in red and black with lapel cord, 3cm diameter.
£80 - 120
€100 - 140

163
RICHARD R K MARKER'S BROOKLANDS 130MPH BADGE (1-6-1936), enamelled in seven colours, 9.5cm high, on turned wooden base.
£2,500 - 3,500
€3,000 - 4,200

During the 28 seasons of racing at Brooklands only 16 drivers lapped the Outer Circuit at over 130 mph. Among them, two women, Mrs. Kay Petre and Mrs. Gwenda Stewart (the fastest lap by a woman driver was achieved in 1935 by Mrs. Stewart at 135.95mph, in a 1.6 litre front drive Derby-Miller).

The men being Kaye Don, John Cobb, George Eyston, Oliver Bertram, Dudley Froy, Whitney Straight, Chris Staniland, Freddy Dixon, Lord Howe, C.T.Baker-Carr, Jack Duller, George-Harvey Noble, Charles Brackenbury and Richard Marker.



164



165



166



167



168



169



170



171

164
A ROYAL AUTOMOBILE CLUB FULL MEMBER'S BADGE BY ELKINGTON, CIRCA 1908,
 numbered B420, hollow-cast brass wheel supported by double-winged Mercury, the central copper disc with King's head to obverse and rectangular enameled Union Jack to reverse, 17cm high mounted on a radiator cap.
£600 - 1,000
€720 - 1,200

165
A ROYAL AUTOMOBILE CLUB D'EGYPT MEMBER'S BADGE,
 number 361, hollow-cast white metal with blue and green enameled centres, 16cm high, on wooden base, one side of badge misshapen.
£300 - 400
€360 - 480

166
AN AUTOMOBILE CLUB D'FRANCE MEMBER'S BADGE BY MASSIN,
 cast brass with enameled centres, small version, 15cm high mounted on a brass block base.
£900 - 1,400
€1,100 - 1,700

167
A RARE EARLY BROOKLANDS FLYING CLUB BADGE BY H A SHELLY & CO, 1920S,
 number 5, enameled in red, black and blue, 12.5cm high, on a turned wooden base.
£1,600 - 2,000
€1,900 - 2,400

168
A NATIONAL MOTORIST'S ASSOCIATION MEMBER'S BADGE BY COLLINS OF LONDON,
 number 2483, enameled in five colours, chromed brass, 14cm high, in a tab badge wooden base.
£300 - 600
€360 - 720

169
A JUNIOR CAR CLUB MEMBER'S BADGE,
 number J1073, chromed brass, painted black with enameled centre, 9cm high, on display base.
£100 - 200
€120 - 240

170
A NATIONAL MOTOR VOLUNTEERS BADGE,
 by J R Gaunt & Sons London, nickel with brass image of Mercury, 15cm high, in a tab badge wooden base.
£120 - 180
€140 - 220

171
A JUNIOR RACING DRIVERS CLUB MEMBER'S BADGE,
 chromed brass, enameled in five colours, 9cm high, on plastic display base.
£300 - 600
€360 - 720

172
A BARC BROOKLANDS MEMBER'S BADGE BY SPENCER OF LONDON, 1930S,
 number 260 enameled in eight colours, 10cm high, on wooden display base.
£300 - 600
€360 - 720

173
A BROOKLANDS AERO CLUB MEMBER'S BADGE BY SPENCER OF LONDON,
 number 359, enameled in five colours, 10cm high, on wooden display base.
£300 - 600
€360 - 720

174
A JUNIOR RACING DRIVERS CLUB MEMBER'S BADGE,
 number 173, chromed brass, enameled in five colours, 9cm high, on display base.
£300 - 600
€360 - 720

175
A STEERING WHEEL CLUB MEMBER'S BADGE,
 number 381, chromed brass, enameled in eight colours, 12.5cm high, in tab badge wooden base.
£250 - 350
€300 - 420



172



173



174



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176
A REPLICA PRE-1914 MOTOR UNION BADGE,
 cast brass, numbered 205, with bolted-on wings, 19.5cm high overall, with mounting bracket.
£100 - 200
€120 - 240

177
A IX BADEN-BADENER TOUR PLAQUE, GERMAN, 1929,
 designed by Josef Preissler of Pforzheim, for the event on 19-23 June, bronze plaque with inset enamel badges depicting touring cars for the Internationales Schonheitskonkurrenz, 10 x 7cm.
£80 - 120
€100 - 140

178
A RARE 1916 'RED HEART' AA CYCLE BADGE, BRITISH,
 solid nickel number 162264, with red enamelled heart marked 'Available to 1/5/16', 11.5cm high.
£180 - 220
€220 - 260

179
A RARE AA COMMITTEE MEMBER'S BADGE,
 number OC123, yellow backed with AA pennant finial.
£500 - 700
€600 - 840

180
A BROOKLANDS AUTOMOBILE RACING CLUB MEMBER'S BADGE, FORMERLY THE PROPERTY OF RIVERS FLETCHER,
 number 608, enamelled in eight colours, later flat-backed version, with a wooden tab mounting base.
£300 - 400
€360 - 480

181
TWO ROLLS-ROYCE CLUB BADGES,
 comprising Rolls-Royce Motor Club, chrome plated winged design with black enamel centre and a Rolls-Royce Scottish Group Motor Club, chrome plated shield shaped badge with Saltire design and black enamel lettering.
 (2)
£400 - 500
€480 - 600



181



182



183



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182
TWO CAR BADGES,
 a Circle of 19th Century Motorists badge presented to Walter J Meager and a military badge for the Royal Corps of Signals by J R Gaunt.
 (2)
£250 - 350
€300 - 420

The Circle of 19th Century Motorists was founded in November 1927 and at one time its membership reached 220. The fact that membership of the Circle of 19th Century Motorists was restricted to those "who owned or drove a motor vehicle prior to the conclusion of the Thousand Miles Trial of the A.C.G.B. & I." in 1900 meant that it would only ever have a finite lifespan. The last recorded reunion was held in 1943.

183
A ROLLS-ROYCE SILVER GHOST 'SPIRIT OF ECSTASY' MASCOT, 1911-1914,
 signed Charles Sykes, nickel plated cast bronze, 19cm high, mounted on a radiator cap above a turned black painted wooden base.
£800 - 1,200
€960 - 1,400

184
A REPLICA 'WHISPER' MASCOT AFTER CHARLES SYKES,
 post-War construction, nickel plated bronze marked 'Charles Sykes', 19cm high, mounted on a radiator cap above a turned wooden base.
£500 - 800
€600 - 960

185
A SILVER ROLLS-ROYCE MASCOT, 1975,
 hallmarked Birmingham with RB maker's mark, 17cm high, on a metal plinth applied with small red enamel Rolls-Royce badge, 28cm high overall.
£800 - 1,200
€960 - 1,400

186
A SILVER ROLLS-ROYCE MASCOT 1977,
 hallmarked London with RHL maker's mark, 16cm high on a shaped wooden base.
£800 - 1,200
€960 - 1,400

187
A ROLLS-ROYCE PHANTOM I 'SPIRIT OF ECSTASY' MASCOT,
 signed Charles Sykes, solid nickel, 16cm high on a turned wooden base.
£400 - 800
€480 - 960

188
A RARE 'MYSTERY' MASCOT BY CHARLES SYKES
 bronze, signed Charles Sykes on the top roll of the draperies, with a dark patina, 17.5cm high, on a flat metal base.
£2,500 - 3,500
€3,000 - 4,200

There is a note under the base of this mascot that states formerly "the property of John De Looze, long term friend and accountant to Henry Royce from 1893 to 1943".

189

AN EARLY 'BIBENDUM PROTÉGÉ' MASCOT, FRENCH, CIRCA 1910,

nickel plated bronze figure of a 'slim' Mr Bibendum, 10.5cm high, on radiator cap.

£800 - 1,200

€960 - 1,400



192



193



194



195

190

A RARE BIBENDUM LOOKOUT MASCOT, FRENCH, 1920S,

marked Made in France, Generes et Cie around the tyre, nickel plated, 11.5cm high, on black painted turned wooden base.

£1,400 - 1,800

€1,700 - 2,200

191

A BIBENDUM MASCOT,

replica, nickel plated standing advertising figure, 12cm high, on a radiator cap above a turned wooden base.

£100 - 150

€120 - 180



196

192

A RARE MICKEY MOUSE MASCOT, CIRCA 1930,

chrome plated, the cartoon character with pie-crust eyes, marked 'REPRODUCED BY CONSENT OF WALTER. E. DISNEY' around the base, 14cm high, on display base.

£1,000 - 2,000

€1,200 - 2,400



197

193

A MICKEY MOUSE MASCOT BY DESMO, BRITISH, 1930S,

chrome plated, mounted on a radiator cap, 13cm high overall.

£1,000 - 2,000

€1,200 - 2,400

196

A BLÉRIOT XI MONOPLANE MASCOT, FRENCH, CIRCA 1909,

21.5cm wingspan, 24cm long, on period radiator cap.

£1,000 - 2,000

€1,200 - 2,400

197

A PERCIVAL P.56 PROVOST AEROPLANE MASCOT, BRITISH, 1950S,

silver plated, with RAF roundels, turning propeller, wingspan 20cm, on chrome radiator cap above marble display base.

£250 - 500

€300 - 600

194^Y Ⓞ

A BIRD MASCOT BY MARCEL ANDRE BOURAINE, FRENCH, CIRCA 1920

nickel plated bronze with open ivory beak, signed A. Bouraine, 19.5cm high, on black painted wooden base.

£750 - 1,000

€900 - 1,200

Louis Charles Joseph Blériot (1 July 1872 – 1 August 1936).

French aviator, inventor and engineer. Blériot developed the first practical acetylene headlamp for commercial vehicles and established a profitable business manufacturing them, his company also produced lamps for cars and motorcycles and other brass motoring accessories including mirrors and horns. Using much of the money he financed his attempts to build aircraft. Blériot was the first to make a working, powered, piloted monoplane and the founder of a successful aircraft manufacturing company. On 25 July 1909 he became World famous for making the first successful heavier-than-air flight across the English Channel, in the Blériot XI monoplane, winning the prize of £1,000 offered by the Daily Mail.

The Percival P.56 Provost was a British 'ab initio' trainer that was developed for the Royal Air Force in the 1950s as a replacement for the Percival Prentice. It was a low-wing monoplane with a fixed, tail wheel undercarriage and had a side-by-side seating arrangement. The Provost has the distinction of being the last piston-engine basic trainer aircraft to be operated by the RAF.

The Provost was later adapted to make use of a turbojet engine, producing the BAC Jet Provost. The 'Piston' Provost was withdrawn from RAF service in the 1960s, to make way for its jet-powered successor.

195^Y Ⓞ

A BIRD MASCOT BY MARCEL ANDRE BOURAINE, FRENCH, CIRCA 1920,

nickel plated bronze with closed ivory beak, signed Bouraine marked Depose 082 Bronze, 14cm high, on black painted wooden base.

£750 - 1,000

€900 - 1,200



198

198
A 'LEAPING LION' MASCOT BY CASIMIR BRAU, FRENCH, CIRCA 1925,
signed, nickel plated bronze, 18cm long on turned wooden base.

£2,500 - 3,500

€3,000 - 4,200

199
AN 'EGYPTIAN ARCHER' MASCOT FOR GREGOIRE CARS BY M GIRAUD RIVIERE, FRENCH, DATED 1918,

signed bronze, 18cm long.

£300 - 600

€360 - 720



199



200



201

200
A 'CENTAUR' MASCOT BY FRANCOIS BAZIN, FRENCH, 1920S,

signed, nickel plated bronze, 16cm high, with thermometer post on cap above wooden base.

£300 - 600

€360 - 720

201
AN 'ARCHER' MASCOT BY LEON BINET, FRENCH, 1920S,

by Susse Freres Foundry, signed, nickel plated bronze, 19cm long, on radiator cap above wooden display base.

£500 - 800

€600 - 960



202



203



204



205

202
A 'CHIEF AND SERPENT' MASCOT,
replica, nickel plated, 20cm long, on plastic display base.

£100 - 200

€120 - 240

203
A 'PEACE PIPE' MASCOT BY ANTOINE BOFILL, FRENCH, 1910S,

signed, nickel plated bronze, 11cm high, on radiator cap.

£500 - 800

€600 - 960

204
A 'BRAVE BOWMAN' MASCOT BY CHARTIER, FRENCH, 1920S,

signed, nickel plated bronze, 12cm high on wooden display base.

£300 - 600

€360 - 720



206



207

205
A 'THREE CHAINED BULLDOGS' MASCOT BY M MARVEL ,

signed, nickel plated bronze, marked E17D to base, 11cm high, on radiator cap.

£400 - 800

€480 - 960



208



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206
A 'TROJAN WARRIOR' MASCOT BY VARNIER, FRENCH, 1920S,
 signed, nickel plated bronze, 18cm high, on black painted turned wooden base.
£300 - 600
€360 - 720

207
A 'RIGOLETTO' MASCOT AFTER LORETTE,
 replica, marked with signature, nickel plated bronze with verdigris spotting to surface, 14cm high, on radiator cap.
£150 - 300
€180 - 360

208
A HAWKER BIPLANE MASCOT, BRITISH, 1930S,
 chrome plated, 16cm wingspan, turning propeller, on radiator cap.
£350 - 450
€420 - 540

209
A 'SPIRIT OF ST. LOUIS' MASCOT, AMERICAN, 1927,
 with turning propeller, depicting the Charles Lindbergh's Ryan monoplane, the top of the wing decorated with bust of the pilot and map of the route of the first solo crossing of the Atlantic, wingspan 14cm, mounted on metal base above wooden display base.
£250 - 500
€300 - 600

210
A 'MONOPLANE IN THE CLOUDS' MASCOT,
 replica, nickel plated, with turning propeller, 11.5cm wingspan.
£80 - 120
€100 - 140

211
A SUPERMARINE S6B SCHNEIDER TROPHY SEAPLANE MASCOT, BRITISH, 1930S,
 chrome plated, 17cm wingspan, with turning propeller, on radiator cap.
£350 - 450
€420 - 540

212
A RARE GLOSTER VI SCHNEIDER TROPHY SEAPLANE MASCOT, BRITISH, 1920S,
 nickel plated with painted blue finish, 10cm wingspan, with turning propeller, mounted on metal plate base stamped 'ZZ' underneath.
£300 - 600
€360 - 720

213
AN 'ESCARGOT VOLANT' MASCOT BY E FAMIN, FRENCH, CIRCA 1910,
 signed bronze, wingspan 10cm, on turned wooden base.
£450 - 850
€540 - 1,000

214
AN 'AVIATOR' MASCOT BY J.HASSALL, BRITISH, CIRCA 1919,
 nickel plated bronze with sprung ceramic head, wingspan 13cm, on black painted wooden base.
£400 - 800
€480 - 960

215
AN 'AERODYNAMIC' MASCOT FOR SIZAIRE-FRERES CARS BY J MARTEL, FRENCH, 1920S,
 signed, nickel plated bronze, stylised aerodynamic sculpture, 17cm long, on display base.
£600 - 1,000
€720 - 1,200

216
A 'CHARLES LINDBERGH NY - PARIS 1927' MASCOT BY E CAVACOS, FRENCH, 1927,
 signed, nickel plated bronze by Bercos foundry numbered AB46, wingspan 22cm, on marble display base.
£500 - 800
€600 - 960

217
A 'PILOT' MASCOT BY ANTOINE SPRINGAEL, FRENCH, 1930S,
 signed patinated bronze, number 3, 12cm high, on radiator cap above wooden display base.
£250 - 500
€300 - 600



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218
A 'HOLD ON TIGHT' MASCOT BY BEUVILLE, FRENCH, 1920S,
 signed bronze depicting an ape, 9cm high, on (damaged) radiator cap.
£250 - 500
€300 - 600

219
A 'THREE WISE MONKEYS' MASCOT BY A DELM, FRENCH, 1920S,
 signed, nickel plated bronze, 10cm high, on radiator cap.
£300 - 600
€360 - 720

220
A LARGE HUMOROUS MASCOT 'DIFFÉREND SUR RAISINS' BY BOURCART, FRENCH, 1920S,
 signed nickel plated bronze, 20cm long, on radiator cap above display base.
£800 - 1,200
€960 - 1,400

221
A 'MONKEY' MASCOT BY EDOUARD-MARCEL SANDOZ, FRENCH, 1920S,
 signed bronze, 12cm high, with Susse Freres foundry mark to end of tail, on metal display base.
£600 - 1,000
€720 - 1,200

222
A 'MONKEY' MASCOT BY M MARX, FRENCH, 1920S,
 signed nickel plated bronze, 12cm high, on marble display base.
£500 - 800
€600 - 960

223
A 'LE GORILLE ÉCLAIREUR' BY HENRI BOURCARD, FRENCH, 1920S,
 signed, nickel plated bronze, the gorilla with lamp and staff, 14cm high, on circular marble base.
£500 - 800
€600 - 960

224
AN 'ARRÊTEZ!' MASCOT BY VIGNAL, FRENCH, 1920S,
 signed, nickel plated bronze figure of an ape holding a large club, 13cm high, on marble base.
£400 - 800
€480 - 960

225
A 'CHIMPANZEE' MASCOT BY CLOVIS EDMUND MASSON, FRENCH, 1920,
 signed, finely detailed bronze, 13.5cm high, on radiator cap.
£600 - 1,000
€720 - 1,200

226
A 'CHIMPANZEE PATHFINDER' BY MAX LEVERRIER, FRENCH, 1920S,
 signed, pot-metal with dark patina, wired for illumination, 14cm high, on radiator cap.
£600 - 1,000
€720 - 1,200



229



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227
AN UNUSUAL 'PERFORMING APE' MASCOT, 1920S,
unsigned bronze, anatomically modelled figure of playing the bagpipes, 12cm high, on wooden base.
£250 - 350
€300 - 420

228
A 'LUMIÈRE CHIMPANZÉ' MASCOT BY MAX LEVERRIER, FRENCH, 1920S,
signed, nickel plated pot metal, 12cm high, on black painted wooden base.
£500 - 800
€600 - 960

229
A 'FELIX THE CAT' MASCOT,
reproduction, unsigned, nickel plated, 10.5cm high, on display base.
£80 - 120
€100 - 140

230
A SMALL 'WHEEL-RIDER' MASCOT BY A E LEJEUNE AFTER COFFIN, BRITISH, CIRCA 1930,
signed, nickel plated bronze, 9.5cm high, on wooden display base.
£300 - 600
€360 - 720

231
A 'L'ATTAQUE' MASCOT, FRENCH, 1920S,
French, 1920s, signature illegible, bronze, 18cm high, on black painted wooden base.
£400 - 600
€480 - 720

232
A LARGE 'WHEEL-RIDER' MASCOT BY COFFIN, FRENCH, 1920S,
signed, nickel plated, 14cm high, on display base.
£450 - 850
€540 - 1,000

233
A BENTLEY 'ICARUS' MASCOT,
replica, after a design by Frederick Gordon Crosby, nickel plated bronze, wingspan 17.5cm, on display base.
£100 - 200
€120 - 240

234
A 'BULL'S HEAD' MASCOT BY G. ROSWAY, FRENCH, DATED 1909,
bronze engraved with signature and dated 14 Juillet 1909 on the neck, 10cm high, on wooden base.
£200 - 400
€240 - 480

235
AN 'OWL' MASCOT BY ALFREDO BIAGINI, FRENCH, 1920S,
signed, nickel plated bronze, 14.5cm high, on radiator cap above marble base.
£700 - 1,000
€840 - 1,200

236
A LARGE 'GREYHOUND' MASCOT, BELIEVED 1920S,
unsigned, bronze, 23cm long, on wooden base.
£250 - 500
€300 - 600

237
AN 'ALSATIAN DOG'S HEAD' MASCOT, 1920S,
unsigned, nickel plated bronze, 11cm high, on wooden base.
£250 - 500
€300 - 600

238
A LARGE 'ALSATIAN DOG'S HEAD' MASCOT BY L. CARVIN, FRENCH, 1920S,
signed, nickel plated bronze, 15cm high, on black painted wooden display base.
£250 - 500
€300 - 600



239



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239
A 'SEATED ALSATIAN DOG' MASCOT BY JACQUES CARTIER, FRENCH, 1920S,
signed, nickel plated bronze, 15cm high, on display base.
£800 - 1,200
€960 - 1,400

240
A 'BULLDOG ON A CHAIN' MASCOT BY M MARX, FRENCH, 1920S,
small version, unsigned, bronze, marked G 748E, 9.5cm high, on display base.
£200 - 400
€240 - 480

241
A 'BULLDOG ON A CHAIN' MASCOT BY M MARX, FRENCH, 1920S,
large version, signed, nickel plated bronze, marked G701, 12cm high, on a radiator cap.
£300 - 600
€360 - 720

242
A 'FRENCH BULLDOG' MASCOT BY GASTON H. BOURCART, FRENCH, 1920S,
signed, nickel plated bronze, 9.5cm high, on display base.
£350 - 450
€420 - 540

243
A BONZO DOG MASCOT BY AEL, BRITISH, CIRCA 1930,
stamped AEL, nickel plated caricature of the cartoon dog drawn by George Studdy, 8cm high, on radiator cap above display base.
£100 - 200
€120 - 240

244
A 'FRENCH BULLDOG ON A BALL' MASCOT BY MAISON CARDEILHAC, FRENCH, 1920S,
stamped to support, the dog standing on a coloured ball of composite material, 12cm high, on radiator cap.
£250 - 350
€300 - 420

245
A RUNNING FOX MASCOT, PROBABLY BRITISH, 1920S,
unsigned, nickel plated bronze, 20cm long, on radiator cap.
£150 - 250
€180 - 300

246
A 'HARE AND TORTOISE' MASCOT BY HENRI PAYEN, FRENCH, CIRCA 1920,
signed bronze, 12cm high on radiator cap.
£450 - 850
€540 - 1,000

247
A 'BORZOI' MASCOT BY CASIMIR BRAU, FRENCH, 1930S,
signed, chrome plated bronze, 23cm long, on a display base.
£600 - 1,000
€720 - 1,200

248
AN 'IMP' FLAG-BEARER MASCOT, AUSTRIAN, 1910S,
marked Ch Argenter Vienna, bronze, with black and yellow material pennant, 25cm high on a radiator cap, above a wooden base.
£300 - 600
€360 - 720

249
A 'MONKEY' FLAG-BEARER MASCOT BY HENRI PAYEN, FRENCH, 1920S,
with Touring Club d'France pennant, signed, nickel plated bronze, 28cm high on a display base.
£400 - 800
€480 - 960

250
AN 'APE' FLAG-BEARER MASCOT BY EDOUARD MARCEL SANDOZ, FRENCH, 1920S,
with Th. Schneider cloth pennant, signed nickel plated bronze marked Susse Freres, 28cm high on wooden base.
£500 - 800
€600 - 960

The Société anonyme des automobiles Th. Schneider was registered at Besançon on 16 June 1920. Vehicle production finally ended early in 1930, some ten months after the company's second declaration of bankruptcy, in March 1929. By the time he established the company that carried his name, Schneider was already a very well seasoned automobile manufacturer. With Edouard Rochet, Schnieder had been involved since 1889 or 1894 with the Lyon based Rochet-Schneider company.

Although Schneider had apparently been registered at birth with the name Théodore Schneider, many friends and business partners knew him as Théophile Schneider. Use of the name 'Th. Schneider' for his automobile company avoided the need to arbitrate between the two names.



251
A DONALD DUCK 'COWBOY' MASCOT,
 replica, unmarked bronze, 9cm high on
 wooden base.
£80 - 120
€100 - 140

252
AN 'ANGRY CAT' MASCOT BY ELLE
OTTAVAY, FRECH, 1920S,
 signed nickel plated bronze, 17cm high
 on black painted wooden base.
£150 - 250
€180 - 300



253
A RARE ARTICULATED 'BONZO' MASCOT,
BRITISH, 1920S,
 nickel plated alloy figure after the design by
 George Studdy, with pinned joints at the elbows
 and jaw, inside of mouth painted red, 14cm
 high on metal base.
£400 - 800
€480 - 960

254
A 'LE TANK' MASCOT BY L.BRUNSWICK,
FRENCH, 1910S,
 nickel plated pot-metal, 13.5cm high,
 on a black painted wooden base.
£250 - 500
€300 - 600



255
A 'L. ESCARGOT' MASCOT BY ANTOINNE
BOFILL, FRENCH, POST 1914,
 nickel plated bronze, with MMA foundry mark,
 9.5cm high, on a turned wooden base.
£400 - 800
€480 - 960

256
A 'COBRA' MASCOT BY HENRI
RISCHMANN, FRENCH, 1920S,
 signed, nickel plated bronze, 13.5cm high,
 on display base.
£450 - 850
€540 - 1,000

257
A KNOTTED COBRA MASCOT, 1930S,
 chrome plated, unmarked, 12.5cm high
 on a black painted wooden base.
£300 - 600
€360 - 720

258
A SMALL BRONZE OF A DOG IN A
WAISTCOAT BY MAISON ARTHAUD,
48 RUE ST. MARTIN, PARIS,
 bronze with traces of nickel plating, numbered
 15374, 11cm high, on black painted wooden
 base.
£50 - 100
€60 - 120

259
A RARE 'KAISER PIG' MASCOT,
CIRCA 1910,
 unsigned, caricature of Kaiser Wilhelm of
 Germany, with curly tail, wearing a Pickelhaube
 helmet, with the German cross on his back,
 bronze, 11cm long, on a radiator cap.
£500 - 800
€600 - 960

260
A 'PIG-HEADED' MASCOT BY ANTOINNE
BOFILL, FRENCH, CIRCA 1910
 signed nickel plated bronze, depicting a pig
 leaping over a Gorgon's head, 13cm long
 on a wooden base.
£250 - 500
€300 - 600

261
A 'CITROEN COUCHON' MASCOT,
FRENCH,
 unsigned, nickel plated bronze, 8cm high
 on a Citroen radiator cap.
£400 - 800
€480 - 960

262
A 'LUCKY SWINE' MASCOT BY HENRI
PAYEN, FRENCH, 1920S,
 signed, nickel plated bronze, 11cm high,
 on a radiator cap.
£300 - 600
€360 - 720



263



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263
AN 'ELEPHANT WITH CYMBALS' MASCOT BY ETIENNE MERCIER, FRENCH, 1920S, signed, nickel plated bronze, 16cm high, on a radiator cap.
£400 - 800
€480 - 960

264
A "TRUMPETEER" MASCOT, BY FRANZ BERGMAN, AUSTRIAN, 1920S, signed 'Nam-Greb' to rear of base, bronze mascot depicting a rearing African elephant blowing a horn, 13.5cm high, on turned wooden base.
£400 - 800
€480 - 960

265
A LARGE 'ELEPHANT FROM EGG' MASCOT, FRENCH, 1920S, nickel plated bronze, 13.5cm high, on radiator cap.
£350 - 650
€420 - 780

266
A SMALL 'ELEPHANT FROM EGG' MASCOT, FRENCH, 1920S, bronze, 8.5cm high, on radiator cap.
£250 - 500
€300 - 600

267
A 'STANDING ELEPHANT' MASCOT BY C. CHARLES, FRENCH, 1910S, signed, bronze, 10cm high, on a radiator cap.
£300 - 600
€360 - 720

268
A 'DEESE EGYPTIENNE' MASCOT BY S. COUDRAY, FRENCH, LATE 1920S, signed, nickel plated bronze, wingspan 25cm, on a radiator cap.
£1,000 - 1,500
€1,200 - 1,800

269
A 'BALANCING BEAR' MASCOT BY CH. SOUDANT, FRENCH, 1920S, signed, nickel plated bronze on a marble ball, 11cm high, on a radiator cap.
£300 - 600
€360 - 720

270
AN 'AEGINA & EAGLE' MASCOT, AFTER A. DELM, replica, nickel plated bronze, wingspan 23.5cm, on display base.
£100 - 200
€120 - 240

271
AN 'EAGLE AND GIRL' MASCOT BY HEBE, FRENCH, 1920S, signed, bronze with remains of nickel plating, repairs to both wing roots, wingspan 16cm, on wooden display base.
£400 - 800
€480 - 960

272
A RARE 'DAWN OF FLIGHT' MASCOT BY ALBERT ERNEST SANCHEZ, 1906, in the form of a large baby chick standing over a snail, deeply signed A. Sanchez and with the C. Valsuani foundry stamping deeply impressed 'Cire Perdue', 15.5cm high, on wooden display base.
£1,800 - 2,400
€2,200 - 2,900

This piece is unusual and rare that when created by the sculptor, after a small casting run the mould was destroyed. This is one of the earliest Motoring mascots ever devised, in 1906. Made by a true master sculptor in hollow Cire Perdue (lost wax), the bronze with a wonderful hidden meaning - The Dawn of Flight, over the pioneering motorist, beautifully represented by the gigantic baby bird trying to squash the sturdy snail!



272



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278

Sanchez was born in Paris on April 24th 1878 and studied under the great masters Falguire, Mercie and Gardet, and exhibited figures at the Salon des Artistes Francais, winning an honorable mention in 1904."

273
A 'COQ GAULOIS' MASCOT BY MEYER, FRENCH, 1910S,

signed, nickel plated bronze, 15cm high, on a radiator cap, some verdigris to base.
£600 - 1,000
€720 - 1,200

274
A 'PUSS IN BOOTS' MASCOT BY AEL, BRITISH, 1920S,

stamped AEL to base, nickel plated bronze, 10cm high, on a radiator cap.
£250 - 350
€300 - 420

275
AN 'ARTICULATED BIRD' MASCOT BY COMBRET, FRENCH, 1920S,

white metal bird, with flapping wing action, 19cm long, with maker's plaque to base, mounted on a display stand.

£180 - 260
€220 - 310

276
A 'SATURNIN LE PETIT CANARD' MASCOT, FRENCH,

nickel plated pot-metal, 11.5cm high, mounted on a radiator cap.

£200 - 400
€240 - 480

277
A 'LOVEBIRDS' MASCOT BY HENRI PAYEN, FRENCH, 1920S,

signed, nickel plated bronze, 8cm high, on a painted wooden base.

£120 - 180
€140 - 220

278
A 'WISE OWL' MASCOT BY F. RIVIERE, FRENCH, 1920S,

nickel plated bronze with glass eyes, on a radiator cap, 9cm high overall.

£150 - 250
€180 - 300



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A LARGE 'PIERROT WITH LANTERN' MASCOT BY M. GIRAUD-RIVIERE, FRENCH, 1920S,

in decorated spotted clown costume, signed, nickel plated with green patina, 16cm high, on a radiator cap.

£600 - 1,000
€720 - 1,200

280

A SMALL 'PIERROT WITH LANTERN' MASCOT BY M. GIRAUD-RIVIERE, FRENCH, 1920S,

in decorated spotted clown costume, signed, nickel plated with bronze patina, 11cm high, on a radiator cap.

£450 - 850
€540 - 1,000

281

A RARE ISOTTA-FRASCHINI 'CROWN OF LOMBARDY' MASCOT, ITALIAN, 1930,

chrome plated with coloured enamel 'jewels', 10cm diameter, with integral radiator cap.

£1,500 - 2,000
€1,800 - 2,400

Only three 'Crown of Lombardy' car mascots were made for the Isotta-Fraschini show cars exhibited at the 1930 London Motor Show.

282

AN 'ICARUS' MASCOT FOR FARMAN CARS BY GEORGES COLIN, FRENCH, CIRCA 1920,

signed nickel plated bronze, with Unis France foundry mark, the front stamped Finnigans London, wingspan 18.5cm, on a display base.

£600 - 1,000
€720 - 1,200

283

A 'HERALD OF PEACE' MASCOT BY WILLIAM HUTTON & SONS, SHEFFIELD, BRITISH, CIRCA 1919,

silver plated base metal, makers crossed arrows mark to base, 19cm high on wooden base.

£150 - 250
€180 - 300

284

A 'BOXER' MASCOT BY M. GIRAUD-RIVIERE, FRENCH, 1920S,

signed bronze, modelled on French champion boxer Georges Carpentier, 15cm high, on wooden base.

£400 - 800
€480 - 960

Georges Carpentier (January 12, 1894 – October 28, 1975) was a French boxer, actor and World War I pilot. He fought mainly as a light heavyweight moving to heavyweight later in his career, which lasted from 1908 to 1926. Nicknamed the "Orchid Man", Carpentier was known for his speed, his excellent boxing skills and his extremely hard punch.

285

A 'GAULOIS' 100,000 KILOMETER MASCOT, FRENCH, CIRCA 1930,

nickel plated pot-metal, marked 'Plus de 100.000 Km P.M.', on ridged cap, 15.5cm high, on marble base

£250 - 500
€300 - 600

286

A 'ST. CHRISTOPHER' MASCOT, FRENCH, CIRCA 1920

produced in honour of Duchesse D'Uzes, by her maiden name of Mortemart, and for L'Abbe Dellepouve, finished in nickel plated bronze with good detailing and a fine inscription, stamped 78 to base, 16cm high, on a display base.

£300 - 600
€360 - 720

287

A 'SORCERESS' MASCOT BY BERGMAN, AUSTRIAN, 1920S,

signed N Greb, nickel plated bronze, 15cm high, mounted on a radiator cap inset with 8 red reflectors, above a display base.

£500 - 800
€600 - 960

288

A 'TUAREG LOOKOUT' MASCOT BY M. BERTIN, FRENCH, 1920S,

signed, patinated bronze, 18cm high, on radiator cap.

£600 - 1,000
€720 - 1,200

289

A 'FUTURISTIC WOMAN' MASCOT BY S. REUFF, FRENCH, CIRCA 1925,
signed, bronze, 17cm high on wooden base.
£500 - 800
€600 - 960



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290

A 'L'OLYMPIENNE' MASCOT BY LESSUOR, FRENCH, 1920S,
depicting a girl seated on a four cylinder engine, signed, bronze, 13.5cm high, on wooden display base.
£500 - 800
€600 - 960

291

A 'JOAN OF ARC' MASCOT BY REAL DEL SANTE, FRENCH, 1920S,
signed, nickel plated bronze, 18cm high, on wooden display base.
£700 - 1,000
€840 - 1,200

292

A FINE AND RARE 'PHOENIX RIDER' MASCOT BY M. GIRAUD-RIVIERE, FRENCH, 1920S,
signed, beautifully detailed nickel plated bronze, 20.5cm high, on a black painted wooden display base.
£2,000 - 3,000
€2,400 - 3,600



292

293

A 'PIN TAIL BIRD' MASCOT BY MARCEL BOURAIN, FRENCH, 1920S,
signed, nickel plated bronze, 22cm high, on period radiator cap.
£400 - 800
€480 - 960

294

A 'SNAKE & EAGLE' MASCOT BY ETIENNE MERCIER, FRENCH, 1920S,
signed, nickel plated bronze, 9.5cm high, on display base.
£600 - 1,000
€720 - 1,200

295

A 'WINGED WHEEL' MASCOT FOR AUSTIN CARS, BRITISH, CIRCA 1910,
small version, polished bronze, wingspan 10cm, on display base.
£100 - 200
€120 - 240

296

A 'STUDDED TYRE' MASCOT, CIRCA 1930,
pot metal, depicting a motorcyclist, designed as an advertising mascot, 11cm high, on marble base.
£250 - 500
€300 - 600

297

A 'RUDGE IMP' MASCOT BY BOFF, FRENCH, 1920S,
signed nickel plated bronze with motormeter inset behind wheel, 12.5cm high, on radiator cap.
£300 - 600
€360 - 720

298

A 'CAR IN THE CLOUDS' MASCOT BY VERECKE, FRENCH, 1920S,
signed, nickel plated bronze, with turning front wheels, 13cm long, on a radiator cap.
£200 - 400
€240 - 480

299

A 'CHARLIE CHAPLIN' MASCOT BY VEYRARD, FRENCH, MID 1920S,
signed, nickel plated bronze, 13cm high, on wooden base.
£200 - 400
€240 - 480

300

A 'BECASSINE' MASCOT BY J P PINCHON, FRENCH, 1920S,
signed, nickel plated body and hat with painted ceramic spring mounted head, 13cm high, on wooden base.
£700 - 1,000
€840 - 1,200



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301

A 'GENDARME' MASCOT BY COFFIN, FRENCH, 1920S,
signed, nickel plated bronze, 22cm high.

£650 - 850

€780 - 1,000

302

A 'STOP' POLICEMAN MASCOT,

unsigned, bronze with remains of nickel plating, (lacking lantern),
14cm high, on display base.

£200 - 400

€240 - 480

303

**AN 'IN THE NAME OF THE LAW' POLICEMAN MASCOT,
BRITISH, 1930S,**

chrome plated bronze, registered design number stamp to rear,
13cm high, on display base.

£200 - 400

€240 - 480



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304
A 'FOLIE DE LA VITESSE' MASCOT BY PIERRE DE SOETE, BELGIAN, CIRCA 1920,
 signed P. De Soete on the base, nickel plated bronze, 18cm high, on marble display base applied with engraved plaque.
£1,000 - 2,000
€1,200 - 2,400

'La Folie de la Vitesse' or 'Speed Fool' mascot design was awarded a prize of a diploma at the 1921 Salon de l'Auto de Paris.

305
A 'GIRL ON A SNAIL' MASCOT BY DEBON, FRENCH, CIRCA 1910
 signed, nickel plated bronze, marked 'fonte sur plâtre Susse Freres Ed' with foundry mark, 14cm high on period radiator cap.
£300 - 600
€360 - 720

306
A 'DIANA THE HUNTRESS' MASCOT BY E. MARDON, FRENCH, 1920S,
 signed, nickel plated bronze, 15.5cm high, on wooden base.
£300 - 600
€360 - 720

307
A 'COCOTTE' MASCOT BY A RENEVEY, FRENCH, 1920S,
 signed nickel plated bronze depicting a cherub riding on an origami paper horse, 10cm high, on radiator cap.
£400 - 800
€480 - 960

308
A 'RACING CAR' MASCOT BY H. PAYEN, FRENCH, 1920S,
 signed patinated bronze, 10cm long, on period radiator cap.
£350 - 650
€420 - 780

309
A REPLICA BALLOT 'LA RENOMMEE' MASCOT AFTER EMILE PEYNOT,
 unsigned, bronze mascot cast with integral radiator cap, 16.5cm high overall.
£200 - 400
€240 - 480

310
AN 'ANTELOPE' MASCOT BY JACQUES CARTIER, FRENCH, 1920S,
 signed, nickel plated bronze, 16cm long, on display base.
£600 - 1,000
€720 - 1,200

311
A 'LA BOLIDE' MASCOT BY A. LUPPI, FRENCH, 1920S,
 signed, nickel plated bronze, numbered XXXII, 12.5cm high, on shaped wooden base.
£900 - 1,400
€1,100 - 1,700







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312
AN UNUSUAL 'MANTEAU SALF' MASCOT, FRENCH, LATE 1920S,

nickel plated pot metal, pitted in places, advertising figure for coat/capes, 16cm long, on display base.

£450 - 850
€540 - 1,000

313
A 'WINGED DEVIL' MASCOT, 1920S,

unsigned, nickel plated bronze, 13cm long, with thermometer in post (cracked), on radiator cap over wooden base.

£200 - 400
€240 - 480

314
A 'HERALD OF VICTORY' MASCOT BY J. DUNACH, FRENCH, CIRCA 1919,

signed, nickel plated figure, 26cm high, on wooden display base.

£350 - 650
€420 - 780

315
A LARGE 'PATRIOTIC COQ GAULOIS' MASCOT BY P. LE COURTIER, FRENCH, 1914,

gilt on cire perdue bronze, on original radiator cap, 24cm high overall,

£1,500 - 2,000
€1,800 - 2,400

The patriotic Coq Gaulois mascot was used only on Marechal Foch's personal cars during WW1.

316
A 'MOTHER HEN' MASCOT BY L. ARSON, FRENCH, 1920S,

signed, nickel plated bronze, carrying a basket for fresh eggs, 15cm high, on display base.

£1,200 - 1,800
€1,400 - 2,200

317
AN UNUSUAL 'FISH-BOAT' MASCOT BY MADY, FRENCH 1920S,

signed, nickel plated bronze, 15cm long, on wooden base

£500 - 800
€600 - 960

318
A 'COILED SERPENT' MASCOT, CIRCA 1930,

unsigned, 17cm high, on chromed base above turned wooden display base.

£300 - 600
€360 - 720

319
A 'PEGASUS ON A BALL' MASCOT BY E. MARTIN, FRENCH, 1920S,

signed, nickel plated bronze, numbered 10 3528 (25), 15cm high, on black painted turned wooden base.

£700 - 1,000
€840 - 1,200



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320
A 'BAT MAN' MASCOT BY SASPORTAS, FRENCH, 1920S,
signed, nickel plated bronze, wingspan 18cm, on radiator cap.
£600 - 1,000
€720 - 1,200

321
A 'BOBBY' MASCOT BY J.HASSALL, BRITISH, REGISTERED MARK (611941) 1912,
nickel plated, with sprung ceramic head, 12cm high, mounted on wooden base.
£300 - 600
€360 - 720

322
A 'CAT ON THE MOON' MASCOT AFTER ET MERCIER,
replica, nickel plated bronze, 12cm high, on display base.
£100 - 200
€120 - 240

323
AN 'EGYPTIENNE' MASCOT BY SARTORIO, FRENCH, LATE 1920S,
nickel plated bronze, 15cm high, on a radiator cap.
£300 - 600
€360 - 720

324
A 'CAT IN THE MOON' MASCOT BY E.T. MERCIER, FRENCH, 1910S,
nickel plated bronze, 10cm high, on wooden display base.
£400 - 800
€480 - 960

325
A 'LE PETIT CHAUFFEUR' MASCOT BY ANTOINNE BOFILL, FRENCH, CIRCA 1910,
signed, bronze, 14cm high, on period radiator cap above turned wooden base.
£900 - 1,400
€1,100 - 1,700

326
A 'ST. GEORGE AND THE DRAGON' MASCOT FOR MIESSE CARS, BELGIAN, 1920S,
nickel plated spelter, 18cm high, on turned wooden base.
£400 - 800
€480 - 960

327
A 'LE COUPLE' MASCOT BY BOURCART FRENCH, 1920S,
signed, nickel plated bronze, 15cm long, on display base.
£600 - 1,000
€720 - 1,200

328
A 'SPIRIT OF TRIUMPH' MASCOT BY FRANCOIS BAZIN, FRENCH, 1920S,
signed, nickel plated bronze, 19cm high, on wooden base.
£400 - 800
€480 - 960

329
A 'MASTER JOCKEY' MASCOT BY LALOUILLE, FRENCH, 1920S,
signed, silver plated, 14cm high, on nickel plated radiator cap
£500 - 800
€600 - 960

330
A 'CENTAURESS' MASCOT BY RENEVEY, FRENCH, 1920S,
signed, nickel plated bronze, 12cm high, on black painted wooden base.
£600 - 1,000
€720 - 1,200



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331
A 'COCKEREL' MASCOT BY CASIMIR BRAU, FRENCH, 1920S,
signed, bronze, 16cm high, on wooden base.
£800 - 1,200
€960 - 1,400

332
A RARE 'STYLISTED BIRD' MASCOT BY J. MARTEL, FRENCH, 1920S,
signed, nickel plated bronze, 15cm high,
on display base.
£1,000 - 1,500
€1,200 - 1,800

333
A 'SIRENE' MASCOT AFTER RENEVEY BY AEL, BRITISH, 1920S,
signed and stamped AEL, nickel plated bronze,
10.5cm high, on radiator cap.
£350 - 650
€420 - 780

334
A 'HORSE AND JOCKEY' MASCOT BY H BRIAND, FRENCH, 1920S,
signed, nickel plated bronze, 15.5cm high,
on display base.
£400 - 800
€480 - 960

335
A 'KNEELING SPIRIT OF ECSTASY' MASCOT BY CHARLES SYKES, BRITISH, 1934
signed and dated 21.1.34, chrome plated
bronze, 9.5cm high, on chromed Rolls-Royce
radiator pressure-valve cap.
£250 - 500
€300 - 600

336
A FINE 'NUDE' MASCOT BY D MANNAY, FRENCH, 1920S,
signed, nickel plated bronze, 11cm high,
on nickel plated radiator cap.
£900 - 1,400
€1,100 - 1,700

337
A 'IN HOT WATER' MASCOT BY T PANES, FRENCH, 1910S,
signed, bronze with traces of nickel plating,
10cm high, on wooden base.
£600 - 1,000
€720 - 1,200

338
A 'ROMAN GIRL' MASCOT BY H.FUGERE, FRENCH, 1910S,
signed, cast brass, 16.5cm high.
£200 - 400
€240 - 480

339
A 'NUDE ON A ROCK' MASCOT, BRITISH, 1910S,
stamped RD (Registered Design), bronze with
traces of nickel plating, 16cm high, on display
base.
£250 - 500
€300 - 600

340
A 'NUDE' MASCOT BY M. GIRAUD-RIVIERE, FRENCH, 1920S,
signed, nickel plated bronze, 11cm high,
on radiator cap.
£350 - 650
€420 - 780

341
AN EXTREMELY FINE AND RARE 'RUNNING NUDE' MASCOT BY JOSEPH DESCOMPS, FRENCH, CIRCA 1920, PRODUCED BY ETLING FOUNDRY IN PARIS,
nickel plated bronze, depicting a running nude
lady holding drapery, 17cm high, mounted
on a wooden display base.
£1,200 - 1,800
€1,400 - 2,200



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A 'PROUESSE' MASCOT BY CHARLES SOUDANT FOR RUBRAY CARS, FRENCH, 1920S,

signed with Susse Freres Foundry markings, nickel plated bronze, 18cm long, on black painted wooden base.

£1,000 - 1,500
€1,200 - 1,800

A large bronze of this design was displayed in the 1907 Salon held at Madison Square Gardens, New York, where Rothschild had the largest exhibit featuring seven superb automobiles. This impressive piece was created by the Parisian master sculptor Charles Soudant for Leon Rubay, who later used the design as a car mascot to grace his own range of Rubay cars in USA from 1916-1923. Rubay started offering car bodies from 1907 when he teamed with Rothschild & Co.

343

A 'SATYR' MASCOT BY SILVESTRE, FRENCH, 1920S,

signed with Susse Freres Foundry markings, nickel plated bronze, 10cm high, on black painted wooden base.

£350 - 650
€420 - 780

344

A 'BAT GIRL' MASCOT BY FAMIN, FRENCH, 1920S,

signed, nickel plated bronze, 13.5cm high, on black painted wooden base.

£400 - 800
€480 - 960

345

A 'WAVE RIDER' MASCOT BY DELPERRIER, FRENCH, 1920S,

signed, nickel plated bronze, 22cm long, on black painted wooden base.

£600 - 1,000
€720 - 1,200

346

A 'HERALD OF AVIATION' MASCOT, FRENCH, CIRCA 1909,

un-signed, patinated bronze seated on a hot air balloon holding a propeller aloft, 23cm high, on radiator cap.

£500 - 800
€600 - 960

347

AN 'EGYPTIENNE DANCER' MASCOT BY ALONZO, FRENCH, LATE 1920S,

signed, bronze, 19cm high, on a wooden base.

£200 - 400
€240 - 480

348

AN 'EGYPTIENNE DANCER' MASCOT BY ALONZO, FRENCH, LATE 1920S,

signed, nickel plated bronze, 19.5cm high, on a wooden base.

£200 - 400
€240 - 480

349

A 'SKI LADY' MASCOT BY FADY, FRENCH, 1920S,

signed, patinated bronze, 18cm high, on a wooden base.

£400 - 800
€480 - 960

350

AN EXTREMELY FINE AND RARE "FEMME LIBELLULE L'ART ALLEGORIQUE" MASCOT BY VICTOR ROSSI, FRENCH, 1921,

signed, nickel plated bronze, fine detail and definition and in very good condition, 24.5cm long, mounted on a wooden display base.

£2,500 - 3,500
€3,000 - 4,200

Created by Victor Rossi in 1921, it won the third prize in the L'Auto Concourse bouchon de radiator in 1921. It's success was the inspiration for Rossi's later series of winged nude mascots.



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A 'LEAPFROG' MASCOT, BRITISH, 1920S, depicting a girl jumping a milestone which is mounted with thermometer, unsigned, 13cm high, on display base.

£450 - 850

€540 - 1,000

354

A 'NUDE' MASCOT BY HENRI PAYEN, FRENCH, 1920S,

signed, nickel plated bronze, 16cm high, on a display base.

£500 - 800

€600 - 960

355

A 'CLEOPATRA' MASCOT BY ADOLF POHL, FRENCH, CIRCA 1920,

limited number 101/135, signed, 18cm high, on black painted wooden display base.

£1,000 - 1,500

€1,200 - 1,800

356

A 'BRAVE SUR LA FLECHE' MASCOT BY R. PAQUIS, DATED 1929,

marked "Luteile", nickel plated bronze Native American seated on a large arrow, 20cm long, on nickelled radiator cap.

£250 - 500

€300 - 600

357

A 'CUPID RIDING TWO HORSES' MASCOT BY H. BRIAND, FRENCH, LATE 1920S,

signed, nickel plated bronze, 15.5cm high, on a turned wooden base.

£400 - 800

€480 - 960

358

A SILVER 'HERALD OF VICTORY' MASCOT, BRITISH, 1928,

hallmarked Birmingham, 14cm high, on nickelled radiator cap above a shaped wooden base.

£400 - 800

€480 - 960

359

AN 'EGYPTIENNE AILÉE' MASCOT BY M. BONNOT, FRENCH, LATE 1920S,

signed and marked 'Editions Marvel', nickel plated bronze, 18 high, on black painted wooden base.

£300 - 600

€360 - 720

360

AN 'ICARA' MASCOT BY JOUNNES, FRENCH, CIRCA 1910,

signed, nickelled plated bronze, 25cm, long, on wooden display base.

£500 - 800

€600 - 960

361

A GOOD 'L'ENVOLEE' MASCOT BY EMILE MONIER, FRENCH, CIRCA 1912,

depicting a stylish Oriental standing lady in drapes with remarkable likeness to Charles Sykes' mascot for Rolls-Royce, with good definition and detail, 5½in high, mounted on wooden display base.

£2,000 - 3,000

€2,400 - 3,600

See Page 63 of Bouchons de Radiateur by Dominique Pascal.

351

A 'BIRD GIRL' MASCOT BY FADY MARKED "EXCLUSIVITIE S. DIDIER", FRENCH, 1920S,

signed, nickel plated bronze, 20.5cm long, on radiator cap.

£400 - 800

€480 - 960

352

A 'TORCH BEARER' MASCOT BY HENRI PAYEN, FRENCH, 1920S,

signed, nickel plated bronze, 13cm high, on a radiator cap.

£350 - 650

€420 - 780



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A 'SPEED JESTER' MASCOT, 1920S,
unsigned, nickel plated bronze, 18cm high,
on tuned wooden base.
£400 - 800
€480 - 960

363

**A 'NUDE ON A ROCK' MASCOT BY
HOHEN, FRENCH, 1920S,**
nickel plated bronze, 19.5cm high, on nickelled
radiator cap above a shaped wooden base.
£500 - 800
€600 - 960

364

**A 'GOOSE RIDER' MASCOT BY
A E LEJEUNE, BRITISH, 1920S,**
stamped 'AEL Copyright' to base,
nickel plated bronze, 19.5cm wingspan,
on turned wooden base.
£250 - 500
€300 - 600

365

**A 'LEAPING HORSE' MASCOT BY
CASIMIR BRAU, FRENCH, 1920S,**
signed, nickel plated bronze (old repair
to tail), 21cm long, on display base.
£600 - 1,000
€720 - 1,200



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366
A 'FIAT DU SPORT 'PIG RIDER' MASCOT BY JANNAEU, FRENCH, 1920S,
nickelled plated bronze, 16cm high, on turned wooden base.
£400 - 800
€480 - 960

367
A 'CORNUCOPIA' MASCOT BY VIRGILE MORRY, FRENCH, 1910S,
signed, nickel plated bronze, 15cm high, on black painted wooden base.
£500 - 800
€600 - 960

368
A 'GRASSHOPPER' MASCOT BY DE MANIQUE, FRENCH, 1930S
signed, chrome plated bronze, 17cm long, cast with integral radiator cap.
£1,500 - 2,000
€1,800 - 2,400

369
A 'GLADIATOR' MASCOT BY RANCOULET, FRENCH, 1920S,
signed, nickel plated bronze, 18cm high, on nickelled radiator cap above a black painted wooden base.
£350 - 650
€420 - 780

370
A 'DRAPED NUDE IN THE WIND' MASCOT BY D.I.M., FRENCH, 1920S,
initialled, nickel plated bronze, 16cm high, on radiator cap.
£800 - 1,200
€960 - 1,400

371
A 'WINGED GODDESS' MASCOT, 1910S,
un-signed, nickel plated bronze figure carrying two Charabancs, 19cm high, on radiator cap.
£600 - 1,000
€720 - 1,200

372
A 'COCOTTE IN A HOOP' MASCOT, FRENCH, 1920S,
unsigned, nickel plated bronze, on period radiator cap, 13.5cm high overall.
£350 - 650
€420 - 780

373
A 'MALE NUDE' MASCOT BY D.I.M., FRENCH, 1920S,
initialled, nickel plated bronze, 13cm high, on radiator cap.
£800 - 1,200
€960 - 1,400

374
A 'LE HERLEUR' MASCOT,
replica, nickel plated, surface speckled with verdigris, 17cm long on a wooden base.
£100 - 200
€120 - 240

375
A FINE 'HARE & TORTOISE' MASCOT BY CIE DU VASSAOL, FRENCH, CIRCA 1910,
signed, nickel plated bronze, 13cm long, on a turned wooden base.
£400 - 800
€480 - 960

376
A 'SPEED HEAD' MASCOT BY T. BASSARAB, FRENCH, 1920S,
signed, nickel plated bronze, 8.5cm high, on black painted wooden base.
£300 - 600
€360 - 720

377
A 'GODDESS OF THE SEA' MASCOT AFTER T. DALLIA
replica, nickelled bronze speckled with verdigris, 14cm high on wooden base.
£100 - 200
€120 - 240



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376
A 'TOUCH-WUD' MASCOT, BRITISH, 1920S,
spherical wooden body with nickel plated limbs and glass eyes, 8.5cm, on original radiator cap, above wooden display base.
£100 - 200
€120 - 240

377
A 'BALLERINA' MASCOT BY H. FUGERE, FRENCH, 1920S,
signed, nickel plated bronze, 18cm high, on black painted wooden base.
£250 - 500
€300 - 600

378
A 'TOUCH-WUD' MASCOT, BRITISH, 1920S,
spherical wooden body with nickel plated limbs and glass eyes, 8.5cm, on original radiator cap, above wooden display base.
£100 - 200
€120 - 240

379
A 'BACCHIC TERM' MASCOT BY ANDRE CARRON, FRENCH, 1920S,
signed, nickel plated bronze, 12cm high, on black painted wooden base.
£500 - 800
€600 - 960

380
A 'CHANSON DE FLEUVE' SERENADING FROG MASCOT BY AUGUSTE NICHOLAS CAIN, FRENCH, CIRCA 1920,
signed, nickel plated bronze, also known as 'The Song of the River' depicting a crooning frog playing a lute, 9cm high, mounted on a period radiator cap.
£700 - 1,000
€840 - 1,200

381
A 'CUPIE' MASCOT BY LE FAGUARD, FRENCH, 1920S,
signed, nickel plated bronze, 18.5cm high, on black painted wooden base.
£200 - 400
€240 - 480

382
A 'LE FRILLEUSE' MASCOT, FRENCH, 1930S,
unsigned, chrome plated bronze, 13cm high, on black painted wooden base.
£150 - 250
€180 - 300

383
A 'LE FRILLEUSE' MASCOT, FRENCH, 1930S,
unsigned, chrome plated bronze, 13cm high, on black painted wooden base.
£150 - 250
€180 - 300

384
A 'TWIN COCOTE' MASCOT, FRENCH, 1930S,
unsigned, chrome plated bronze depicting two Origami paper-horses, 10cm high, on chromed radiator cap.
£1,000 - 1,500
€1,200 - 1,800

385
A SILVER 'MERCURY' MASCOT BY BIRMINGHAM MEDAL COMPANY, BRITISH, 1932,
Hallmarked Birmingham, 19cm high, on 'jewelled' radiator cap.
£200 - 400
€240 - 480

386
A 'SQUIRREL' MASCOT BY MAX LE VERRIER FRENCH, CIRCA 1930,
signed, nickel plated pot-metal, 12.5cm high, on wooden base.
£200 - 300
€240 - 360



386



387



388



389



390



391



392



393



394



395

387
A 'CIGOGNE SAUVAGE' MASCOT BY FRANCOIS BAZIN, FRENCH, 1920S,
flying Stork with S-shaped neck, signed, nickel plated bronze, 11cm long, on marble base.
£500 - 800
€600 - 960

391
A 'HARE AND SNAIL' MASCOT BY P.DREUX, FRENCH, 1910S,
signed, bronze, 10cm high, on turned wooden base.
£800 - 1,200
€960 - 1,400

394
A 'LUCKY FIVE' MASCOT, BRITISH, 1920S,
nickel plated brass, 11cm high, on display base.
£100 - 200
€120 - 240

388
A 'PEGASUS' MASCOT BY F. BAZIN, FRENCH, 1920S,
signed, nickel plated bronze, 15cm high, on black painted wooden base.
£800 - 1,200
€960 - 1,400

392
A RARE 'SEVEN LEAGUE BOOTS' MASCOT, AUSTRIAN, 1920S,
bronze, mounted on a Bakelite radiator cap.
£1,500 - 2,000
€1,800 - 2,400

395
A 'HIRONDELLE' MASCOT BY P. COMOLERA, FRENCH, 1910S,
signed with Susse Freres foundry mark, nickel plated bronze, 14cm high, on radiator cap.
£300 - 600
€360 - 720

389
A 'PIERROT & BALL' MASCOT BY A. DELM, FRENCH, 1920S,
signed, nickel plated bronze with composite ball, 14cm high, on radiator cap.
£400 - 800
€480 - 960

'Seven League Boots' is described and photographed in the book: 'Motoring Mascots of the World ' by William C. Williams page 222 photo 948.

393
A 'SCARAB' MASCOT BY E. BREGEON, FRENCH, LATE 1920S,
signed, nickel plated bronze with gilded carapace, 18cm high, on radiator cap.
£600 - 1,000
€720 - 1,200

396
A 'LEDA AND THE SWAN' MASCOT BY E. GIRAUET, FRENCH, 1920S,
signed, nickel plated bronze, 16.5cm long, on black painted wooden base (detached).
£350 - 650
€420 - 780

390
AN 'EGYPTIENNE' MASCOT BY PODIEBRAD, FRENCH, 1920S,
signed, nickel plated bronze, 17.5cm high, on a chromed cap above a black painted wooden base.
£400 - 800
€480 - 960

397
A 'CHAVALIER' MASCOT BY CHARLES PAILLET, FRENCH, 1920S,
signed, nickel plated bronze, 22cm high, on black painted wooden base.
£400 - 800
€480 - 960



396



397



399

398

A FINE 'LOCUST' MASCOT BY E.G., FRENCH, 1930S,

initialled, chrome plated bronze, 11cm high, on 'jewelled' chromed radiator cap.

£2,500 - 3,500

€3,000 - 4,200

399

A 'MONKEY IN A HOOP' MASCOT, FRENCH, 1920S,

unsigned, nickel plated pot-metal, 12.5cm high, on nickelled radiator cap.

£300 - 600

€360 - 720

400

A LARGE FLYING STORK MASCOT, BELIVED FRENCH, 1920S,

unsigned, silver plated bronze, wingspan 32cm, with wooden display base (detached).

(2)

£300 - 600

€360 - 720

401

A 'PENNANT BEARER' MASCOT, FRENCH, 1920S,

unsigned bronze, 28cm high, on radiator cap above wooden base.

£350 - 650

€420 - 780

402

AN 'EGYPTIAN WINGED SCARAB' MASCOT, BELIVED FRENCH, LATE 1920S,

unsigned bronze with blue patinated beetle back, 14cm wide, on turned wooden base.

£400 - 800

€480 - 960



398



400



401



402



403

**403
A COLLECTION OF SEVEN ROLLS-ROYCE RADIATOR MASCOTS MOUNTED IN A RADIATOR DISPLAY CASE**

wired for illumination, comprising 1918-1925 late Ghost, 20Hp, Phantom II, 20/25Hp, Phantom III and Kneeling Spirit of Ecstasy mascots, the radiator cap mounted with Phantom I mascot, 89cm high overall.

£1,500 - 2,000

€1,800 - 2,400



404

404

A FINE AND RARE HOTCHKISS COCKEREL MASCOT BY AUGUST CAIN, FRENCH, CIRCA 1925,

bronze, signed 'A.Cain' to base, also bearing Susse Freres, Paris foundry marking and further stamped '163' to rear of base, unplated solid cast complete with 'Hotchkiss - Paris' emblem to front of base, 16cm high, the hollow base with twin stud for correct position mounting.

£1,500 - 2,000

€1,800 - 2,400

These mascots were only fitted to the car of the President of France and Chamber of Deputies government cars, and was the only mascot produced by the Parisian sculptor August Cain.



405



406



407



408

405
A 'COQ HOUDAN' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 30TH APRIL 1929,
 wheel-cut 'R.Lalique' and 'France' to either side of base, in clear and satin glass, 19.5cm high.
£500 - 800
€600 - 960

406
A 'CINQ CHEVAUX' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 26TH AUGUST 1925,
 moulded 'R.Lalique' and wheel-cut 'France' to lower side, engraved 'No.1122', under base, in clear glass with pale amethyst tint, 15cm long.
£3,000 - 4,000
€3,600 - 4,800

407
A 'LEVRIER' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,
 intaglio moulded 'R.Lalique France', 20cm long.
£1,000 - 1,500
€1,200 - 1,800

408
A 'SANGLIER' MASCOT IN AMBER GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 3RD OCTOBER 1929,
 engraved 'R.Lalique France' under base, front of head and front of mane ground down, 9cm long.
£1,500 - 2,000
€1,800 - 2,400



409

409
A 'CINQ CHEVAUX' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 26TH AUGUST 1925,
moulded 'R.Lalique' and wheel-cut 'France' to lower side, engraved 'No.1122', under base, in clear glass with pale amethyst tint, 15cm long.
£1,500 - 2,000
€1,800 - 2,400



410



411

410
A 'PERCHE' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 20TH APRIL 1929,
with wheel-cut signature 'R.Lalique France' to left side of base between fins, 16cm long.
£800 - 1,200
€960 - 1,400



412

411
A 'PERCHE' MASCOT IN AMBER GLASS BY RENE LALIQUE, FRENCH, INTRODUCED, 20TH APRIL 1929,
with very faint moulded signature to left side of base between fins, 16cm long.
£1,000 - 1,500
€1,200 - 1,800

412
A 'FAUCON' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 5TH AUGUST 1925,
moulded 'R.Lalique' to left side of base and wheel-cut 'France' to right side of base, in clear glass with amethyst tint, 15cm high.
£1,000 - 1,500
€1,200 - 1,800



413

**A FINE 'VITESSE' MASCOT IN
OPALESCENT GLASS BY RENE
LALIQUE, FRENCH, INTRODUCED
17TH SEPTEMBER 1929,**

moulded 'R.Lalique' and 'France' to either
side of base, in blue/white opalescent glass
with satin finish, 18.5cm high.

£2,000 - 3,000

€2,400 - 3,600

413



414



415



416



417

414
A 'CÔTE D'AZUR PULLMAN EXPRESS' STATUETTE BY RENE LALIQUE, FRENCH, CREATED 12TH OCTOBER 1929, wheel-cut 'R Lalique' and with relief moulded inscription around the base, in satin glass with frosted base, 16.5cm high.
£1,500 - 2,000
€1,800 - 2,400

This limited edition statuette, influenced by the design of the famous 'Vitesse' mascot, was presented to passengers to commemorate their journey on the inaugural Côte d'Azur Pullman Express for La Compagnie des Wagon-Lits in 1929.

See: Car Mascots, An Enthusiasts Guide, by Sirignano and Sulzberger. Plate 87. and Lalique, by Felix Marchilhac. Page 396.

415
A 'VITESSE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 17TH SEPTEMBER 1929, moulded 'R.Lalique' and 'France' to either side of base, in clear glass with satin finish, 18.5cm high.
£1,500 - 2,000
€1,800 - 2,400

416
A 'CHRYISIS' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH 1931, acid etched 'R.Lalique' under base, in clear glass with satin finish, 13.5cm high.
£1,000 - 1,500
€1,200 - 1,800

417
A 'SIRÈNE' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE FRENCH, INTRODUCED 1920, moulded 'R.Lalique' to side of base, in opalescent glass with satin finish and blue tint, 10.5cm high.
£800 - 1,200
€960 - 1,400



418



419



420



421

418

A 'SIRÈNE' GLASS MASCOT BY RENE LALIQUE FRENCH, INTRODUCED 1920,

moulded 'R.Lalique' to side of base, in clear glass with satin finish and turquoise staining, 10.5cm high.

£500 - 800

€600 - 960

419

A 'NAIADE' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 1920,

engraved 'R.Lalique France No.831' under base, in opalescent glass with satin finish, 13cm high.

£1,500 - 2,000

€1,800 - 2,400

420

A 'SANGLIER' MASCOT IN FUMÉE GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 3RD OCTOBER 1929,

faintly moulded 'R Lalique' between legs and engraved 'Lalique France' under base, in fumée glass with dark grey hue, 9cm long.

£600 - 1,000

€720 - 1,200

421

A 'TÊTE D'ÉPERVIER' GLASS MASCOT BY RENE LALIQUE, INTRODUCED 21ST JANUARY 1928,

moulded 'Lalique France' to rear of neck, in clear glass, 6.5cm high.

£500 - 800

€600 - 960



422



423



424



425

422
A 'TÊTE D'ÉPERVIER' MASCOT IN OPALESCENT GLASS BY RENE LALIQUE, INTRODUCED 21ST JANUARY 1928,
moulded 'Lalique France' to rear of neck, later engraved with initials 'rh' under base, 6.5cm high.
£1,000 - 1,500
€1,200 - 1,800

423
A 'TÊTE D'ÉPERVIER' MASCOT IN FUMÉE GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,
relief moulded 'R.Lalique' and 'France' to either side of neck, in clear and frosted glass, 11cm high.
£500 - 800
€600 - 960

424
A 'TÊTE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,
relief moulded 'R.Lalique' and 'France' to either side of neck, in clear and frosted glass, 11cm high.
£1,000 - 1,500
€1,200 - 1,800

425
A 'TÊTE D'AIGLE' MASCOT IN FUMÉE GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,
faintly moulded 'R.Lalique' and 'France' to either side of neck, in fumée glass with deep amber hue, 11cm high.
£1,000 - 1,500
€1,200 - 1,800



426



427



428

426
A DOUBLE-MANE 'LONGCHAMP' MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 12TH JUNE 1929,
moulded 'R.Lalique' and 'France' to front and rear of neck, in clear glass with satin finish, 12.5cm high.
£2,000 - 3,000
€2,400 - 3,600

427
A SINGLE-MANE 'LONGCHAMP' MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH SEPTEMBER 1929,
moulded 'R.Lalique' and 'France' to front and rear of neck, in clear glass with satin finish, 12.5cm high.
£1,500 - 2,000
€1,800 - 2,400

428
AN 'EPSOM' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 5TH JUNE 1929,
moulded 'R.Lalique' and 'France' to front and rear of neck, in clear glass with pale amethyst hue and satin finish, 18.5cm long, mounted as a book-end, fixed within original nickel-plated mount with single split-ring, on correct polished opaque black glass base, acid etched 'R.Lalique' to edge.
£2,000 - 3,000
€2,400 - 3,600



429



430



431

429
A 'TÊTE DE BÉLIER' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD FEBRUARY 1928,
intaglio moulded 'R.Lalique France' to right side of neck, in clear glass with satin finish, 9.5cm high.
£800 - 1,200
€960 - 1,400

431
A 'PINTADE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 28TH SEPTEMBER 1929,
wheel-cut signature 'R.Lalique France' to rear and faintly moulded to either side of base between legs, in clear and frosted glass, 15cm long.
£1,000 - 2,000
€1,200 - 2,400

430
A 'COQ NAIN' MASCOT IN FUMÉE GLASS BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,
wheel-cut 'R Lalique' and 'France' to either side of base, in fumée glass with deep core, with claws intact, 20cm high.
£1,000 - 1,500
€1,200 - 1,800



432

432
**A FINE AND RARE 'HIBOU' GLASS MASCOT BY RENÉ LALIQUE,
FRENCH, INTRODUCED 27TH JANUARY 1931,**
etched 'R.Lalique France' to edge of base, in clear and frosted glass,
chip to edge of base, 12.5cm long.
£55,000 - 65,000
€66,000 - 78,000



433

433
A 'TÊTE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD FEBRUARY 1928,
intaglio moulded 'Lalique France' to neck, in clear and frosted glass, mounted as a book-end within nickelled mount, 18cm high, above correct black glass base, acid etched 'R.Lalique France' to edge.
£400 - 800
€480 - 960



434

434
A FINE 'VICTOIRE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 18TH APRIL 1928,
faintly moulded 'R Lalique' and 'France' to either side of base, in clear and satin finish glass, 26cm long.
£4,000 - 6,000
€4,800 - 7,200



435

435
A 'GRANDE LIBELLULE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 23RD MAY 1928, faintly moulded 'R.Lalique' and 'France' to either side of base and with engraved signature to tail, in clear and frosted glass, 21cm high.
£2,000 - 3,000
€2,400 - 3,600



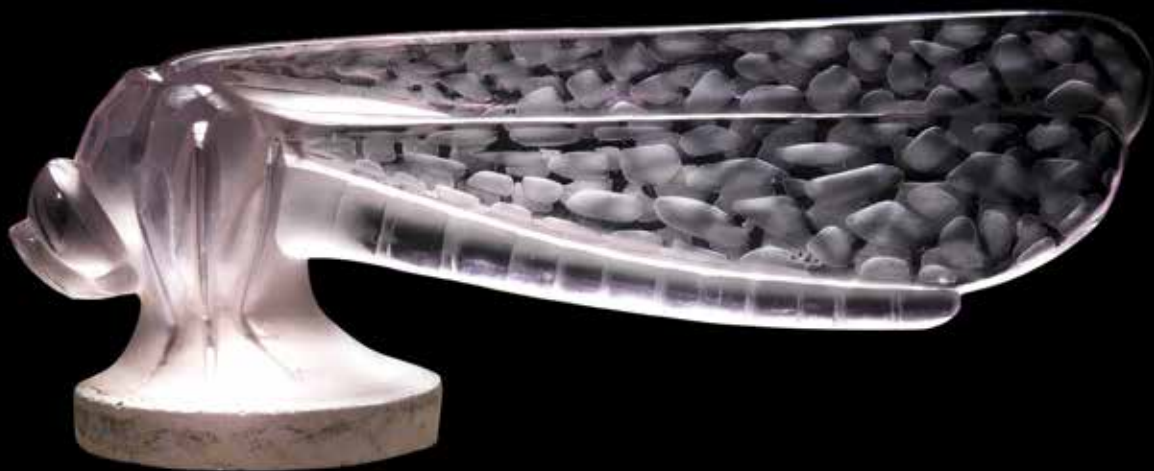
436

436
A 'HIRONDELLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928, moulded 'R.Lalique France' to rear of base, in clear and frosted glass, 15cm high.
£600 - 1,000
€720 - 1,200



437

437
A 'TÊTE DE PAON' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD FEBRUARY 1928, intaglio moulded 'R.Lalique' to base, in clear glass with some satin finish, 18cm high.
£2,000 - 3,000
€2,400 - 3,600



438



439



440

438

A 'PETITE LIBELLULE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 12TH APRIL 1928,

moulded 'Lalique' to right wing, in clear and frosted glass with pale amethyst tint, 16.5cm long.

£1,500 - 2,000

€1,800 - 2,400

439

A 'GRENOUILLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD MAY 1928,

moulded 'Lalique' and faintly moulded 'France' under hind legs, engraved 'R.Lalique France' to front of base, in clear and satin finish glass with pale amethyst tint, 6.5cm high.

£3,000 - 4,000

€3,600 - 4,800

440

A 'GRENOUILLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD MAY 1928,

moulded 'Lalique' and faintly moulded 'France' under hind legs and engraved 'R.Lalique France No.1146' to rear edge of base, in clear glass with satin finish, 6.5cm high.

£2,000 - 3,000

€2,400 - 3,600



441

441

**A RARE 'COMÈTE' GLASS MASCOT BY RENE LALIQUE, FRENCH,
INTRODUCED 24TH AUGUST 1925,**

with first portion only of moulded 'R.Lali(que)' signature to left lower rear of tail, in clear glass, the end of tail ground back, chamfered and polished, removing latter portion of signature, 18.5cm long.

£20,000 - 30,000

€24,000 - 36,000



442



443



444

442
A 'SAINT-CHRISTOPHE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 1ST MARCH 1928,
 intaglio moulded 'R.Lalique France' to lower edge, in clear glass, 12cm high.
£400 - 800
€480 - 960

443
AN 'ARCHER' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD AUGUST 1926,
 wheel-cut 'R Lalique France' to lower edge and engraved 'No.1126' under base, in clear glass, 12cm high.
£800 - 1,200
€960 - 1,400

444
A 'LOUIS PASTEUR' GLASS PLAQUETTE BY RENE LALIQUE, FRENCH, CREATED 1922,
 moulded 'R.Lalique' to lower right edge, circular plaquette in glass with pale tint and satin finish with profile portrait in relief, 10cm diameter, mounted as a motoring mascot with gilt metal laurel wreath surround above a brass radiator cap, standing 15cm high overall.
£500 - 800
€600 - 960

This glass plaquette was produced to commemorate the centenary of the birth of the famed French chemist and 'father of microbiology' Louis Pasteur (1822-1895), renowned for his discoveries of the principles of vaccination and other pioneering work in the field.



445



446



447



448

445
TWO POST-WAR 'PERCHE' GLASS MASCOTS BY LALIQUE,
the first engraved 'Lalique © France' to edge of base, the other acid
etched 'Lalique France' to underside of base, each in clear and frosted
glass and measuring 16cm long.

(2)
£300 - 600
€360 - 720

446
A 'BIRD' MASCOT IN OPALESCENT GLASS BY SABINO, FRENCH,
1930S,
moulded 'Sabino Paris' to side of base, 13.5cm long.
£200 - 400
€240 - 480

447
A 'PAPILLON' MASCOT IN OPALESCENT GLASS,
unsigned but possibly by Sabino, 11cm high, fixed to a radiator mount.
£200 - 400
€240 - 480

448
A 'POLAR BEAR' GLASS MASCOT,
in clear and frosted glass, 18cm high, some internal bubbles.
£350 - 650
€420 - 780



449



450



451

449
A MASCOT WITH TWO MOULDED GLASS DISCS 'ST. CHRISTOPHER' AND 'ELEPHANT', BELIEVED 1930S,
 chromed circular surround with stem, fitted with moulded glass discs, with design in relief, one side depicting 'St. Christopher' with rose-coloured staining to figure, the other depicting an African elephant head with blue staining, 9.5cm high, mounted on a radiator cap above a black-painted wooden display base.
£400 - 800
€480 - 960

451
A CZECHOSLOVAKIAN ART GLASS 'BOUDICA' MASCOT, 1930S,
 marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin finish, 17cm long, within nickelled radiator cap mount.
£650 - 850
€780 - 1,000

450
A 'LONGCHAMPS' GLASS MASCOT BY THE PERSONS MAJESTIC COMPANY, WORCESTER, MASS, USA, 1930,
 moulded maker's mark around the base, single mane version, in clear glass with satin finish and pale yellow tint, sold in the 1930s under licence from Lalique, 15.5cm long.
£700 - 1,000
€840 - 1,200



452

452
A CZECHOSLOVAKIAN ART GLASS 'ATALANTA' MASCOT, 1930S,
marketed in UK by H G Ascher as 'Red Ashay', in frosted glass, 22cm
long, small chip to corner of base, fixed to a black glass display base.
£550 - 850
€660 - 1,000



454

454
A CZECHOSLOVAKIAN ART GLASS 'SPEED RIDER' MASCOT, 1930S,
marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin
finish, 14cm long, within a nickelled mount and fixed to a marble
display base.
£800 - 1,200
€960 - 1,400



453

453
A CZECHOSLOVAKIAN ART GLASS 'LION'S HEAD' MASCOT, 1930S,
marketed in UK by H G Ascher as 'Red Ashay', in frosted glass, within
a nickelled mount, 14cm high, above a turned wooden display base.
£600 - 1,000
€720 - 1,200



455

455
A CZECHOSLOVAKIAN ART GLASS 'SPEED HEAD' MASCOT, 1930S,
marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin
finish, 21cm long, within a nickelled mount above a turned wooden
display base.
£600 - 1,000
€720 - 1,200



456



457



458



459

456

A CZECHOSLOVAKIAN ART GLASS 'LOVERS' MASCOT, 1930S, marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin finish, within nickelled mount, 24cm high, fixed to radiator cap above a turned wooden display base.

£650 - 850
€780 - 1,000

458

A CZECHOSLOVAKIAN ART GLASS 'TROJAN' MASCOT, 1930S, marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin finish, within nickelled mount above a radiator cap, 17cm high, on a black-painted wooden display base.

£650 - 850
€780 - 1,000

457

A CZECHOSLOVAKIAN ART GLASS 'BIRD' MASCOT, 1930S, marketed in UK by H G Ascher as 'Red Ashay', with satin finish, 21.5cm wingspan, in nickelled mount above a wooden display base.

£300 - 600
€360 - 720

459

A CZECHOSLOVAKIAN ART GLASS 'SPEED GIRL' MASCOT, 1930S, marketed in UK by H G Ascher as 'Red Ashay', with satin finish, within nickelled radiator mount, 13cm high, above a black painted wooden display base.

£400 - 800
€480 - 960



460



461



462

460

A CZECHOSLOVAKIAN ART GLASS 'HORSE'S HEAD' MASCOT, 1930S,

marketed in UK by H G Ascher as 'Red Ashay', in clear glass with satin finish, 20.5cm long, fitted within nickelled illuminating mount with electrical socket to rear on integral radiator cap.

£450 - 850

€540 - 1,000

462

A CZECHOSLOVAKIAN ART GLASS 'BUTTERFLY GIRL' MASCOT, 1930S,

marketed in UK by H G Ascher as 'Red Ashay', in satin finish glass, within nickelled mount, 22cm high, above a wooden display base.

£600 - 1,000

€720 - 1,200

461

A CZECHOSLOVAKIAN ART GLASS 'PHAROAH'S HEAD' MASCOT, 1930S,

marketed in UK by H G Ascher as 'Red Ashay', with satin finish, 17cm long, within a nickelled mount above a radiator cap.

£400 - 800

€480 - 960



463



464



465



466



467

463
AN ILLUMINATED DISPLAY BASE TO FIT A GLASS MASCOT,
 made in turned brass, with split threaded ring, 9cm high.
 £250 - 350
 €300 - 420

464
A BREVES GALLERIES LARGE ILLUMINATED BASE FOR A LALIQUE GLASS MASCOT,
 marked Breves galleries, nickel plated, with solid mounting ring, 4.5cm high, on wooden base.
 £500 - 800
 €600 - 960

465
A BREVES GALLERIES ILLUMINATED BASE TO FIT SMALL LALIQUE GLASS MASCOT.
 on black painted wooden display base.
 £600 - 1,000
 €720 - 1,200

466
ASSORTED TRIANG SCALEXTRIC BY MINIMODELS LTD,
 majority in original boxes including: Competition Car Series CM3 with C-67 Lotus Yellow, C-67 Lotus White, assorted track, fencing, bridge support and A249 hand throttles; Grande Bridge set MM/A229; Event Board and Hut A/201; Refreshment Kiosk MM/A228; Entrance Building MM/A233; Paddock track A251; Start and Finish Banner A/212; Track Lighting Set A/239; 2 x Standard Hand Throttle A.265 and other items including BRM car C72 (pieces missing in C/37 BRM box, distressed) and E-Type Jaguar C34 in box (distressed).
 (Qty)
 £100 - 200
 €120 - 240

467
PAIR OF COACHMAN'S BOOTS ON WOODEN STRETCHERS
 brown leather with 3 buckle shin guards and lacing.
 (2)
 £200 - 400
 €240 - 480

468
AN OKT42 SADLERWARE CERAMIC TEAPOT, 1930S,
 cream glazed, hand decorated in orange with Mable Lucie Atwell transfer decoration, 22cm long.
 £350 - 650
 €420 - 780

469
AN OKT42 SADLERWARE CERAMIC TEAPOT, BRITISH, 1930S,
 hand decorated with yellow glaze, 22cm long, with chip to rear of lid.
 £200 - 400
 €240 - 480

470
AN OKT42 SADLERWARE CERAMIC TEAPOT, BRITISH, 1930S,
 green glaze, hand decorated in silver, 22cm long.
 £200 - 400
 €240 - 480



468



469



470



472



471



473



474



475

471
A LEATHER COVERED DESK SET BY S. T. DUPONT OF PARIS,
 comprising desk blotter, pen stand, ink blotter, letter rack, notepad holder and letter opener, together with two Montblanc desk pieces (inkwell and pen holder) a Montblanc Meisterstück No. 149 fountain pen and matching Montblanc ball pen, a fountain pen by Dunhill with matching ball pen, and an 18 carat gold fountain pen by Parker with matching ballpoint pen.
 (Qty)
£250 - 500
€300 - 600

472
A REPRODUCTION HISPANO-SUIZA DESK PIECE,
 nickel plated, bronze, marked 'F. Bazin', 21cm long, on polished display base
£300 - 600
€360 - 720

473
A "SPORT MODERNE" SPELTER STATUE BY FERRAND, FRENCH, CIRCA 1910,
 the allegorical figure of the 'Goddess of boating' in patinated spelter, on painted wooden base applied with plaque, 52cm high overall.
£300 - 600
€360 - 720

474
A "TRIOMPHE SPORTIF" SPELTER STATUE BY FERRAND, FRENCH, CIRCA 1910,
 patinated spelter, depicting allegorical figures for marine and road transport on painted wooden base (base split with some woodworming), 62cm high overall.
£300 - 600
€360 - 720

475
A "PROGRES INDUSTRIE" SPELTER STATUE BY RUFFONY, FRENCH, CIRCA 1910,
 patinated spelter, depicting allegorical figures for science and technology on painted wooden base (some woodworming) 62cm high overall.
£350 - 650
€420 - 780



476



477



479



478

476

A PAIR OF SPELTER FIGURES 'THE AIR' AND 'THE ROAD', the figures with gilded patina, each on wooden base applied with labels Automobile and Aeroplane, each 52cm high.

(2)

£350 - 650

€420 - 780

477

A PATINATED BRONZE MODEL OF A SINGLE-SEATER BUGATTI, modern, unsigned, 45cm long overall.

£350 - 650

€420 - 780

478

A MANTLE CLOCK WITH SPELTER ALLEGORICAL MOTORING FIGURE, FRENCH, CIRCA 1908,

patinated spelter, with 11 cm diameter floral ceramic dial, French movement marked Paris with bell, on marble base, lacking plaque, 43cm high overall.

£400 - 800

€480 - 960

479

A BUGATTI DRIVER BRONZE BY G.C., FRENCH, CIRCA 1927, initialled G.C. and marked Mt Blanc, bronze, 9.5cm on marble base.

£500 - 800

€600 - 960



480



481



482



483



480
A RALLYE DU MONT BLANC BUGATTI BRONZE BY AUGUST HANNESSEN,
 signed, depicting Bugatti number 8 driving through a triumphal arch,
 26 x 20 x 30cm, cast in two parts.
£500 - 800
€600 - 960

A similar Bugatti bronze is illustrated on page 130 of John J Zolomij:
 The Motor Car in Art.

481
A MOTORING DESKPIECE, CIRCA 1920
 in the form of a racing car with driver and riding mechanic, nickel
 plated pewter (without pen tray), bonnet and tonneau open to lined
 compartments, 37cm wide.
£800 - 1,200
€960 - 1,400

482
A 'HISPANO-SUIZA' DESK PIECE BY FREDERICK BAZIN,
FRENCH, 1920S,
 signed, bronze, 21.5cm long, on polished marble base above brass
 base plate.
£900 - 1,400
€1,100 - 1,700

483
A GOLD ROLLS-ROYCE RADIATOR POCKET LIGHTER,
HALLMARKED LONDON 1924,
 9 carat gold, maker W.F.W., together with a Rolls-Royce propeller
 brooch pin in a Rowell & Son Ltd Jewellery box.
 (2)
£1,000 - 1,500
€1,200 - 1,800



484



485



486



487

484
A PASTILLES VALDA SHOP DISPLAY SALES AUTOMATA, CIRCA 1910,
 lithographed tin, in working order, clockwork movement operates both wheels and drivers arm, mounted on wooden framed stand, 82cm wide.
£1,000 - 2,000
€1,200 - 2,400

485
A MOTORING DESKPIECE WITH PEN-TRAY BASE, BELIEVED GERMAN, CIRCA 1920,
 in the form of a racing car with driver and riding mechanic, pewter, base bent with some splitting, bonnet opens to stamp tray, tonneau opens to glass inkwell, engraved with HP monogram, 37cm wide.
£1,000 - 1,500
€1,200 - 1,800

486
FOUR SS JAGUAR SILVER DESK PIECES, BRITISH, 1930S,
 each with Birmingham hallmarks comprising inkwell 1932, ashtray 1935, perpetual calendar 1936, and cigarette box 1938, the later three items all engraved 'A Whittaker'.
 (4)
£1,000 - 1,500
€1,200 - 1,800

487
A 'HILL CLIMB' BRONZE BY B. STEPHAN,
 number 2 of 5, marked 2/5 BS underneath, signed, with dark patina, 74cm wide.
£1,500 - 2,000
€1,800 - 2,400

488
A REPLICA ROLLS-ROYCE SHOWROOM DISPLAY STATUE,
 after Charles Sykes, number 7, 50cm high, on stepped marble base above shaped wooden pedestal, 154cm high overall.
£1,500 - 2,000
€1,800 - 2,400



488



489



490



491

489
A 'LOCUST' TROPHY BY A. LE PICARD, AWARDED FOR 'LA RALLYE SAHARIEN' FRENCH, 1929,
 signed, nickel plated bronze, 24 cm long, on polished marble base with engraved presentation plaque.
£1,800 - 2,400
€2,200 - 2,900

This trophy was presented to Lt-Colonel M Roederer for 'Le Rallye Saharien' a journey in a Citroen Kegresse across the Sahara dessert from Tunis to the Sudan from 25 January to 25 March 1929. A similar award was presented to his fellow explorer Captain A Gautsch.

490 •
HELMUT NEWTON 'SUMO',
 limited edition 1,710/10,000, large format publication on display stand.
£2,000 - 3,000
€2,400 - 3,600

491
A BALLOT 'LA RENOMEE' SHOWROOM BRONZE STATUE AFTER EMILE EDMOND PEYNOT (1850-1932), FRENCH, CIRCA 1918,
 cast bronze, signed, 47cm high.
£3,000 - 4,000
€3,600 - 4,800

A similar Ballot showroom bronze can be seen in John J Zolomij: The Motor Car in Art; (see page 117).



492



494



493

492

A LARGE HISPANO-SUIZA SHOWROOM BRONZE AFTER FREDERIC BAZIN, FRENCH, 1920S,

signed F Bazin to base, 41cm long, on oval marble base, 33cm high overall.

£3,000 - 4,000

€3,600 - 4,800

493

'LA VICTOIRE - ESPIRIT DE VITESSE', BY ANTOINE BOFILL, FRENCH CIRCA 1910,

cast bronze with signature, 45 x 16 x 30cm, stamped to base 1534 E.V.

£3,000 - 4,000

€3,600 - 4,800

see John. J. Zolomij; Motor Car in Art, page 102.

494

A RARE BIBENDUM TROPHY, ITALIAN, CIRCA 1910

bronze, marked Depose par C. Paccagnini Milan, 14cm high on wooden display base.

£3,000 - 4,000

€3,600 - 4,800

495

A BRDC GOLD STAR 'AWARD OF MERIT TRACK RACING' PRESENTED TO E.R. HALL, 1933,

gold and enamel badge, engraved to reverse, 63mm wide, displayed and common mounted with four 6 x 8 black and white photographs, framed and glazed, 47 x 65cm.

£3,500 - 4,500

€4,200 - 5,400

Edward "Eddie" Ramsden Hall (17 July 1900 – 12 May 1982) was an English racing driver. He was born in Milnsbridge into a wealthy Yorkshire family in 1900, the heir to a successful textiles business which funded his motor racing and other sporting exploits. Hall started motor racing in 1922 and was a prolific amateur competitor at many venues including Donington Park, Shelsley Walsh, the Isle of Man and the Mille Miglia until his retirement in 1951. Throughout his racing career he favoured races that demanded stamina.



495



496 TP

**A LARGE FARMAN ICARUS SHOWROOM
BRONZE AFTER GEORGES COLIN,
FRENCH, 1920S,**

hollow cast bronze, numbered 14 8513 with
C & L foundry mark, patinated, 106cm high,
wingspan 106cm.

£4,500 - 6,500

€5,400 - 7,800

497

**'LA COMETE' BY MAURICE GUIRAUD
RIVIERE (1891-1967), FRENCH CIRCA 1925,**

signed, nickel plated bronze, with Etling, Paris
foundry mark, depicting a speeding Goddess
with streaming hair diving through the clouds,
60cm long, mounted on marble base, some
wear to base.

£4,500 - 6,500

€5,400 - 7,800

496



497

This striking example of Art Deco styling, which first appeared in the 1925 Exposition des Arts Decoratifs in Paris, was originally intended as a mascot design, and is widely regarded as the influence for René Lalique's design of 'Victoire', his most famous glass mascot, introduced in 1928.

References:

- 1925 Exposition des Arts Decoratifs,
- Art Deco and other figures by Bryan Catley,
- Chancery House 1978, page 169.
- Art Deco sculpture, Academy Editions
- 1992, page 106.
- Art Studio Source book, Phaidon 1988, page 144.
- Encyclopaedia of Art Deco, Quarto 1988, Page 32.
- Bonhams Lake Como auction catalogue,
- 27th April 2002, Page 48, Lot 144.
- Bonhams & Butterfields, Quail Lodge auction
- catalogue, 15th August 2003, Page 57, Lot
- 479, sold at \$28,750.



498



499

498
FREDERICK GORDON CROSBY (1885-1943),
'SAMMY DAVIS 1930',
 bronze, signed, 31cm long, on a green marble base.
£4,500 - 5,500
€5,400 - 6,600

The original bronze of this sculpture was commissioned by friends of S.C. H. Davis. It was presented to him while he was in hospital recuperating from a crash at Brooklands Easter Monday 1930. The mould was later re-cast for use as the Brooklands Trials Championship Trophy as well as

other castings for decorative use. Crosby used generic features of Aston Martin, Riley, Alvis and MG cars to create this bronze.

A similar casting of this bronze appears in John J Zolomij: The Motor Car in Art (see page 140).

499
A 'ROCKET MAN' BRONZE BY FREDERIC CHARLES FOCHT
(1879-), FRENCH, CIRCA 1928,
 signed, bronze with green patina, 79cm long, on oval marble base.
£4,500 - 6,500
€5,400 - 7,800



500



501

500
A 'ROCKET GIRL' BRONZE BY FREDERIC CHARLES FOCHT (1879-), FRENCH, CIRCA 1928,
signed on the tail of the rocket, nickel plated bronze, 80 x 19 x 35cm,
mounted on a black marble base.
£4,500 - 6,500
€5,400 - 7,800

501
A 'SPEED DEMON' BRONZE BY MAURICE GUIRAUD-RIVIERE (1881-1947), FRENCH, CIRCA 1925,
hollow-cast, signed with Etling Paris foundry stamp to rear, 48 x 21 x
23.5cm, on shaped marble base.
£5,000 - 7,000
€6,000 - 8,400



502



503



504



505

THE ROLLS-ROYCE DESK SET

A near complete set of Sterling Silver Objets de Bureau commissioned by Rolls-Royce Motors 1926-1937.

It is reasonable to argue that few companies in the automotive world have a richer corporate heritage than Rolls-Royce Motors, whose legendary 'Spirit of Ecstasy' mascot was created in 1911 by the renowned British sculptor Charles Sykes R.A. (1875 - 1950).

The Spirit of Ecstasy mascot has now adorned Rolls-Royce automobiles for over 105 years and is one of the world's most readily identified images. In 1926, following the successful introduction of their New Phantom model (later known as the Phantom I), the Directors of Rolls-Royce Motors decided to commission a Christmas gift, to be produced in a small quantity. The piece in question was a cigar ashtray of conventional circular form, surmounted by a reduced size Spirit of Ecstasy, the whole in Sterling silver. A small number of these ashtrays were presented by Rolls-Royce as Christmas gifts that year. The fortunate recipients of the ashtray were evidently highly delighted with their gifts, and Rolls-Royce decided to commission another piece - a desk clock - for presentation the following year. This, too, was very well received, and so the 'tradition' of commissioning a different piece each year evolved.

With the exception of 1931, each of the following years, until 1937, saw the creation of a different piece, always in Sterling silver and always incorporating the Spirit of Ecstasy as its decorative theme or inspiration. It is thought that no piece was commissioned in 1931 due to Rolls-Royce's acquisition of Bentley Motors that year, and the economic depression prevailing at the time.

Rolls-Royce chose the London silversmiths Messrs. Saunders and Shepherd as manufacturers, and all the pieces, with the exception of the ashtray which was made by Crown jewellers Garrard of Regent Street, and the pieces bear Saunders and Shepherd's hallmark and year letter from the London Assay Office.

The pieces which comprise the 'Desk Set' were never available for sale - they were strictly the gift of the Company and as such were presented only to those considered particularly important by Rolls-Royce Motors.

Pieces from the Desk Set appear very infrequently on the market and are prized by collectors and enthusiasts of the marque. Some of the pieces such as the Cigar Ashtray are for whatever reason, more easily found than others, such as the Rose Bowl for 1936, of which only three examples have 'surfaced' since 1979. A full set comprises:- 1926 ashtray, 1927 desk clock, 1928 cigarette box, 1929 inkwell, 1930 bon-bon dish, 1931 (no gifts were issued in 1931 due to the acquisition of Bentley Motors and financial recession), 1932 ink blotter, 1933 desk barometer, 1934 desk lighter, 1935 salver, 1936 rose bowl and 1937 bookends. Little is recorded about the production of the desk lamp and very few examples exist, but is it known that the 1938 desk lamps were not presented as Christmas gifts.

Recipients of desk sets included Clyde Automobiles of Glasgow, Watson of Liverpool, Cockshoot of Manchester, Rippon Bros of Huddersfield, Car Mart of London, Roltes of Maidstone and Croal of Edinburgh.

502

A SILVER ASHTRAY BY GARRARD & CO, PRESENTED AS 1926 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1926, 15cm diameter.

£600 - 800

€720 - 960



506



507



508



509

503

A SILVER CLOCK DESK PIECE BY SAUNDERS & SHEPHERD, 1927 ROLLS-ROYCE CHRISTMAS GIFT,

the 8-day brass-cased square-dialed clock with Swiss movement, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1927, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, red enamel badge and miniature Spirit of Ecstasy mascot, engraved initials 'P.W.S.' to the front of base, in working order, 13.5cm high overall.

£1,500 - 2,000

€1,800 - 2,400

504

A SILVER CIGARETTE BOX BY SAUNDERS & SHEPHERD, 1928 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1928, silver with acid etched 'Spirit of Ecstasy' design to lid, wood lined, engraved initials 'P.W.S.' to the front of the lid, 17 x 9 x 5cm.

£600 - 800

€720 - 960

505

A SILVER INKWELL BY SAUNDERS & SHEPHERD, 1929 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London, 1929, designed as a radiator header tank with cap and mascot, with red enamel badge, initialled G.W.B. to the front, 15cm wide.

£600 - 800

€720 - 960

506

A SILVER BON-BON DISH BY SAUNDERS & SHEPHERD, 1930 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1930, with Spirit of Ecstasy supporting 14.5cm diameter dish, the base engraved G.W.B., 11.5cm high overall.

£600 - 800

€720 - 960

507

A SILVER INK BLOTTER BY SAUNDERS & SHEPHERD, 1932 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1932, with Spirit of Ecstasy handle, the side engraved H.A.D., 14cm long.

£600 - 800

€720 - 960

508

A SILVER BAROMETER DESK PIECE BY SAUNDERS & SHEPHERD, 1933 ROLLS-ROYCE CHRISTMAS GIFT,

square dial, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1933, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, black enamel badge and miniature Spirit of Ecstasy mascot, 15cm high overall.

£1,500 - 2,000

€1,800 - 2,400

509

A SILVER DESK LIGHTER BY SAUNDERS & SHEPHERD, 1934 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1934, the machine turned pillar surmounted with a miniature Spirit of Ecstasy, with patented lever striking mechanism, 16cm high, the front engraved with initials G.W.B. on the hexagonal base.

£1,000 - 1,500

€1,200 - 1,800



510



511



512

510

A SILVER SALVER BY SAUNDERS & SHEPHERD, 1935 ROLLS-ROYCE CHRISTMAS GIFT,

hallmarked London 1935, with engraved Spirit of Ecstasy and initialled H.A.B., 23cm wide, raised on four tab feet.

£600 - 800

€720 - 960

511

A PAIR OF BOOKENDS, 1937 ROLLS-ROYCE CHRISTMAS GIFT,

the silver miniature Spirit of Ecstasy mascots, Hallmarked London 1937 by Saunders and Shepherd, mounted on marble demi-lune stepped base supporting fluted half column, the base lacking engraved silver plaques, 13cm high.

(2)

£600 - 800

€720 - 960

512

A RARE TABLE LAMP DESIGNED BY CHARLES SYKES, BELIEVED THE PROPOSED 1938 ROLLS-ROYCE CHRISTMAS PRESENT,

curved silver plated lamp stand surmounted by solid silver Spirit of Ecstasy by Saunders & Shepherd, hallmarked London, with hexagonal movable shade, 43cm high, together with a photocopied document depicting Charles Sykes' letter 'Design for a Table Lamp' dated 8-7-38 and a drawing of how the finished lamp should appear.

£1,500 - 2,000

€1,800 - 2,400



513

513 WT

A 21 INCH VAN NICHOLAS 'AMAZON' BICYCLE,

with VDO counter, bell, Shimano pedals, Shimano XTR brakes, SRAM stylo belt drive to rear geared hub, VNT carbon fibre front fork, with panier rack, together with Cycleops training stand.

(Qty)

£500 - 800

€600 - 960

514

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

black dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, polished alloy rim, nickelled case with remains of black paint.

£500 - 700

€600 - 840

515

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered C6584, with mounting bracket.

£500 - 700

€600 - 840

516

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered B9274, with mounting bracket.

£500 - 700

€600 - 840



514



515



516



517



518



519



520



521



522

517

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered A6887, with angled drive.

£500 - 700

€600 - 840

518

A BONNIKSEN 50MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered C6363.

£350 - 450

€420 - 540

519

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered C8198, with straight drive.

£500 - 700

€600 - 840

520

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, PATENTED 1912,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, nickelled rim and case numbered C502, with straight drive.

£500 - 700

€600 - 840

521

A BONNIKSEN 100MPH SPEEDOMETER BY ROTHERHAMS OF COVENTRY, 1930S,

nickelled dial, with time and trip subsidiary dials and milometer, 7.5cm diameter, chrome plated rim and case un-numbered, with bracket.

£500 - 700

€600 - 840

522

FOUR MV AGUSTA INSTRUMENTS,

comprising three speedometers, 150mph by Smiths with cable drive, 190kmh by Smiths, a boxed 150mph by Veglia (box distressed) and a Smiths Rev counter.

(4)

£200 - 300

€240 - 360



523

523
A FOXLEY MOBILE MOTORCYCLE STARTER,
 showing few signs of light use, pull start Robin petrol engine powering Dunlop Cart Racing 11 x 5.00-5 pneumatic tyred 'starting wheel', mounted alloy trolley with collapsible handle, 73cm long, together with a pair of 3M 14-40 ear defenders.

(2)
 £250 - 350
 €300 - 420

524
FOUR MAGNETOS,
 comprising Edison Splitdorf Serial W 6966 Type RM 03130 number 50394 PE D, a New-Era Auto Lite number GAS4151 1 with cast mounting bracket, and two Kiekhaefer Corp Model 4d-3, one numbered K101, the other un-numbered and lacking cream coloured drive cover.

(4)
 £100 - 150
 €120 - 180



524



526



525

525
A QUANTITY OF MOTORCYCLE SPARES,
 including three veteran acetylene lamps by P & H and Lucas, pilgrim pumps, hand fuel pumps, and other accessories including carburettors, acetylene lighting generators, magnetos, etc. (Qty)

£100 - 200
 €120 - 240

526
MOTORCYCLE ACCESSORIES,
 comprising 6V klaxon numbered 0028916, together with a Lucas DU42 electric motorcycle headlamp with inset ammeter, Bakelite switch and mounting brackets, fitted with 2002 Tax disc stating 'Historic Vehicle Brough Superior ML', and a similar Lucas electric motorcycle headlamp with inset ammeter, Bakelite switch and nickel plated rim, all used, together with a Brough Superior fuel tank decal.

(4)
 £50 - 100
 €60 - 120



528

527
FOUR MOTORCYCLE WHEELS,
 comprising two Boranni WM3/2.15-18/40 each with used tyre and fitted with hubs, one unmarked alloy rim fitted with 4.10 H19 Dunlop Roadmaster TT 100 tyre, and a Boranni WM-2-19-RECORD without tyre.

(4)
 £200 - 300
 €240 - 360

528
SIX MOTORCYCLE MUDGUARDS,
 various sizes some believed to suit Brough Superior.

(6)
 £100 - 150
 €120 - 180

529
A REPLICA BROUGH SUPERIOR SS100 TYPE FRAME,
 numbered REP3504; together with reproduction fuel tank, oil tank and seat stem. Sold as seen, close inspection advised.

(4)
 £1,500 - 2,000
 €1,800 - 2,400

530
A J.A.P SIDE VALVE V-TWIN ENGINE,
 numbered GT/1 79 3 72/C, completeness unknown, close inspection advised. Sold as seen.

£800 - 1,200
 €960 - 1,400



529

529



530



531



536



532



533



534



535

531

A QUANTITY OF V-TWIN ENGINES COMPONENTS,

including J.A.P, comprising a pair of cases, numbered KTCY/S64902/HS (1929 Brough Superior SS80), showing signs of repair; a set of mismatched cases, numbered 20/76126/K; barrels; a Salmson Type H48 magneto, condition unknown; a Magneti Marelli No 2734103 magneto; Magneti Marelli 1918761 magneto; conrods; disassembled flywheel; recast silencers; cycle pumps; and other sundry spares. Sold as seen, close inspection advised. (Qty)

£700 - 1,000

€840 - 1,200

533

A BINKS 'MOUSETRAP' MOTORCYCLE 1¼ INCH CARBURETOR, BRITISH, 1920S,

cast alloy, stamped 40 682, used.

£200 - 300

€240 - 360

534

A BINKS 'MOUSETRAP' MOTORCYCLE 1¼ INCH CARBURETOR, BRITISH, CIRCA 1920,

cast bronze, stamped 42080 (the 8 over-stamped with 7) , used.

£150 - 250

€180 - 300

535

A 'MOUSETRAP' MOTORCYCLE 1¼ INCH CARBURETTOR, BELIEVED BY BINKS OF ECCLES, BRITISH, CIRCA 1920,

cast bronze, stamped 45 726, used.

£150 - 250

€180 - 300

536

ASSORTED MOTORCYCLE ITEMS,

includes lapel badges, 3 unmade plastic model kits and a tin plate clockwork motorcycle and sidecar.

(Qty)

£100 - 200

€120 - 240

532

A BINKS 'MOUSETRAP' MOTORCYCLE 1¼ INCH CARBURETOR, BRITISH, 1920S,

cast alloy lettered BINKS to side of throat, stamped 37310, used.

£200 - 300

€240 - 360



537



538



544



545

539

A FOLDER OF MOTORCYCLE PHOTOGRAPHS FEATURING BROUGH SUPERIOR,

majority re-printed monochrome photographs of pre-War images featuring mainly Brough Superior motorcycles, some publicity images.

£200 - 300

€240 - 360

540 •

BOOKS AND LITERATURE RELATING TO MOTORCYCLE RACING SUBJECTS,

including Charles Mortimer: Brooklands and Beyond; G S Davidson: The Story of the T.T.; Colin Seeley: ...and the Rest, and Racerand the Rest (both signed by Colin Seeley); Arnaldo Witterberg & Maurice Bula: The Grand Prix Winners 1949-2001, in splipcase; Noel B Pope: Full Chat; Jeff Clew: Francis Beart - a Single Purpose; Shell & BP T.T. Races and Manx GP supplementary publications for 1958-1964, and other related titles.

(Qty)

£250 - 300

€300 - 360

541

A QUANTITY OF ITALIAN MOTORCYCLE BOOKS,

including Mario Colombo & Roberto Patrignani: Moto MV Augusta; Ian Falloon: The Books of the Classic MV Augusta Fours; Brizio Pignacca: Moto Gilera; Sandro Colombo: Gilera Quattro - Tecnica e Storia; Mario Colombo: Moto Guzzi; Ian Falloon: The Ducati 750 Bible; Luigi Bianchi & Marco Masetti: Motociclismo Tells the Story of Ducati; Enrico Ruffini & Giampaolo Tozzi: Moto MM alla Ricerca della Perfezione; and other books and ephemera relating to Ducati, Gilera, MV Augusta, some in Italian text, and including a signed 1994 MV Augusta 'Cascino Costa' pennant.

(Qty)

£300 - 400

€360 - 480



546

537

TWO FRAMED SETS OF MOTORCYCLE CIGARETTE CARDS

by Lambert and Butler, 1923, full set of 50 cards mounted in two glazed, frames, each 37 x 53cm, and a modern Brough Superior wooden sign, 70 x 68cm.

(3)

£100 - 200

€120 - 240

538

DE LANGFORD: "MIKE 'THE BIKE' HAILWOOD",

watercolour and gouache on paper, 49 x 68cm, mounted and framed, un-glazed.

£100 - 200

€120 - 240



547



548



549

542 •

BOOKS RELATING TO MAINLY BRITISH MOTORCYCLE MARQUES,

including Ronald H Clark: Brough Superior - The Rolls-Royce of Motor Cycles; C E 'Titch' Allen: Legends in Their Lifetime - George Brough & Lawrence of Arabia; Bob Holliday: The Story of BSA Motor Cycles; Jeff Clew: Douglas - The Best Twin; Roy Bacon: Norton Twins; David Wright: Vincent and HRD Motorcycles - How They Were Promoted and Sold, limited edition 272/998; R W Burgess & J R Clew: Velocette - Always in the Picture; and other titles relating to Harley Davidson and Indian.

(Qty)

£300 - 500

€360 - 600

543 •

A QUANTITY OF ASSORTED MOTORCYCLE BOOKS,

including Roland Brown & Mac McDiarmid: The Ultimate Motorcycle Encyclopedia; Guggenheim Museum: The Art of the Motorcycle; Ronald H Clark: Brough Superior - The Rolls-Royce of Motor Cycles; C E 'Titch' Allen: Legends in Their Lifetime - George Brough & Lawrence of Arabia; Ixion: Motor Cycle Cavalcade; Bob Currie: Motor Cycling in the 1930s; and other titles relating to tour accounts, general motorcycle reference and technical subjects.

(Qty)

£250 - 350

€300 - 420

544

A GILERA ENAMEL SIGN,

single-sided, with rounded edge, 72 x 48cm.

£200 - 400

€240 - 480

545

AN MV AUGUSTA 'MOTO AGENCIA' ENAMEL SIGN,

single-sided, with rolled edge, riveted mounting holes, 47 x 47cm.

£200 - 400

€240 - 480

546

AN MV AUGUSTA SUPERBIKES ILLUMINATED SIGN,

double-sided, colourful panels (slight scratching), alloy frame 61 x 93 x 17cm, in working order at time of cataloguing.

£300 - 600

€360 - 720

547

A 'MOTORCYCLE SPEEDWAY' BRONZE STATUE,

unsigned, 18cm long.

£150 - 250

€180 - 300

548

A MOTORCYCLING STATUE,

patinated spelter, unsigned, 21cm long, on wooden base.

£300 - 600

€360 - 720

549

THE COPE SHIELD PRESENTED FOR THE DOUGLAS CUP TRIALS 1926-29

1926, central silver plated panel depicting a motorcycle road racer, with 9 presentation plaques around the outside, first presented in 1926 K. Wade, 1927 A C Melrose and 1929 F E Thacker, others blank, mounted on circular board with rear stand, 41cm diameter overall.

£350 - 650

€420 - 780

550

A 'VICTORIEUX' BRONZE BY E. DIOSI, FRENCH, 1030S,

signed, depicting the smiling winning motorcycle racer holding a figure of the Victoire of Samothrace, 74cm high.

£2,000 - 3,000

€2,400 - 3,600

This lot is sold as it appeared in Robert White's home, as a bearer of many enamelled Goodwood and TT event lapel tags, lanyard passes, and wearing a white scarf.



550

WATCHES

Lots 551 - 563

Images of each lot can be found at:
www.bonhams.com/23871





552



553

551

A QUANTITY OF ASSORTED WATCHMAKING BOOKS,

Including Watchmaking by George Daniels, All in Good Time - Reflections of a Watchmaker by George Daniels, George Daniels - A Master Watchmaker & His Art by Michael Clerizo, The Watchmakers and Model Engineers Lathe Sixth Edition by Donald de Carle, Using the Small Lathe by L. C. Mason, The Watchmakers Lathe and how to use it by Donald de Carle, Wheel and Pinion Cutting in Horology - A Historical and Practical Guide by J Malcolm Wild FBHI, Rolex by Osvaldo Patrizzi, and Rolex by George Gordon.

(9)

£200 - 400

€240 - 480

552

ROLEX. A STAINLESS STEEL AUTOMATIC WRISTWATCH,

Explorer, Ref:1016, Serial No.259****, Movement No.D63****, Circa 1970 26-jewel Cal.1570 automatic movement with freesprung balance, adjusted to 5 positions, black dial with luminous baton hour markers and Arabic quarters, white outer minute divisions, polished Mercedes hands with centre seconds, brushed and polished tonneau form case with screw down Oyster back and crown, fitted black leather strap with signed polished buckle, case, dial and movement signed. 35mm.

£4,000 - 5,000

€4,800 - 6,000

553

ROLEX. A STAINLESS STEEL AUTOMATIC BRACELET WATCH,

Submariner, Ref:5513, Serial No.568****, Circa 1978 26-jewel Cal.1520 automatic movement, matte black dial with luminous dot hour markers and baton quarters, white outer minute divisions with five minute markers, polished Mercedes hands with luminous inserts and centre seconds, brushed tonneau form case with screw down Oyster back and shouldered screw down crown, bi-directional bezel with black calibrated insert, fitted brushed 93150 Oyster link bracelet with signed folding clasp stamped S V4, case, dial and movement signed. 40mm.

£3,000 - 4,000

€3,600 - 4,800



554



555



556

554

ROLEX. AN 18K WHITE GOLD AUTOMATIC CALENDAR BRACELET WATCH,

Day-Date, Ref:118209, Serial No.Z67****, Movement No.3 145****, Sold 20th December 2007

31-jewel Cal.3155 automatic movement with freesprung balance, adjusted to temperature and 5 positions, white dial with polished baton hour markers and luminous inserts, black outer minute track with Roman numeral five minute markers, polished baton hands with luminous inserts and centre seconds, magnified date aperture at 3, day aperture at 12, brushed and polished tonneau form case with screw down Oyster back and crown, fitted brushed and polished 73209 Oyster link bracelet with signed folding clasp, together with fitted Rolex box, outer card, swing tag, International Guarantee and brochures, case, dial and movement signed.

£5,000 - 7,000
€6,000 - 8,400

555

ROLEX. A STAINLESS STEEL AUTOMATIC CALENDAR BRACELET WATCH WITH 24-HOUR INDICATION,

GMT Master, Ref:1675, Serial No.338****, Movement No.D37****, Circa 1972 26-jewel Cal.1570 automatic movement adjusted to temperature and 5 positions, black dial with luminous dot hour markers and baton quarters, white outer minute divisions, polished Mercedes hands with luminous inserts and centre seconds, red arrow tipped 24-hour hand, magnified date aperture at 3, brushed and polished tonneau form case with screw down Oyster back and shouldered screw down crown, bi-directional bezel with blue and red 'Pepsi' insert, fitted associated bracelet, case, dial and movement signed.

39mm.
£6,000 - 8,000
€7,200 - 9,600

556

ROLEX. A STAINLESS STEEL AUTOMATIC CALENDAR BRACELET WATCH WITH DUAL TIME ZONE,

Explorer II, Ref:16570, Serial No.T79****, Movement No.769****, Sold 1st June 1997 31-jewel Cal.3185 automatic movement with freesprung balance, adjusted to temperature and 5 positions, white dial with luminous filled dot hour markers and baton quarters, black outer minute divisions with five minute markers, black Mercedes hands with luminous inserts and centre seconds, red arrow tipped 24-hour hand, magnified date aperture at 3, brushed and polished tonneau form case with screw down Oyster back and shouldered screw down crown, 24-hour markers to bezel, fitted brushed 78790 Oyster link bracelet with signed folding clasp stamped Z3, together with fitted Rolex box, outer card, International Guarantee, swing tag, spare link, and Rolex brochures, case, dial and movement signed.

39mm.
£3,000 - 4,000
€3,600 - 4,800



557



558

557

ROLEX. AN 18K GOLD AUTOMATIC CALENDAR BRACELET WATCH,

Yachtmaster, Ref:16628, Serial No.N40****, Movement No.629****, Sold 5th March 1993

31-jewel Cal.3135 automatic movement with freesprung balance, adjusted to temperature and 5 positions, white dial with applied black dot hour markers with gilt borders and baton quarters, black outer minute divisions with five minute markers, gilt Mercedes hands with luminous inserts and centre seconds, magnified date aperture at 3, brushed and polished tonneau form case with screw down Oyster back, shouldered screw down crown, fitted brushed and polished 78768 Oyster link bracelet with signed folding clasp stamped R9, *together with Rolex box, outer card, International Guarantee and receipt of sale, case, dial and movement signed.*

40mm.

£8,000 - 10,000

€9,600 - 12,000

558

ROLEX. AN 18K GOLD AND DIAMOND SET AUTOMATIC CALENDAR BRACELET WATCH,

Day-Date, Ref:1803, Serial No.186****, Movement No.DD37****, Circa 1967

26-jewel Cal.1556 automatic movement with freesprung balance, adjusted to temperature and 5 positions, sunburst champagne dial with applied diamond set hour markers and baguette quarters, black outer 1/2 minute markers with luminous dot hour markers, gilt baton hands with luminous inserts and centre seconds, magnified date aperture at 3, day aperture at 12, brushed and polished tonneau form case with screw down Oyster back and crown, fluted bezel, fitted polished 7286 President link bracelet with signed folding clasp, case, dial and movement signed. 36mm.

£4,000 - 5,000

€4,800 - 6,000



559



560

559

ROLEX. A STAINLESS STEEL AUTOMATIC CALENDAR BRACELET WATCH,

Sea-Dweller, Ref:16660, Serial No.838****, Movement No.143****, Circa 1984

27-jewel Cal.3035 automatic movement with freesprung balance, adjusted to temperature and 5 positions, black dial with luminous filled dot hour markers and baton quarters, white outer minute divisions, polished Mercedes hands with centre seconds, date aperture at 3, brushed and polished tonneau form case with screw down Oyster back and shouldered crown, helium escape valve in the band at 9, uni-directional bezel with black calibrated insert, fitted 93160 Oyster link bracelet with signed folding clasp, *together with fitted Rolex box, and receipt of sale, case, dial and movement signed.*

39mm.

£3,500 - 4,500

€4,200 - 5,400

560

ROLEX. A STAINLESS STEEL AUTOMATIC CALENDAR BRACELET WATCH,

Explorer II, Ref:1655, Serial No.440****, Movement No.D08****, Circa 1975

26-jewel Cal.1570 automatic movement with freesprung balance, adjusted to temperature and 5 positions, matte black dial with luminous indexes, white baton hands with luminous inserts and centre seconds, large orange arrow hand for diurnal and nocturnal indication on engraved 24-hour bezel, magnified date aperture at 3, brushed and polished tonneau form case with screw down Oyster back and shouldered crown, fitted brushed 9315 Oyster link bracelet with signed folding clasp, *together with fitted Rolex box, outer card, and receipt of sale, case, dial and movement signed.*

38mm.

£4,000 - 5,000

€4,800 - 6,000



561

561

ROLEX. A STAINLESS STEEL AUTOMATIC BRACELET WATCH, Explorer, Ref:1016, Serial No.105****, Movement No.D68***, Circa 1964 26-jewel Cal.1560 automatic movement adjusted to temperature and 5 positions, hack seconds feature, tropical black dial with luminous baton hour markers and Arabic quarters, gilt Mercedes hands with luminous inserts and centre seconds, brushed and polished tonneau form case with screw down Oyster back and crown, engraving to case back reads 'Kanoo Bertram Winner 1965', fitted brushed 78360 Oyster link bracelet with signed folding clasp signed T10, *together with fitted Rolex box, case, dial and movement signed.*

36mm.

£2,000 - 3,000

€2,400 - 3,600



562

562

ROLEX. A STAINLESS STEEL AUTOMATIC WRISTWATCH, Submariner, Ref:6536/1, Serial No.306***, Movement No.N76****, Circa 1957

25-jewel Cal.1030 automatic movement adjusted to temperature and 5 positions, black tropical dial with gilt writing, luminous dot hour markers and baton quarters, outer minute divisions with five minute markers, gilt Mercedes hands with luminous inserts and centre seconds, brushed and polished tonneau form case with screw down Oyster back and crown, bi-directional bezel with black calibrated insert, fitted striped NATO strap, *together with fitted Rolex box, and outer card, case, dial and movement signed.*

37mm.

£4,000 - 5,000

€4,800 - 6,000



(movement detail)

563 ^Y

GEORGE DANIELS. A VERY RARE AND FINE 18K GOLD LIMITED SERIES MANUAL WIND INSTANTANEOUS CALENDAR WRISTWATCH WITH POWER RESERVE INDICATION, CO-AXIAL ESCAPEMENT AND START STOP MECHANISM,

Daniels Anniversary Edition, No.24/35

33-jewel gilt half plate movement, blued screws, freesprung exposed four arm balance with Roger Smith version of Daniels co-axial escapement, visible stop mechanism for balance and mechanism for up and down indication, with shield of Isle of Man, fine engine turned silvered dial with eccentric gold chapter ring, black Roman numeral hour markers, black outer minute divisions with five minute markers, gold arrow tipped Daniels hands, eccentric subsidiary dials at 5 and 7 for constant seconds and date indication, power reserve indication below 12, polished round case with stepped bezel, sapphire crystal glazed screw down exhibition case back hallmarked for London, fitted black Daniels leather strap with signed 18K gold deployant clasp, *together with fitted Daniels box, case, dial and movement signed.*

40mm.

£70,000 - 100,000

€84,000 - 120,000

Dr. George Daniels CBE (1926-2011) was a true horologist with a passion that overcame all the turmoil that befell the watch industry in the 1970's. George came out of it a game changer, elder statesman, mentor to many influential watch producers and a national treasure.

George wrote many books on watches, watchmaking and watch collecting. One of the most influential was Watchmaking which he wrote in 1981 describing the way he makes watches from the beginning to the end with no secrets or mysteries. A manual if you like that was used by Roger Smith to create his first two watches in the Daniels manner. This created an introduction through Tina Millar and a firm working relationship that culminated in the creation of two wristwatch series bearing the Daniels name.

The present watch comes from the second wristwatch series, this one comprising of 35 watches to celebrate 35 years from the creation of the Co-axial escapement and the last to bear the Daniels name. By this point Roger Smith was so familiar with the work of George he was able to suggest modifications to the Daniels Co-Axial escapement that George agreed to and approved.

Most importantly this series continued the Ethos created by George for a handmade watch in a wristwatch and perfected by Roger to create a small series unlike any other. A truly astounding combination of a life's work and the vibrancy of the new generation and a combination that will never be seen again.

With thanks to Roger Smith and David Newman.



SESSION III - 18.00

MOTORCYCLES AND MOTOR CARS

Lots 564 - 611

Further images of each lot can be found at:
www.bonhams.com/23871



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



564

1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. LVR 272

Frame no. RC8064B

Engine no. F10AB/1B/6164

Rear Frame no. RC8064B

Crankcase mating no. NN 12 (matching)

- Fully matching numbers
- Previous 46-year family ownership
- Un-restored condition
- Original old-style logbook
- 4 private owners from new



'Well into the 1960s and even today, when it is wrapped in a mystique carefully cultivated by thousands of fanatically enthusiastic owners, the big Vincent retained that commanding air about it when you met one on the road, and many a rider of avowedly super-sporting machinery would be humiliated by having some much older Black Shadow come past at the canter...' - L J K Setright.

Arguably Britain's foremost motoring journalist of his generation, the late Leonard Setright, himself a keen motorcyclist, was writing in the 1970s but what he said about the Vincent v-twin, and the Black Shadow in particular, remains every bit as true today.

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary.

His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family saloon was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.



The Black Shadow was indeed a legend in its own lifetime, and in the 60 years since production ceased, the esteem in which this iconic motorcycle is held has only increased, fuelling the demand among discerning collectors for fine examples of the marque, such as that offered here. A matching-numbers example, this Series-C 'Shadow comes with its original old-style buff logbook showing that it was first registered on 6th March 1951 by King's Motors (Oxford) Ltd of Deansgate, Manchester. Its first private owner was one Robert Greenwood of Preston, who took delivery on 21st March that year.

The next private owner was Alfred Lewin James of Thornton, Bradford, from whom the late Donald Nelson of Shipley acquired the bike in July 1963. He used the bike with both enthusiasm and care until 1970, and there are records on file from that era showing expenditure of £62 on mechanical spares - a not insignificant spend in 'old money'.

The Vincent was carefully laid up in the basement of his house in 1970 and had not turned a wheel since that time when Robert bought it at Bonhams' Stafford auction in April 2009 (Lot 414).

'LVR 272' remains to original specification in all major respects, and will require careful re-commissioning - at the very least - before returning to the road. This fabulous time-warp machine is offered with a history file containing, among other items, an old-style V5C registration document and the aforementioned original logbook.

£50,000 - 60,000

€60,000 - 72,000

565

1939 TRIUMPH 498CC TIGER 100

Registration no. BRV 578

Frame no. TF 1571

Engine no. 9-T100-20904



Although Triumph's Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few can have guessed how influential the design would prove to be. Performance proved exemplary for a road-going '500', around 85mph being attainable by the Speed Twin while the Tiger 100 sports version was even faster. Performance was boosted by the use of high-compression forged pistons and polished ports and internals, the result being a machine that could touch 100mph in road trim and exceed it with the silencer end-caps removed. Today, the stylish Tiger 100 is one of the most collectible of all post-Vintage Triumphs Robert bought this Tiger 100 in 2010 together with the T110 in this sale, both machines having belonged to the late Norman Hemmings. Mr Christopher Stokes (Mr Hemmings' son-in-law) had acquired Triumph in 1996, presumably when Mr Hemmings became ill and his daughter and son-in-law assumed ownership. Believed to be an earlier restoration, this machine features the rare and desirable - and extremely expensive, assuming you can find one - bronze cylinder head. Last taxed to the end of August 2001, the machine currently displays a total of 1,808 miles on the odometer, which is believed to be the distance travelled since its restoration. Accompanying documentation consists of an old-style continuation logbook (1945), SORN paperwork, and old/current V5/V5C registration documents.

£10,000 - 15,000

€12,000 - 18,000

566

1955 TRIUMPH 649CC T110

Registration no. DAS 536

Frame no. 65725

Engine no. T110 65725



Every Triumph enthusiast knows that the Bonneville owes its name to record-breaking successes on the eponymous salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a Tiger 110 equipped with twin carburetors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph motorcycle with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. The T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. Robert bought this ex-USA T110 in 2001 from Norman Hemmings' daughter in Dorset after her father had passed away. Bought as a restored bike and displayed in the collection, the Triumph was last taxed in 2002 and displays a total of 105 miles on the odometer, which is believed to be the distance travelled since restoration. The machine comes with an old state of Iowa title, UK registration paperwork, SORN, and a V5C document.

£5,000 - 6,000

€6,000 - 7,200

567

C.1990 HONDA 49CC Z50J MONKEY BIKE

Registration no. Unregistered

Frame no. Z50J-2228728

Engine no. Z50JE-2054463

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable four-stroke single. An ultra-short wheelbase, small wheels and a vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could be fitted into the boot of a car. An important milestone in Monkey development was reached in 1974 with the launch of the Z50J, which featured front and rear suspension like a 'proper' motorcycle while retaining the overhead-camshaft engine and 8" wheels, first seen on the Z50M and Z50A respectively. In 1978 the Z50J Monkey was heavily revised with a larger fuel tank, front and rear racks, 12-volt CDI ignition, manual clutch and four-speed box. In this form it was known as the 'Gorilla', and there have been countless variations on the theme over the last 30-plus years. Imported from Japan and displaying a mere 24 kilometres on the odometer, the Monkey offered here is of the later 'Gorilla' or 'Mini Trail' type. With Honda in Japan ceasing production of the Monkey and Gorilla in 2007, pending the arrival of new fuel-injected models for 2008, original examples of these charismatic little machines can only become increasingly collectible. Offered with sales brochure (in Japanese).

£1,500 - 2,000

€1,800 - 2,400

No Reserve



568

2012 HARLEY-DAVIDSON 1,585CC DYNA STREET BOB FXDB

Registration no. LC12 HHZ

Frame no. 5HD1GX4C8CC302255

Engine no. GX4C302255

'The time-honored art of getting rid of everything that doesn't matter. The original bobber fanatics invented the style you see here, and they had one rule: if it weighs you down, get rid of it. That's the Street Bob motorcycle in spades. Solo seat. Chopped rear fender. Mini-apes putting your fists in the wind.' - Harley-Davidson. A mainstay of the burgeoning 'hipster' custom scene, the cut down 'bobber' style was first popularised by returning American ex-servicemen during the period immediately after WW2. Now almost every major manufacturer has a bobber in its cruiser range. Harley-Davidson first introduced the Street Bob FXDB in 2006, since when the engine has grown from 1,450cc to 1,585cc (2007) and then in 2014 to the current 1,690cc. It was the first 'Dark Custom' model in the Dyna Glide family. Robert bought this example new from Guildford Harley-Davidson in May 2012. It was ordered with various accessories including a Rallyrunner seat, backrest, backrest pad, footpeg kit, and docking hardware kit. Last taxed for the road to the end of April 2013, 'LC12 HHZ' has covered just 118 miles from new. Presented in effectively 'as new' condition, the machine is offered with a V5C registration document, all its original purchase paperwork, and an instruction manual and CD.

£8,000 - 10,000

€9,600 - 12,000



569

1920 ACE 1,220CC FOUR

Registration no. SV 5874

Frame no. None visible

Engine no. A1073

- Purchased from Brian Verrall in 1981
- Restored in the 1980s/1990s
- Stored since completion



The Ace was William Henderson's second four-cylinder motorcycle. One of the most charismatic names in American motorcycling history, the Henderson company - founded by Tom and William Henderson in Detroit in 1912 - produced nothing but four-cylinder motorcycles in the course of its nineteen-year existence. The firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior, in 1917 and the Hendersons soon moved on to found the Ace motorcycle company - later taken over by Indian - thereby having a hand in the design of all the major American-built fours.

The first Ace four was offered late in 1919 for the 1920 season, and retained the 'F-head' (inlet-over-exhaust) valve gear of the original Henderson. (Schwinn's Hendersons went 'flat head' for 1920). Displacing 1,220cc, the air-cooled inline engine employed splash lubrication and was built in unit with the three-speed, hand-change gearbox. A wheelbase of 59" and a seat height of 29" made for a stable and comfortable ride, while weight was kept down to a commendable 365lbs.

To promote its new product, Ace recruited Erwin G Baker, famous for his record-breaking long distance rides for Indian, and 'Cannonball' duly obliged, setting a new transcontinental record of 6 days, 22 hours, 52 minutes, smashing Henderson's existing record and humbling Henderson-mounted rival Wells Bennett in the process.

Ranked alongside Crocker, Cyclone, Flying Merkel and a select few other marques, the Ace Four is a highly desirable motorcycle for any collection, and examples are seldom offered for sale on the open market.

This early Ace four was acquired from the late Brian Verrall in 1981 and subsequently became the focus of a long-term restoration project, as evidenced by invoices on file for an engine rebuild and various other works dating from the 1980s. The machine was ridden briefly by previous owner Martin Curl following the restoration's completion in the mid-1990s. Reported to have performed well at that time, it was carefully stored subsequently, being given the occasional clean and the motor turned over. Robert purchased the Ace at Bonhams' sale at the National Motor Museum, Beaulieu in September 2008 (Lot 254).

Offered with the aforementioned invoices, sundry restoration photographs and a V5C registration document, 'SV 5874' represents a rare opportunity to acquire an early 'four' belonging to one of America's most charismatic marques.

£35,000 - 40,000

€42,000 - 48,000

570

1929 HENDERSON STREAMLINE KJ FOUR

Registration no. Unregistered

Frame no. 3704

Engine no. KJ34264

- *Iconic American four-cylinder motorcycle*
- *Formerly part of the Gene Baron Collection*
- *Restored 2005-2008*



Founded by Tom and William Henderson in Detroit in 1912, Henderson built nothing but four-cylinder motorcycles in its 19-year existence. In 1917 the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and soon abandoned the Hendersons' original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon. Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc sidevalve engine equipped with forced lubrication, a twin-downtube frame, strengthened front fork and enclosed rear chain. Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars. Police forces across America snapped them up. Most importantly, its forced lubrication meant that the new Henderson could sustain these high speeds with a degree of reliability unattainable by its splash-lubricated predecessors.

In competitions, standard Henderson Fours often had the beating of tuned v-twins, and numerous detail improvements were made throughout the 1920s to ensure that the Henderson remained 'the finest motorcycle in the world'.

Nevertheless, by the decade's end it had become obvious something better was needed to stay ahead of the pack. The result was the 'KJ', designed by ex-Harley-Davidson engineer, Arthur Constantine. Introduced in April 1929, the KJ reverted to 'F-head' valve gear while incorporating a five bearing crankshaft (replacing the old three-bearing item) and increased cylinder finning among a host of other improvements. In addition, the handsome newcomer boasted sleek, up-to-the-minute styling, earning itself the sobriquet 'the Streamline Henderson'. Producing 40bhp at 4,000rpm (or 45 horsepower in KL form) the Streamline Henderson proved exceptionally smooth and tractable, being capable of accelerating from 10mph to over 100mph in top gear. Sales were encouraging but with the Depression biting, Ignaz Schwinn decided to quit while he was ahead, ending production of all Henderson and Excelsior motorcycles in 1931. Although it might be argued that production was ended prematurely, Henderson was at least spared the ignominy of going into decline, bowing out as 'the finest motorcycle in the world' with its reputation intact.

Formerly part of the Gene Baron Collection in the USA, this Streamline KJ had undergone a three year complete restoration (2005-2008) prior to being offered for sale at Bonhams' Las Vegas auction in January 2011 (Lot 199). Robert bought the Henderson shortly thereafter. Strikingly finished in the company's trademark green-and-cream livery, this beautiful machine would be a worthy addition to any private collection. Accompanying documentation consists of the purchase agreement, export paperwork, and C&E Form 386.

£35,000 - 40,000

€42,000 - 48,000

571

1940 INDIAN 78CI FOUR 440

Registration no. Unregistered

Frame no. None visible

Engine no. DDO570B

- *Indian's Four in its final incarnation*
- *Purchased in the USA in 2010*



'The Four is the greatest motorcycle showpiece, the Duesenberg of motorcycling.' – Jerry Hatfield, *'Illustrated Indian Motorcycle Buyer's Guide.'*

Marketed as the Indian Ace for 1928, the Springfield company's first four-cylinder motorcycle had resulted from its purchase of the Ace rights and tooling from Detroit Motors the previous year. The Ace company, although bankrupted twice, had developed a fundamentally sound four-cylinder motorcycle based on William Henderson's original design, and this provided Indian with an opportunity to offer an inline 'four' with minimal development costs.

Having acquired the Ace, Indian made few changes for the next couple of years before beginning to put its own characteristic stamp on the Four, beginning in 1929 with a re-style (Model 401) and following up with a new five-main-bearing crankshaft. Introduced on June 1st 1929 on the Model 402, the latter was the biggest single change made to the motor, which retained the Henderson Ace's basic architecture right up to 1936.

Following the debacle of the 'upside-down' Four, Indian reverted to the tried-and-tested 'F-head' (inlet over exhaust) arrangement, adding aluminium cylinder heads and fully enclosed valve gear to the specification. Mechanical changes after 1938 were few, the one most worthy of note being the introduction of 'plunger' rear suspension for 1940, which also brought with it the large, skirted fenders characteristic of the Indian Four in its final incarnation.

Production of the Indian Four, America's last four-cylinder motorcycle, ceased in 1942. No sales literature was distributed for the 1942 season - this would normally have been done the preceding fall - probably because the defence build-up prior to the United States' entry into WW2 was already causing manufacturers to focus their attention elsewhere.

One of the world's most beautiful and collectable motorcycles, this Indian Four was purchased online in December 2010 from Mr Gary Smalz of Mariposa, California. The transfer of ownership document is on file and the machine also comes with shipping/import paperwork, original State of California and New York Certificate of Title and an expired MoT certificate (2011-2012).

£30,000 - 35,000

€36,000 - 42,000

572

C.1968 MV AGUSTA 750S

Registration no. GMN 635L (IOM)

Frame no. MV4C6199075

Engine no. 199076

- Originally owned by Ing Giovanni Lancia
- Imported from Italy
- Believed un-restored
- 19,139 kilometres recorded



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

Testing a 750S in 1975, Bike magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.'

The 750S was not replaced (by the 750S America) until 1976. Bike rated the 750S as 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

This MV Agusta 750S comes with a copy extract of the MV factory records confirming matching frame/engine numbers and showing that it was completed on 19th December 1968. The first owner is listed as 'Ing Giovanni Lancia', this being none other than Gianni Lancia, son of car-company founder Vincenzo Lancia, who had taken over the running of this most famous Italian automobile manufacturer following his uncle Arturo's death in 1948.

Imported from Italy, the MV was first registered in the UK in 1998 and has been registered in the Isle of Man since December 2003. It as a 'Nuova Casa Della Moto S.P.A' dealer transfer to the front mudguard and comes with its previous 'Roma' numberplate. Used on the Isle of Man and believed un-restored, the MV currently displays a total of 19,139 kilometres on the odometer and was last taxed in 2012. The machine is offered with an original Instruction Manual and an Isle of Man Registration Certificate.

£40,000 - 50,000
€48,000 - 60,000

573

1970 MV AGUSTA 592CC 4C TOURER

Registration no. Not UK registered

Frame no. 199 0127

Engine no. 199-0117

- One of 135 made
- Imported in 1985
- Ridden in the Isle of Man
- 6,320 kilometres recorded



'By building a version of his fabulous dohc racing four engine into a touring frame, Count Agusta has created a unique, weird and wonderful collector's dream.' - *Cycle magazine*.

Developed from MV Agusta's long line of successful multi-cylinder racers, the first road-going four - a twin-carburettor, 592cc tourer - appeared in 1965 at the Milan Show. With its touring cycle parts, shaft drive, and unappealing styling - more Japanese than European - the new MV 4C was not what enthusiasts expected from a marque with its roots deep in motorcycle racing. Nevertheless, MV's ugly duckling was an advanced design for its day, boasting an electric starter and twin front disc brakes, the latter a mechanical design by Campagnolo. And there was no denying that its engine looked gorgeous. As Mick Walker remarks in his book ('MV Agusta Fours'): 'Instantly recognisable as associated with its GP brothers, it was in many ways almost worth putting up with the look of the motorcycle just to have that legendary engine in your garage.'

Production proper commenced in the summer of 1967, with the price in the USA set at \$2,889. (When it went on sale a year or so later, Honda's 750cc four cost less than \$1,500).

Not surprisingly, customers were few, and only 135 examples of MV's first four-cylinder roadster had found customers before production ceased a few years later. Bowing to public demand for something more exciting from MV, the Gallarate marque duly obliged in 1969, upping capacity to 743cc and further boosting maximum power by fitting a quartet of Dell'Orto carburettors to the revised 750GT tourer and sporting 750S.

This original example of one of MV's rarest roadsters comes with an MV Agusta OC GB dating letter stating that it was manufactured in January 1970 and dispatched to a motorcycle dealership in Rome. The machine was imported in 1985 by Cledwyn Cooper and bought by Robert from MV collector, Michael Hull. Apparently un-restored, it has been ridden in the Isle of Man and displays a total of 6,320 kilometres on the odometer. The machine has never been registered in the UK. Accompanying documentation consists of two expired MoT certificates, C&E Form 386, and the aforementioned dating letter.

£25,000 - 30,000

€30,000 - 36,000

574

1974 DUCATI 750SS

Registration no. Not UK registered

Frame no. DM750SS*075260

Engine no. 075299

- *Iconic Ducati superbike*
- *One of 401 'round case' models*
- *Imported in 1985*
- *Restored condition*



'To say that the Super Sport 750 was one of the most beautiful sport bikes ever to be made is no exaggeration; it may be considered among the most significant motorcycles of all times.' – *Motociclismo*.

It was, without question, Paul Smart's famous victory at Imola in April 1972 that really put Ducati's new v-twin on the map. It was a particularly sweet occasion for hitherto un-fancied Ducati, as the Bologna factory defeated not only the race-proven Triumph Tridents of Percy Tait, John Cooper and Ray Pickrell, but also the works 750 MV Agusta of Giacomo Agostini. With such an outstanding pedigree, the 750SS was a natural choice for racing's Superbike category, and later on proved highly competitive in 'Battle of the Twins' (BOTT) and club racing events.

Smart's bike was based on the 750 Sport roadster introduced that same year. The racer's cycle parts remained close to stock - even the centre stand lugs were retained! - merely being up-rated with triple Lockheed disc brakes while the engine gained desmodromic cylinder heads, high-compression pistons and stronger con-rods. When the definitive production version - the 750SS - appeared in 1974 it differed little in overall conception from the Imola '72 bikes, among the most obvious external differences being the adoption of a centre-axle fork and Brembo front brakes.

The big 'Imola' fuel tank and humped racing seat both featured on the road bike, which wore a cockpit fairing rather than the racer's fuller streamlining.

The 750SS received rave reviews in the motorcycling press, being hailed by *Cycle* magazine as 'a bike that stands at the farthest reaches of the sporting world - the definitive factory-built café racer.' Only 401 examples of the original 'round case' version were built before being superseded by the less desirable 'square case' model for 1975, and today the '74 750SS is regarded as a true landmark model and is one of the most sought-after of all Ducatis.

One of the ultra-desirable 'round case' models, this 750SS was imported by one Cledwyn Cooper in 1985 and purchased from him by Robert. Subsequently restored, it is believed by Newton Engineering, the Ducati has seen minimal use since completion and has been kept on display in the collection. Offered with C&E Form 386. It should be noted that the engine number stamping appears not to be in the factory correct style.

£60,000 - 70,000
€72,000 - 84,000

575

C.1953 MV AGUSTA 123.5CC MONOALBERO RACING MOTORCYCLE

Frame no. 150012

Engine no. 150014

- *Iconic MV 125-class racer*
- *Formerly owned and raced by Jim Dakin*
- *Owned by Robert White since 1996*



Although best known for their four-cylinder four-strokes, multiple World Championship-winning MV-Agusta built lightweights throughout its manufacturing career, and in its early days listed small two-strokes and even a scooter.

The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, Cecil Sandford taking the riders' title in 1952.

The following year MV offered an over-the-counter racer for privateers, which was developed directly from the works bikes. Italian regulations for the domestic 'Formula Sport' stipulated that machines should have only a single camshaft and four gears, and so the monoalbero (single-camshaft) 125 racer was born. Like its bialbero (twin-cam) progenitor, the SOHC 125 employed a train of gears to drive its upstairs cam. Bore and stroke were 53x56mm and the motor breathed via a 27mm Dell'Orto racing carburettor, eventually producing a maximum of 16bhp at 10,300rpm.

The cycle parts were virtually an exact copy of the '52 works bikes', featuring a tubular duplex loop frame, telescopic front fork with central hydraulic damper, and swinging-arm rear suspension. Brakes were full-width aluminium-alloy: 7" diameter at the front, 6" at the rear. Dry weight was 165lbs and the top speed over 90mph. Because Italy's long-distance road races, such as the Moto Giro d'Italia and Milan-Taranto required that machines be street legal and possess lights, a flywheel generator formed part of the specification. The MV Agusta monoalbero 125 racer proved an enormous success, remaining in production until 1956 and continuing to offer privateers a competitive ride in the 125cc class for many years thereafter.



Robert purchased this five-speed monoalbero in December 1996 from Golden Era Motorcycles in Kent (receipt on file). The MV formerly belonged to Jim Dakin, who had bought the machine in Wetzlar, Germany in 1957 and raced it extensively in period, finishing 3rd in the ACU Championship in 1958 behind Dan Shorey and Mike Hailwood. In 1959 Jim Dakin sold the little MV to someone in Streatham, who was a member of the Westminster Racing Club. The machine and associated parts were put in a skip by the next owner's landlord when the owner absconded, but fortunately it was retrieved and saved.

The monoalbero subsequently passed via J Gilham's Golden Era Motorcycles to Robert White, who believed that it had in-period race history in Austria. Its engine has been rebuilt and it should be noted that the magnesium crankcases are the early factory twin-cam type but with the DOHC drain holes left un-machined as the single-cam head is fitted.

We are advised that the cylinder head is fitted with big valves, while other noteworthy features include a modified fuel tank and an Assen TT transfer to the front mudguard.

Ridden by Robert on a few occasions, including at an MV rally in Italy and the Jurby Festival in 2009, the machine is presented today in 'oily rag' condition. Accompanying documentation consists of an MV Agusta OC of GB letter, copy instruction manuals, and the aforementioned purchase receipt.

£18,000 - 24,000

€22,000 - 29,000

Jim Dakin on the MV Agusta at Biggin Hill.
© Mortons Archive

576

2008 BMW 1,170CC HP2 MEGAMOTO

Registration no. FY58 UUP
Frame no. WB103100X8ZT96360
Engine no. 122EF 29086346

- Rare and exclusive top-of-the-range model
- Three owners
- 11,500 miles from new



'We've known BMW can build excellent tourers and trailies since the dawn of time - the Megamoto is an exercise in proving the firm can really let their hair down.' - *Bike* magazine.

BMW's ubiquitous flat-twin motor had been around in pushrod form (racers excepted) for decades before the Bavarian firm finally got around to updating it with twin overhead camshafts in the early years of the 21st Century. Introduced in 2007 to showcase this new engine was the exclusive - and expensive - HP2 range, designed to represent the pinnacle of BMW's motorcycling technology. Three models were offered: the HP2 off-roader, HP2 Sport superbike, and HP2 Megamoto, the latter BMW's first offering in this emerging class. For the HP2s, BMW abandoned its own-brand Telelever/Duolever front ends in favour of conventional USD telescopic forks (45mm Marzocchis on the Megamoto) while retaining the single-sided Paralever monoshock (an Öhlins) at the rear. An Akrapovic exhaust and plenty of carbon-fibre 'bodywork' came as standard. Pitted against a Ducati Hypermotard 1100S and KTM 950 Supermoto by *Bike* magazine, the 101bhp HP2 was found to be easily the most powerful of these 'übermotos' and was the quickest in a straight line too, with a top speed of 137.4mph; power was delivered with a most un-BMW-like rush towards the top end, more reminiscent of a two-stroke.

Surprisingly, despite their differences in size, weight, power and required riding style, the trio lapped the Three Sisters circuit within a fifth of a second of one another. Priced at a whisker under £13,000 (£4,000 more than the contemporary Yamaha YZF-R1), the HP2 Megamoto was by far the most expensive machine in its class; only 30 were scheduled for sale in the UK in 2007. *Motor Cycle News* summed up the Megamoto as 'far more agile, powerful and fun than you'd ever imagine'.

Johnny Kilbride at Bahnstormer BMW recommended the purchase of an HP2, so Robert bought one as it was a light bike (198.2kg fuelled) that he could ride easily. Its third owner, Robert acquired the Megamoto in January 2012; it was last taxed to the end of December 2014 and currently displays a total of 11,500 miles on odometer. The machine is offered with a V5C document, an old purchase receipt (2009), two service invoices, an expired MoT (June 2015), and its original BMW Motorrad instruction manual and CD.

£7,000 - 8,000
£8,400 - 9,600

577

2010 BMW 1170CC R1200GS ADVENTURE

Registration no. X10 RRW

Frame no. WB1047005AZY00784

Engine no. 46096130

- *Owned from new*
- *'Fully loaded'*
- *Service history*



When BMW introduced its all-new 'Boxer' twins in 1992, few people would have predicted that within a few years the enduro-style 'GS' version would be one of the most commonly sighted motorcycles on the roads of Britain and Europe. Indeed, it is the GS's spectacular success that has fuelled the vigorous growth of the 'Adventure' class as a whole; now every other major manufacturer has at least one such model in the catalogue. The BMW's popularity was given a further boost in 2004 when the television series 'Long Way Round' featured Ewan McGregor and Charlie Boorman riding a pair of heavily laden R1150GS Adventures around the world from London to New York via Europe and Asia, a trip of 19,000 miles.

BMW cleverly ensured that the GS range was backed by a wide range of bespoke accessories, to which independent specialists have made their own sizeable contribution. In that regard, this fully loaded example 'ticks all the boxes', being equipped with both the Dynamic Package and Premium Package. Noteworthy features include Garmin satellite navigation, electronic suspension adjustment, tyre pressure control, heated handlebar grips, ABS, LED white indicators, fog light, Metal Mule panniers, top box and chrome exhaust, luggage rack, and a Sargent dual seat (original seat with machine).

Robert ordered this R1200GS Adventure in February 2010 from BMW Motorrad dealer Bahnstormer of Alton, Hampshire. The purchase invoice for £13,039 is on file, while the accompanying service history consists of two invoices dated July 2011 and March 2013 at 4,171 and 6,381 miles respectively, the latter being the figure recorded when the last (and only) MoT certificate was issued. The total recorded mileage is not known, as the battery is flat and needs to be replaced.

The BMW was last ridden by Robert in 2013. He had planned to travel to Italy - and possibly as far as Turkey - on it but unfortunately his illness prevented him from doing so. Last taxed to the end of April 2014, the machine is offered with its original Rider's Manual and service guide, current V5C Registration Certificate, and the aforementioned documentation.

£5,500 - 6,500

€6,600 - 7,800



578

1991 BMW 980CC R100G/S

Registration no. H429 YTV

Frame no. 6462978

Engine no. 03/91/0049 102UD

One of BMW's most popular models made its first appearance in 1980. This was the enduro-style 'G/S', which debuted as the 800cc R80G/S. The latter featured a 21" front wheel, raised front mudguard, and a new single-sided swinging arm at the rear. Capable of topping 100mph, the R80G/S was in many ways a better tourer than it was off-roader, which did nothing whatsoever to hinder sales. In 1988 the range expanded to include the R100G/S. Fitted with the 980cc engine, the R100G/S was in many ways a new design, featuring long-travel Marzocchi front forks and BMW's own double-jointed, 'Paralever' rear suspension that counteracted rear end lift. The R100G/S became the top-selling BMW model in Germany soon after its release, and modern members of the 'GS' series are equally popular today. This R100G/S was purchased by Robert in January 2009 (receipt on file). Robert wanted a motorcycle that did not require computer diagnostics for maintenance, so David Wyndham at C W Motorcycles, Dorchester found him this BMW, which went straight to the collection where it has stayed ever since. Last MoT'd to January 2010, the machine displays a total of 26,905 miles on the odometer and is offered with old/current V5C documents, SORN, a quantity of expired MoTs, and its original Rider's Handbook and service guide.

£3,000 - 4,000

€3,600 - 4,800



579

1976 MV AGUSTA 350 SPORT ELECTRONICA

Registration no. Unregistered

Frame no. 21302321

Engine no. 21302288

Better known for their racing and road-going multi-cylinder machines, MV Agusta also built a range of single and twin-cylinder sports bikes during the 1960s and 1970s. Intermittently available in Britain throughout this period, their high price meant that they were never top sellers. Introduced at the Milan Show in 1971, MV's first production 350 roadster was basically an over-bored version of the existing 250B model that had been around since 1967. Of unit construction, the engine was a compact, twin-cylinder overhead-valve unit breathing through twin Dell'Orto carburetors and featuring gear primary drive to a five-speed transmission. Claimed maximum power was 32bhp and top speed in excess of 90mph. Two versions were made: the touring 350GT and sports 350B, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by re-styled 'square case' equivalents for 1975. Kept as part of the collection and not used, this example currently displays a total of circa 18,700 kilometres on the odometer and is presented in 'oily rag' condition. There are no documents with this Lot.

£3,000 - 4,000

€3,600 - 4,800



580

1980 BENELLI 250 QUATTRO

Registration no. GCF 862V

Frame no. BH11891

Engine no. BH1797

Revitalised after its take-over by Argentine industrialist Alejandro de Tomaso, Benelli launched a range of new four- and six-cylinder sports bikes in the 1970s. Smallest of the range was the 250 (actually 231cc) Quattro which, when deliveries commenced in 1979, was one of the most expensive 250s on sale anywhere, but then its specification did include cast alloy wheels, Brembo disc brakes, and an electric starter. Stunningly styled and built like a watch, the high-revving lightweight had a top speed of around 90mph. A couple of years later the model was restyled and renamed, becoming the 254 Quattro. First registered in the UK in October 1990, this Benelli 250 Quattro was purchased by Robert from one P Blundell in April 1990 (invoice on file) having previously been registered to Best of Bikes of Newbury, who may have imported it. Currently displaying 74 kilometers on the odometer, the machine is offered with a V5C registration document, SORN confirmation, and an original owner's manual (in English).

£1,800 - 2,400

€2,200 - 2,900

No Reserve



581

1996 ENFIELD ROBIN 412CC D-R400D

Registration no. P368 HNV

Frame no. 5B54106BU62

Engine no. DY411041566

Diesel-engined motorcycles have been relatively few, and those that have appeared have usually been one-offs built by their enthusiastic owners using engines designed for powering boats, pumps or electric generators. This example is one of a series of such machines inspired by diesel-bike pioneer, Ernie Dorsett, and built in the 1990s. Manufactured by R-B developments of Brixworth, Northamptonshire, it uses the Fuji Robin diesel engine and rolling chassis supplied by Bavanar Ltd, at that time the UK Enfield importer. An all-alloy, air-cooled single, the 412cc Robin produced a maximum of 8.5bhp at a leisurely 3,600rpm and came equipped with electric starting. An amazing 200mpg was claimed, making it theoretically possible to travel from London to Edinburgh - and back - on a single tank full. Top speed? We are advised that this example has seen 55mph on the clock, going downhill...! Robert first saw a Robin on the Isle of Man being ridden by an elderly pipe-smoking gentleman who said it slowed his life down. The following year, Robert ordered one from the manufacturer at Motorcycle World, Beaulieu. 'P368 HNV' was used on the Isle of Man for a while and was last taxed to the end of April 2010, by which time it had covered circa 3,600 kilometres. The machine is offered with old/current V5/V5C documents, three expired MoTs, and the original purchase invoice.

£2,000 - 3,000

€2,400 - 3,600

No Reserve



582

1968/2004 EGLI-VINCENT 998CC

Registration no. KFX 231F
Frame no. EV461
Engine no. F10AB/1B/EV451

- *Built for Robert White by Patrick Godet*
- *New engine*
- *New frame*
- *Completed in 2004*



One of the world's best known motorcycle frame makers, Swiss engineer Fritz Egli built his first frame in what would turn out to be a highly successful attempt to tame the wayward handling of his Vincent v-win race bike. The Vincent used a spine-type frame and so did Egli, though his was tubular rather than box-section and all-welded rather than bolt-up in construction. Widely copied, this trademark large-diameter spine has been a feature of virtually all Egli's frames made since, proving adaptable to almost all types of motorcycle engine layout from British singles to across-the-frame Japanese fours. It proved to be the complete answer to the Vincent racer's handling problems, and Fritz duly took the Swiss hill climb championship in 1968, winning every round. These days widely regarded as a marque in its own right, it is the Egli-Vincent v-twin, with its exciting combination of classic power and modern chassis technology, that has proved to be his most enduring legacy. As Fritz Egli moved on to other projects, the machines continued to be produced in limited numbers by other specialists.

Completed in 2004, the machine offered here was built for Robert by former Coupe d'Endurance Champion and world renowned Vincent specialist, Patrick Godet, using an Egli-type frame of his own manufacture.

Other noteworthy features of this formidable machine include a complete new engine, electric starter, electronic ignition, 12-volt alternator electrics, multi-plate clutch, 35mm Ceriani GP forks, 210mm Fontana-type 4LS front brake, Black Lightning-type rear brake, 5" Smiths speedometer, 3" Smiths tachometer, aluminium wheel rims (WM2x19 front, WM3/18 rear), aluminium fuel tank, and Maxton suspension units (full specification available).

One completion the Egli was registered under a French title identifying it as of 1968 manufacture. It was first registered in the UK on 2nd August 2004 and last MoT'd in 2008-2009 (certificate available). Used sparingly on the Isle of Man, the Egli has covered a mere 744 miles over the last 12 years and has been kept and appreciated as a work of art. The machine went back to Patrick Godet for its first inspection (at 435 miles) and his report is in the history file. Additional accompanying documentation consists of an old-style V5C registration document; DVLA SORN paperwork; and the original purchase agreement, correspondence, and €37,000 purchase invoice. An instruction manual for the electric starter and a spare parts list are included in the sale.

£25,000 - 30,000
€30,000 - 36,000

583

C.1956 MOTO PARILLA 125CC 'WORKS' RACING MOTORCYCLE

Registration no. not registered

Frame no. 500504

Engine no. None visible

- *Works twin-cam engine*
- *Production chassis*
- *Believed an older restoration*



Giovanni Parrilla built his first motorcycle in 1946, dropping his surname's second 'r' to call the machine a 'Parilla'. Signor Parrilla owned a shop on the outskirts of Milan specialising in the repair of diesel injector pumps and he also held an agency for Bosch sparking plugs. The first Parilla motorcycle - a 250cc overhead-camshaft single-cylinder racer - was the work of Ing. Giuseppe Salmaggi, who already had the Gilera Saturno to his credit. Giovanni Parrilla was a big Norton fan so the 250 racer's engine employed a bevel-driven overhead-camshaft just like the British manufacturer's Manx. There the similarity ended however, for the Parilla was a thoroughly modern design boasting unitary construction of the engine/transmission and geared primary drive. The new power unit went into a welded loop-type chassis featuring a single down-tube, girder front fork and plunger rear suspension. (Later versions had a telescopic fork and swinging-arm suspension). Ridden on its debut by Nino Grieco on 1st October 1946, the Parilla could claim to be Italy's first new racing motorcycle since the War's end.

Production of road and race (corsa) models began in 1947 and later that year Salmaggi came up with an improved twin-cam (bialbero) version of the racer. A 350 'double-knocker' was introduced in 1950 and the bialbero Parillas gave a good account of themselves in the Italian long-distance races of the day as well as at Grand Prix level.

The second generation of Parilla motorcycles - known as the 'high-cam' (camme rialzata) - debuted at the Milan Show in 1952 in the form of the Fox roadster. This was a 175cc single, built in Turismo and Competizione versions, which featured a chain-driven camshaft mounted on the side of the cylinder head, the valves being operated via short pushrods. Stunningly beautiful, Parilla's production racer was also exceedingly quick, one not-yet-run-in Competizione being clocked at over 96mph by an American magazine. Not surprisingly the 'high-cam' model proved extremely successful on the racetrack, particularly in the USA, and enlarged versions of 200cc and 250cc capacity followed.

Well known in Parilla circles, this motorcycle consists of a works bialbero engine with gear driven cams, and a production chassis (essentially similar to that of a 175cc bialbero model) fitted with some newer cycle parts. Believed an older restoration, the machine was purchased by Robert in 2001 from Racing & Investment Motorcycles (purchase invoice on file).

£15,000 - 20,000

€18,000 - 24,000

584

C.1974 MV AGUSTA 750S

Registration no. Unregistered
Frame no. MV4C75*214 0544
Engine no. 214 0529

- Later, revised model
- Believed an older restoration
- Circa 12,500 kilometres recorded



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

Hand made in limited numbers and priced accordingly, the 750S was way beyond the financial reach of the average enthusiast. Marque specialist Mick Walker got to try a mint, low mileage example in 1983, recording the event in his book 'MV Agusta Fours': 'The experience was unique; the rider was transported to a different level, and made to feel really special. There was certainly a pronounced "feel-good factor".'

Although no lightweight - it weighed nearly as much as a Kawasaki Z1 - the 750S gave little away in outright performance terms to such larger machinery, thanks, no doubt, to its engine's Grand Prix heritage.

Testing a 750S in 1975, *Bike* magazine found the motor very powerful. 'Surprisingly it also has great reserves of torque and pulls happily from four thousand. It's probably the most powerful 750cc motor made; in a straight drag with a Z1 it lost only a few yards up to 100mph.' *Bike* rated the 750S as 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

The 750S offered here is one of the revised and more powerful models equipped with twin front disc brakes, which began reaching customers from early 1974. Believed an earlier restoration by Kay Engineering, the machine displays a total of circa 12,500 kilometres to the odometer. There are no documents with this Lot.

£30,000 - 35,000

€36,000 - 42,000

585

1977 MV AGUSTA 789CC 750S AMERICA

Registration no. SWG 800S

Frame no. 221-0399

Engine no. 221-0393

- UK registered from new
- Owned by Robert White since 1981
- Ridden regularly



Developed from its long line of highly successful multi-cylinder racers, MV Agusta's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from many-times World Champions MV, and the Gallarate manufacturer duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised 750S, a high-speed symphony in red, white and blue. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

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In 1976 the 750S was replaced by the 750S America. Bored out to 789cc, the America produced a claimed 75bhp, an output sufficient to propel the Italian sportster to 100mph in around 13 seconds and on to a top speed of 135mph. Production of the 750S America ceased in February 1979. *Bike* rated the 750S as, 'one of the most dramatic-looking bikes made, the real stuff of legend.' Few would disagree.

This 750S America was first registered on 23rd August 1977 and was acquired by Robert - its third owner - in November 1981. Believed un-restored, the MV was ridden by Robert on a regular basis and currently displays a total of 10,500 miles on the odometer. The machine is offered with a V5C document, a Rider's Manual, and some photocopied technical literature.

£25,000 - 30,000
€30,000 - 36,000

1976 DUCATI 750SS 'NCR' RE-CREATION

Registration no. YEL 525Y
 Frame no. DM750SS*075791
 Engine no. 075600 DM750.1

- *Imported in 1982*
- *Built by Newton Engineering*
- *Last MoT'd 1999-2000*



The Ducati 750SS offered here is a re-creation of one of the series of racers built by the legendary NCR race shop in Italy. 'NCR' stood for the names of its founders, ex-factory race mechanics Giorgio Nepoti, Rino Caracchi and Luigi Rizzi, although after Rizzi's early departure the 'R' stood for Racing. NCR was founded in 1967 in the small town of Borgo Panigale on the outskirts of Ducati's hometown of Bologna. Situated a stone's throw from the Ducati factory, NCR functioned as the semi-official race team from the early 1970s, there being no direct works involvement at that time. The Nepoti/Caracchi philosophy was that everything could be improved, lightened or made more powerful, and like all truly great tuners they paid attention to the smallest detail in the knowledge that racing would inevitably expose any weaknesses. Their emblem, a speeding cartoon dog wearing a helmet, is known the world over.

NCR is perhaps best known for supplying the Ducati ridden by Mike Hailwood on his comeback ride at the Isle of Man TT in 1978. Out of top-flight bike racing for seven years and away from the Island for eleven, he took on and beat the might of the Honda works team to win the Formula One TT at record speed. Entered by Steve Wynne's Manchester-based Ducati dealership, Sports Motorcycles, Hailwood's TT-winner was one of a small batch of around 25 such machines built by NCR for TT Formula One and FIM Coupe d'Endurance racing.

The NCR bikes supplied to Sports Motorcycles for Hailwood and his team-mate Roger Nicholls incorporated Daspa-built frames and 864cc desmodromic engines that retained the smoothly contoured outer casings of the earlier 750 series. (The production 860 and 750 models had used angular 'square' cases since their introduction in 1975). Although the Hailwood TT win is the NCR's most famous achievement, there were other notable victories at Mugello, Montjuic, and Misano in the FIM Endurance Championship.

The machine offered here is based on a production 750SS model and has the later 'square' engine cases. Bought from Cledwyn Cooper in June 1982, it is built to what might loosely be termed 'endurance racing' specification, featuring twin fuel fillers and a twin-headlight cockpit fairing. The 20 kilometres recorded by the odometer is believed to be the distance travelled since the machine's construction in its present form. Accompanying documentation consists of an old-style V5, expired MoT (1999-2000), SORN Confirmation, and the 1982 purchase receipt.

£20,000 - 25,000

€24,000 - 30,000

587

1986 DUCATI 750 F1

Registration no. D41 EPR

Frame no. 7501215

Engine no. 750L 7500821

- Sought-after racing-inspired model
- Two owners
- Believed-genuine 10,500 kilometres recorded



Considered by many enthusiasts to be the last of the 'real' (pre-Cagiva take-over) Ducatis, the race-styled 750 F1 first appeared in 1985. Ducati had already enjoyed considerable success with its Pantah-derived F2 racers in FIM Formula 2 racing - Tony Rutter winning the championship four-times running between 1981 and 1984 - so a '750' version was the logical next step.

First seen in prototype form in endurance races in 1983, the F1's 748cc engine was the latest in a long line of stretches applied to the original 500c 'belt drive' Desmo unit that had first appeared in the Pantah in 1979. A markedly over-square design of 88x61.5mm bore/stroke, the F1 engine produced around 60bhp and functioned as a stressed element within the frame, the swinging arm pivoting in the rear of the gearbox. Clearly visible above the deliberately cut away fairing sides, the aforementioned frame attracted almost as much attention as the engine: a trellis of short, straight tubes, it has formed the basis of every road-going Ducati since, as well as the first Desmosedici Moto GP racers. In the fashion of the day, the F1 came with a 16" front wheel, while braking power was provided by state-of-the-art triple Brembos.

The stock F1 was complemented by a series of hand-built limited edition race replicas - Montjuich, Santamonica and Laguna Seca - the last inspired by Marco Lucchinelli's famous 'Battle of the Twins' race victory at Daytona in 1986. Today the evocatively named F1 and its derivatives are highly prized by Ducati collectors.

First registered on 7th August 1986, this Ducati F1 was purchased by Robert - its second owner - from Three Cross Motorcycles in September 1989 (sales invoice on file). Used for a short while after acquisition, the Ducati then became part of the collection. Presented in un-restored condition, the machine displays a believed-genuine 10,500 kilometres (approximately 6,500 miles) on the odometer and is offered with SORN paperwork and a V5C registration document.

£8,000 - 12,000

€9,600 - 14,000

588

GILERA 500CC GRAND PRIX RACING MOTORCYCLE RE-CREATION BY KAY ENGINEERING

Frame no. 508

Engine no. 508

- Faithful replica of the 1957 Gilera Four
- Built in 2004
- Used sparingly
- Signed by Geoff Duke



Gilera first sprang to prominence in the late 1930s, when the Italian firm's supercharged four-cylinder racers trounced BMW in Grands Prix and snatched the world speed record away from the German marque. When motorcycle racing recommenced after WW2, the FIM banned supercharging, thus rendering obsolete the 'blowers' of pre-war days. Thus Gilera's post-war campaign relied on the single-cylinder Saturno while engineer Piero Remor drew up a normally aspirated four.

Although its air-cooled cylinders were inclined at 30 degrees, in most other respects the new four followed the layout of its blown predecessor and was ready for testing by the spring of 1948. With 48bhp available at the rear wheel and weighing a featherweight 270lbs, the new Gilera should have been an instant success but was dogged by lubrication problems and handling deficiencies; rider Nello Pagani described it as 'unrideable', much to Remor's annoyance. With Remor and Pagani at loggerheads, the four fared little better in 1949. Nevertheless, Pagani had bagged two Grand Prix victories by the season's end, at which point the mercurial Remor departed for MV.

Piero Taruffi returned, and for the 1950 season the Gilera four was revised with new cylinder heads, larger carburettors and improved brakes and suspension. Weight crept up slightly but with 52bhp now on tap, the Gilera was easily the most powerful machine in its class. Pagani was joined by Carlo Bandirola and Umberto Masetti, the latter going on to secure Gilera's first World Championship that year.

Handling was still far from perfect, so for the following season a new fully tubular frame was produced, equipped with a telescopic front fork and conventional swinging-arm rear suspension damped by hydraulic struts, replacing the friction-damped design. Despite these improvements Gilera were overshadowed by Geoff Duke's Featherbed-framed Norton single in 1951, victory in the 500cc World Championship going to the Englishman, with Gilera-mounted Milani and Masetti second and third.



Honours were shared in 1952; Masetti taking the riders' title while Norton claimed the manufacturers' for the third successive year. At this point Taruffi persuaded the somewhat chauvinistically inclined Count Gilera to swallow his pride and hire Geoff Duke, unquestionably the finest rider of his day, together with Reg Armstrong and Dickie Dale. It was an inspired move, for although success at the prestigious Isle of Man TT eluded him, Duke ended the season as World Champion once again, a feat he repeated the following year. The Gilera had been heavily revised for the '54 season, gaining revised cylinder heads and an altered sump that enabled the engine to be mounted lower in the totally new frame. Maximum power went up to 64bhp at 10,500rpm.

Largely unaltered for 1955 apart from an improved front brake, the Gileras of Duke and Armstrong dominated the season, finishing 1st and 2nd respectively in the World Championship. The pair had finished in that order in the Dutch TT at Assen, scene of a mass protest by privateers over poor conditions and miserly starting money.

Although not directly involved, Duke and Armstrong had supported their colleagues and as a result were banned by the FIM from riding during the first half of 1956, thereby effectively handing that year's World Championship to rivals MV Agusta. Designer Franco Passoni continued to improve the Gilera, which now boasted megaphone exhausts and produced 70bhp at 11,000. With its handling problems banished courtesy of a new frame, and equipped with Passoni's 'dustbin' fairing on faster circuits, the Gilera proved superior to the MV when the Italian rivals squared up to one another during the latter half of the season, but by then it was too late.

Rising star Bob McIntyre was recruited for 1957, joining Duke and Libero Liberati. The pairing of McIntyre and Gilera is one of the most famous in motorcycle racing, for it was this combination that passed an Isle of Man TT milestone, when in June 1957 the Scot became the first man to lap the Mountain Circuit at over 100mph on his way to victory in the Senior race. McIntyre's fastest lap of 101.12mph was 29 seconds quicker than MV-mounted John Surtees' best, underlining the Gilera's superiority. With Duke and McIntyre beset by a succession of injuries and other misfortunes, it was the third member of the squad, Liberati, who eventually secured the 1957 riders' World Championship for Gilera, which also claimed the manufacturers' prize.



Robert on the Gilera in the Classic TT Parade.

Gilera, Moto Guzzi and Mondial withdrew from Grand Prix racing at the end of '57 and the fours, including a new 350 that had appeared that year, were mothballed. Six years later, in 1963, Geoff Duke persuaded the Gilera management to release them for a revived campaign under the 'Scuderia Duke' banner. Some of the most talented riders available were recruited - Derek Minter, John Hartle and rising star Phil Read - but the under-financed team suffered a string of misfortunes, Hartle's 1st place in the 500cc race at the Dutch TT proving to be its only classic victory that year. It would also turn out to be Gilera's last. Machines and factory mechanics were loaned to a handful of selected riders, including Minter, during the mid-1960s but the '63 season had been Gilera's final chance of Grand Prix glory.

With the surviving works Gilera fours either in museums or private collections, and thus extremely unlikely ever to be offered for public sale, it was perhaps inevitable that the revival of interest in classic motorcycle racing would lead to the construction of replicas of these precious thoroughbreds.

Constructed for Robert in 2004, the example offered here is the work of Kay Engineering (MV Meccanica Verghera Ltd), a company world famous for its recreations of classic MV Agustas and other exotica. The machine is one of approximately six made by Kay Engineering using a genuine ex-works 1957 Gilera 500 four, on loan from Italy, for guidance. Gilera's Grand Prix four had reached the zenith of its development by 1957, making that year's model the obvious choice for replication.

This particular machine was built for short circuits and delivers a rear-wheel maximum of 53bhp via an integral (same oil) five-speed gearbox. Ignition is by magneto and is timed to 50 degrees advance. The front forks have 35mm stanchions and Gilera yokes, the latter being one-piece fabrications with bearings in the yokes and not the headstock. The front brake is a 4LS of Gilera design.

Kept in the Isle of Man, the Gilera was ridden by Robert at Jurby on a number of occasions and carries IoM TT stickers for 2006 and 2007; it has also been signed by Geoff Duke. In 2007, the sister-bike to this one finished 7th in the Manx GP with a fastest lap of 99.98mph.

£50,000 - 60,000

€60,000 - 72,000



589

1949 GILERA 499CC SATURNO CORSA RACING MOTORCYCLE

Registration no. Unregistered

Frame no. 26214

Engine no. 26214

- *Iconic Italian competition model*
- *Original purchase agreement on file*
- *Restored condition*
- *Acquired in 2005*



The best known and most successful large-capacity Gilera roadster of the immediate post-WW2 period was the Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, four-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, blade girder fork and full-width front hub.

The design's next development, the Corsa, arrived in 1951 boasting a revised engine with increased finning and a larger sump. A telescopic front fork and conventional hydraulically damped rear shock absorbers made their first appearance on this model, giving rise to the name Piuma (feather) because of the ease of handling these advances conferred.

Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1952 and conventional coil-spring dampers at the rear soon after. Production of the Saturno range continued until 1959, its passing marking the end of the line for one of Italy's truly great classic motorcycles.

This original Saturno Corsa had already been restored when Robert purchased it in 2005 from its owner, Dott. Ing. Arrigo Manara, whom he had met at Monthéry. Mr Manara invited Robert to view his collection and then settled on him as a suitable new owner for some of the machines. There is a (copy) letter from Mr Manara on file and the machine also comes with its original Moto Gilera Dichiarazione di Vendita (sales agreement) revealing that it was sold new in April 1949 to one Armando Miele of Naples. A parts catalogue is included in the sale.

£8,000 - 12,000
€9,600 - 14,000

590

C.1956 GILERA 499CC SATURNO CROSS

Registration no. Unregistered

Frame no. 268722

Engine no. 268722

- *Iconic Italian model*
- *Rare moto-cross version*
- *Restored condition*



The best known and most successful large-capacity Gilera roadster of the immediate post-WW2 period was the Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, four-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, blade girder front fork and full-width front hub.

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Following some successful ventures by privateers, in 1952 the factory introduced a moto-cross version of the Saturno, which would remain in the catalogue until 1956. The Saturno Cross was based on the Corsa road-racer, undergoing little by way of modification apart from a 21" front wheel; 'knobbly' tyres; straight-through exhaust pipe; sump bash plate; leading-axle front fork; and changes to the tank, seat and mudguards. The factory's top 'dirt' rider was Domenico Fenocchio, winner of the 1955 Milan-Taranto road race, who won the Italian Moto-Cross Championship three times consecutively between 1953 and 1955. Production of the Saturno range continued until 1959, its passing marking the end of the line for one of Italy's truly great classic motorcycles.

This restored Saturno Cross was purchased in 2008 from its owner, Mr Angelo Viganò, and comes with the purchase receipt and its Registro Storico Gilera registration card.

£8,000 - 12,000

€9,600 - 14,000

591

C.1950 GILERA 499CC SATURNO SPORT

Registration no. Unregistered

Frame no. 267704

Engine no. 267704

- *Iconic Italian model*
- *Restored circa 2000*
- *Purchased in 2005*



The best known and most successful large-capacity Gilera roadster of the immediate post-WW2 period was the Saturno. First seen in 1940 in competition guise, the Saturno - a 499cc, overhead-valve, four-stroke single - did not enter production until 1946 when it appeared with the horizontally-sprung, friction-damped, swinging-arm rear suspension first seen on the pre-war blown 'four' racer. In the late 1940s the factory built a limited number of Competizione versions of the Saturno, and this model resulted in the more highly developed San Remo racer that featured a more powerful engine, blade girder fork and full-width front hub.

The design's next development, the Corsa, arrived in 1951 boasting a revised engine with increased finning and a larger sump. A telescopic front fork and conventional hydraulically damped rear shock absorbers made their first appearance on this model, giving rise to the name Piuma (feather) because of the ease of handling these advances conferred.

Major changes to the Turismo and Sport roadsters were mainly confined to the cycle parts, which were updated with a telescopic front fork and full-width alloy front brake for 1952 and conventional coil-spring dampers at the rear soon after. Production of the Saturno range continued until 1959, its passing marking the end of the line for one of Italy's truly great classic motorcycles.

This beautiful Saturno Sport had already been restored (circa 2000) when Robert purchased it in 2005 from its owner, Dott. Ing. Arrigo Manara, whom he had met at Monthéry. Mr Manara invited Robert to view his collection and then settled on him as a suitable new owner for some of the machines. There is a letter from Mr Manara on file and the machine also comes with an expired MoT (2005-2006), photocopied technical literature, a dating letter, and a copy of its old Italian registration document.

£7,000 - 10,000
€8,400 - 12,000

592

1975 BMW 898CC R90S

Registration no. JDD 919N

Frame no. 4080269

Engine no. 4080269

- *Iconic 1970s superbike*
- *Purchased new by Robert White (see text)*
- *Last used in 1976*



With the introduction of the '6' range in 1973, BMW joined the superbike league with a pair of 900cc flat-twins. The touring version was typed 'R90/6' and the gorgeous new sportster 'R90S'. With its twin front disc brakes, racing-style seat, megaphone-shaped silencers and cockpit fairing, the R90S looked like no BMW before it, and the air-brushed 'smoke' custom finish to tank, seat and fairing meant that no two examples left the factory exactly alike. With 67bhp on tap, the R90S was good for a maximum speed of more than 125mph.

True, there were a handful of rivals that were faster, but none of them could match the BMW's capacity for sustained high-speed cruising. 'When it comes to comfort and capability for travelling at maximum speed with minimum fatigue, the R90S is second to none,' reckoned *Bike* magazine's tester back in 1975. 'The truth is that many bikes do one thing superbly, but the BMW is the only bike I know that does everything very well.'

Believed un-restored, this highly original example currently displays a believed-genuine total of only 2,656 miles to the odometer. 'JDD 919N' has had three recorded owners from new; however, the R90S was purchased new by Robert, who immediately passed the machine on to Mr Norman Hemmings as part of a deal that included six Brough Superiors and a quantity of frames and spares.

Last taxed in 1976, the machine was kept by Mr Hemmings in his front room. When Mr Hemmings went into a home, the BMW was registered in the name of his daughter, who sold it back to Robert in 2006. The machine is offered with its original owner's manual and service booklet; (copy) old-style V5 and current V5C registration documents; and an evocative photograph of Robert on it, taken soon after purchase.

£9,000 - 12,000
€11,000 - 14,000

593

C.1972 MV AGUSTA 750GT

Registration no. 4101 MV
Frame no. 188G442 (see text)
Engine no. 214-0134

- *Acquired for the collection circa 1997*
- *Last MoT'd 2002-2003*
- *Frame number re-stamped*



Developed from MV Agusta's long line of successful multi-cylinder racers, the Italian company's first road-going four - the 4C, a twin-carburettor, 600cc, shaft-driven tourer - appeared in 1965. But the public demanded something more exciting from MV, and the Gallarate marque duly obliged in 1968, upping capacity to 743cc and further boosting maximum power (to 65bhp) by fitting a quartet of Dell'Orto carburettors to the revised and more sporting 750S. Perhaps surprisingly for a sports model, the 750S retained the 4C's shaft final drive while the frame too was virtually identical to that of its predecessor.

It was followed a few years later by the 750GT (Gran Turismo) which, as its name suggests, was intended for touring. In keeping with the latter role the 750GT featured a dual seat, conventional handlebars and forward-mounted footrests in place of the single seat, clip-on 'bars and rear-set footrests of the 750S. Curiously though, it also gained a higher compression ratio and lower overall gearing - both surprising features given its intended purpose.

Other noteworthy features included a slab-sided fuel tank, fork gaiters, front 'crash' bars, and a distinctive white and bronze colour scheme. Predictably, anyone sufficiently wealthy to buy a four-cylinder MV opted for the more stylish sports version, with the result that only 50 750GTs found customers. Although relatively unpopular in its day, the ultra-rare 750GT is now one of the most sought-after of MV roadsters.

This 750GT has Gus Kuhn stickers to the side panels, the South London dealership having been appointed the official UK concessionaires in October 1972. The machine's current registration dates from March 1988 when it belonged to one Peter Jones of Broad Oak, Kent, who was followed, from December 1988, by MV collector, Michael Hull. Robert bought the MV from Mr Hull circa 1997. Displayed at the Brooklands 'Auto Italia' meeting in the late 1990s, it is offered with old-style V5 document and an expired MoT (2002-2003). It should be noted that the frame number has been re-stamped, though it is not known when or by whom. Records show that the engine (an original 750GT unit) formed part of a machine despatched to Melbourne, Australia in 1972.

£15,000 - 20,000
€18,000 - 24,000

594

1956 MV AGUSTA 175CC INEZIONE PROTOTYPE

Frame no. 409 806

Engine no. none visible

- *One of the believed three prototype engines built*
- *Fuel-injected*
- *Purchased in Italy in 1999*



The machine offered here is powered by one of the believed three prototype engines made in the mid-1950s to test the viability of a fuel injection system (iniezione) for motorcycles. Based on a regular 175cc roadster, it features a fuel pump driven off the timing gears on the engine's left side, which supplies a single injector unit mounted on the inlet manifold in place of the carburettor. Another interesting feature is the lock-wired wing-nuts securing the rocker cover, adopted - presumably - to facilitate swift removal and refitting. The cycle parts are standard MV roadster of the period, while the amazingly sculptural fuel tank, although reminiscent of the 166 GT, was fabricated by an independent specialist and is unique.

The results of MV's experiments with its fuel injection system are not known; nor is it known why they thought the project worthwhile, given the fact that a mass-produced off-the-shelf carburettor would always be a cheaper and more reliable proposition for a relatively humble road-going lightweight. Even MV's racing fours, which almost certainly would have benefited from fuel injection, stayed with carburettor induction to the finish.

Robert first saw the Iniezione at an event in Italy in May 1999 and was able to buy it from the owner, Pirillo Fiore (purchase receipt on file). It was Robert's intention was to ride MV on the road, but he decided against it on account of the engine's rarity. Instead it was displayed in his house on the landing as an inspiring piece of automotive art.

A 'must have' for the serious MV collector, this unique machine is offered with ACI Foglio Complementare (issued 1957) and Italian registration papers dating from 1964.

£20,000 - 25,000

€24,000 - 30,000

595

1977 MV AGUSTA 861CC 'MAGNI'

Registration no. UKE 255R

Frame no. none visible

Engine no. none visible

- *Genuine Magni-modified MV*
- *Used in the Isle of Man*
- *Signed by Phil Read*



Motorcycle race engineers are rarely household names, but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships.

When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following. In the mid-1980s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi, using the latter's well established transverse v-twin engines.

Yet despite all his latter day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. The Magni version was enlarged to 861cc courtesy of an increase in bore size to 70mm, and came with a specially tuned engine equipped with four 30mm Dell'Orto carburettors.



Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continued to create bespoke MVs to special order. Arturo died in 2005.

The machine offered here is a genuine Magni. Noteworthy features include a chain drive conversion, dry clutch, 2LS front brake, and a front-mounted oil cooler. Used on the Isle of Man, the MV carries Southern 100 and IoM TT scrutineers' stickers to the faring (most recent 2006) and has been signed by Phil Read (dated 1992). The machine is offered with a V5 registration document and SORN confirmation.

£50,000 - 60,000

€60,000 - 72,000



596

MV AGUSTA 500CC GRAND PRIX RACING MOTORCYCLE RE-CREATION BY KAY ENGINEERING

Frame no. none visible
Engine no. none visible

- *Replica of Agostini's 1972 three-cylinder*
- *Constructed using factory drawings*
- *Completed in 2008*
- *Displayed in the collection since acquisition*



Arguably the greatest team in Grand Prix racing history, MV Agusta won everything that was worth winning at world level from the early 1950s to the late 1960s and beyond. Machines raced by the legendary Italian works team are among the rarest and most desirable racing motorcycles ever made. All surviving examples are held either in museums or private collections and only extremely rarely is one ever offered for public sale.

The MV (Meccanica Verghera) story began in 1945 when Count Domenico Agusta was forced to seek an alternative means of utilising his family's aero engine factory at Gallarate. Forbidden to manufacture aircraft engines following Italy's defeat in WW2, the Count turned to motorcycle production, commencing with a 98cc two-stroke lightweight, exactly the kind of utilitarian transport that Italy needed to re-mobilise in the aftermath of war. Within a few years a 125cc model had been added to the range, the racing version of which would bring MV its first major competition success when Franco Bertoni won the 1948 Italian Grand Prix. It was the birth of a legend; MV went on to win no fewer than 37 World Championships between 1952 and 1974, more than twice as many as closest rival Honda achieved in the same period. The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine. Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni.

However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, in 1952.

MV first fielded a 500cc four at the Belgian Grand Prix in 1950, Arcisco Artesiani finishing fifth. A development of Remor's Gilera design, it followed the same basic layout but in some respects took a step backwards, most notably in the use of only two carburettors and the adoption of shaft drive. The frame and suspension likewise departed from orthodox practice, the former consisting of a mixture of tubes and pressings while the latter featured blade-type girder forks at the front and a friction-damped 'parallelogram' arrangement at the rear. Step by step these eccentricities would be removed, often at the instigation of the team's No. 1 rider, Les Graham, whose 1951 season was disappointing to say the least.

Misfortune dogged the team for the first part of the following season, before Graham scored a breakthrough victory aboard the MV 500 four in the Grand Prix des Nations at Monza, which he followed up by winning the Spanish Grand Prix. Despite his earlier setbacks, Graham finished second to Gilera's Umberto Masetti in the 1952 World Championship. Graham's death at the Isle of Man TT the following year dealt MV's hopes in the 500cc class a devastating blow. The next few seasons would be relatively lean ones for the team, only Carlo Ubbiali's victory in the 125cc World Championship in 1955 providing a glimmer of satisfaction.



It all changed for the better in 1956. By this time Remor had departed, leaving Magni in charge of the race team. A 350cc four had been introduced (in 1953) but by far the most significant development was Count Agusta's signing of John Surtees, who rewarded the Count's faith in his abilities by taking his first 500cc World Championship that same year. At the end of the 1957 season MV was the sole Italian manufacturer left in Grand Prix racing following the withdrawal of Gilera, Morini and Moto Guzzi. It was the dawn of a 'golden age' for the Gallarate firm, which took the 125cc, 250cc, 350cc and 500cc World Championships for the next three years.

Following Surtees' departure, Rhodesian Gary Hocking continued MV's domination of GP racing's premier class, taking the World Championship for them again in 1961, while the arrival of Mike Hailwood in 1962 only consolidated MV's grip. The Englishman left MV at the end of 1965 having brought them four consecutive 500cc World Championships, his place as No. 1 rider being taken by erstwhile team-mate Giacomo Agostini.

By this time, increasing competition from Honda had prompted the introduction of a lighter and more compact three-cylinder 350. In 1967 a similar triple replaced the ageing four-cylinder MV in the 500cc class and would prove good enough to secure the Championship for Ago and MV for the next six years. Responding to the emerging threat from Yamaha, MV returned to a four-cylinder design for the 500cc class in 1973, having already made a similar move in the 350cc class.

The new 16-valve four (all previous fours had been 8-valvers) proved good enough to bring new recruit Phil Read two 500-class World Championships, but by then the two-stroke tide was unstoppable. Read's 1974 victory would be MV's last, and the company withdrew from Grand Prix racing at the end of the 1976 season.

Built by world-renowned leaders in the field, MV Meccanica Verghera (Kay Engineering), the stunning re-creation offered here is an exact replica of MV's three-cylinder Grand Prix 500 in its final, 1972 specification, as ridden by Giacomo Agostini. This machine was constructed between 2005 and 2008 using factory drawings, and has a magnesium crankcase, gearbox, timing tunnel, and cam box covers. Engine capacity is 497cc, with a bore and stroke of 62.5x54mm. Other noteworthy features include electronic ignition and a seven-speed gearbox with right-side change. Raced by the Kays' Black Eagle racing team, sister machines to this example came 1st and 3rd in the 2015 Classic TT with laps at over 110 mph. Displayed in the Collection since completion, the machine is offered with a record of payments made up to September 2008.

£80,000 - 100,000

€96,000 - 120,000

597

MV AGUSTA 500CC GRAND PRIX RACING MOTORCYCLE RE-CREATION BY KAY ENGINEERING

Frame no. none visible
Engine no. none visible

- *Replica of the MV 500/4's final incarnation*
- *Delivered in 2014*
- *Displayed by Duke Marketing in the Isle of Man*



Arguably the greatest team in Grand Prix racing history, MV Agusta won everything that was worth winning at world level from the early 1950s to the late 1960s and beyond. Machines raced by the legendary Italian works team are among the rarest and most desirable racing motorcycles ever made. All surviving examples are held either in museums or private collections and only extremely rarely is one ever offered for public sale.

The MV (Meccanica Verghera) story began in 1945 when Count Domenico Agusta was forced to seek an alternative means of utilising his family's aero engine factory at Gallarate. Forbidden to manufacture aircraft engines following Italy's defeat in WW2, the Count turned to motorcycle production, commencing with a 98cc two-stroke lightweight, exactly the kind of utilitarian transport that Italy needed to re-mobilise in the aftermath of war. Within a few years a 125cc model had been added to the range, the racing version of which would bring MV its first major competition success when Franco Bertoni won the 1948 Italian Grand Prix. It was the birth of a legend; MV went on to win no fewer than 37 World Championships between 1952 and 1974, more than twice as many as closest rival Honda achieved in the same period.

The racing 125cc two-strokes were a major success, winning the arduous Milan-Taranto road race in 1950, '51 and '52, but at World Championship level the MVs were outclassed by the four-stroke FB-Mondial with its twin-overhead-cam engine.

Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, the new Remor-designed 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, in 1952.

MV's 500cc four first appeared at the Belgian Grand Prix in 1950, Arcisco Artesiani finishing fifth. A development of Remor's Gilera design, it followed the same basic layout but in some respects took a step backwards, most notably in the use of only two carburettors and the adoption of shaft drive. The frame and suspension likewise departed from orthodox practice, the former consisting of a mixture of tubes and pressings while the latter featured blade-type girder forks at the front and a friction-damped 'parallelogram' arrangement at the rear. Step by step these eccentricities would be removed, often at the instigation of the team's No. 1 rider, Les Graham, whose 1951 season was disappointing to say the least.

Misfortune dogged the team for the first part of the following season, before Graham scored a breakthrough victory aboard the MV 500 four in the Grand Prix des Nations at Monza, which he followed up by winning the Spanish Grand Prix. Despite his earlier setbacks, Graham finished second to Gilera's Umberto Masetti in the 1952 World Championship. Graham's death at the Isle of Man TT the following year dealt MV's hopes in the 500cc class a devastating blow.



The next few seasons would be relatively lean ones for the team, only Carlo Ubbiali's victory in the 125cc World Championship in 1955 providing a glimmer of satisfaction.

It all changed for the better in 1956. By this time Remor had departed, leaving Magni in charge of the race team. A 350cc four had been introduced, but by far the most significant development was Count Agusta's signing of John Surtees, who rewarded the Count's faith in his abilities by taking his first 500cc World Championship that same year. At the end of the 1957 season MV was the sole Italian manufacturer left in Grand Prix racing following the withdrawal of Gilera, Morini and Moto Guzzi. It was the dawn of a 'golden age' for the Gallarate firm, which took the 125cc, 250cc, 350cc and 500cc World Championships for the next three years.

Following Surtees' departure, Rhodesian Gary Hocking continued MV's domination of GP racing's premier class, taking the World Championship for them again in 1961, while the arrival of Mike Hailwood in 1962 only consolidated MV's grip. The Englishman left MV at the end of 1965 having brought them four consecutive 500cc World Championships, his place as No. 1 rider being taken by erstwhile team-mate Giacomo Agostini.

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Built by world-renowned leaders in the field, Kay Engineering, the stunning re-creation offered here represents MV's four-cylinder Grand Prix 500 in its final incarnation. Delivered to Robert in December 2014, it is an exact replica of the 1974 GP machine with a capacity of 498.8cc, having a bore and stroke of 58x47.2mm. The engine is made of magnesium with the exception of the cylinder block and head. Ignition is by magneto and the carburetors are correct-type 30mm Dell'Ortos; the gearbox is a seven-speed unit with right-hand gear change, while the chassis features Morris-type cast magnesium wheels with disc brakes front and rear. Displayed by Duke Marketing in the Isle of Man, this is the last motorcycle Robert sat on. The machine is offered with build photographs and correspondence.

£70,000 - 90,000
€84,000 - 110,000

598

MV AGUSTA 349CC GRAND PRIX RACING MOTORCYCLE RE-CREATION BY MV MECCANICA VERGHERA

Frame no. none visible
Engine no. none visible

- *Replica of Agostini's 1971 three-cylinder*
- *Constructed using factory drawings*
- *Completed in 2011*
- *Displayed in the collection since acquisition*



Arguably the greatest team in Grand Prix racing history, MV Agusta won everything that was worth winning at world level from the early 1950s to the late 1960s and beyond. Machines raced by the legendary Italian works team are among the rarest and most desirable racing motorcycles ever made. All surviving examples are held either in museums or private collections and only extremely rarely is one ever offered for public sale.

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Count Agusta's response was to hire Gilera's chief designer Piero Remor together with its chief mechanic, Arturo Magni. However, Remor's new 125cc four-stroke was not an immediate success, and it was only following Mondial's withdrawal from racing that MV bagged its first 125cc World Championship, in 1952.

MV first fielded a 500cc four at the Belgian Grand Prix in 1950, Arcisico Artesiani finishing fifth. A development of Remor's Gilera design, it followed the same basic layout but in some respects took a step backwards, most notably in the use of only two carburettors and the adoption of shaft drive, while the frame and suspension likewise departed from orthodox practice. Step by step these eccentricities would be removed, often at the instigation of the team's No. 1 rider, Les Graham, whose 1951 season was disappointing to say the least.

Misfortune dogged the team for the first part of the following season, before Graham scored a breakthrough victory aboard the MV 500 four in the Grand Prix des Nations at Monza, which he followed up by winning the Spanish Grand Prix. Despite his earlier setbacks, Graham finished second to Gilera's Umberto Masetti in the 1952 World Championship. Graham's death at the Isle of Man TT the following year dealt MV's hopes in the 500cc class a devastating blow. The next few seasons would be relatively lean ones for the team, only Carlo Ubbiali's victory in the 125cc World Championship in 1955 providing a glimmer of satisfaction.



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Increasing competition from Honda had prompted MV to withdraw its un-competitive 350 four at the end of 1962, and the Italian manufacturer ignored the Junior category for the next two years, returning to the class in 1965 with a lighter and more compact three-cylinder machine. Following Honda's withdrawal from Grand Prix racing at the end of 1967, the 350 triple proved good enough to secure the World Championship for Ago and MV the following year.

Increasing competition from Yamaha's two-stroke twins eventually forced MV to introduce a four-cylinder successor, which made its debut at the Italian Grand Prix in 1971, by which time the 350 triple had secured two more World Championships for Agostini.

Completed in 2010 by world-renowned leaders in the field, MV Meccanica Verghera (Kay Engineering), the stunning re-creation offered here represents MV's three-cylinder Grand Prix 350 in its final, 1971 specification. This machine was constructed using factory drawings, and has a magnesium crankcase, gearbox, timing tunnel, and cam box covers. Engine capacity is 348.9cc with a bore and stroke of 56x47.2mm, while the firing order is 1-3-2, same as the 500/3 replica in this sale. On a compression ratio of 10.5:1, the engine produces 60bhp at the rear wheel at 13,000rpm. The gearbox is a seven-speed unit with right-hand change. Other noteworthy features include Dell'Orto carburetors, electronic ignition, five-bolt dry clutch, twin front disc brakes, and a 2LS rear brake. Ridden by Lee Johnston, the sister bike to this one won the 2014 Classic TT at an average speed of 104.134mph. Robert purchased this machine from the Kays following its completion in May 2011. The purchase payments proposal (total cost £110,000) is on file. It should be noted that, although the fairing carries his name, this is not the machine that Alan Oversby rode to 3rd place in the 2010 Manx Grand Prix Classic Junior race. When the ex-Oversby MV was given a new fairing with integral oil catch tank, that machine's original fairing was fitted to Robert's example.

£50,000 - 60,000
£60,000 - 72,000

599

1931 HENDERSON 1,301CC KJ FOUR

Frame no. 2537

Engine no. KJ30694

- *Dating from the final year of production*
- *Previously owned in Switzerland*
- *Formerly part of the Pamplona Collection*



Founded by Tom and William Henderson in Detroit in 1912, Henderson built nothing but four-cylinder motorcycles in its 19-year existence. In 1917 the firm passed into the control of Chicago-based cycle maker Ignaz Schwinn, owner of Excelsior. Schwinn shifted production from Detroit to the Excelsior factory in Chicago and soon abandoned the Hendersons' original design, which was replaced by one drawn up by Henderson engineer Arthur O Lemon. Introduced for 1920, the all-new Excelsior-built Henderson Model K boasted a 1,301cc sidevalve engine equipped with forced lubrication, a twin-down-tube frame, strengthened front fork and enclosed rear chain.

Modifications to the De Luxe (introduced for 1922) mainly concentrated on improvements to the gearbox. Top speed was a guaranteed 80mph, and with the optional alloy pistons installed a De Luxe could touch 100mph, an astonishing performance for the time and one matched by few contemporary cars. Police forces across America snapped them up. Most importantly, its forced lubrication meant that the new Henderson could sustain these high speeds with a degree of reliability unattainable by its splash-lubricated predecessors. In competitions, standard Henderson Fours often had the beating of tuned v-twins, and numerous detail improvements were made throughout the 1920s to ensure that the Henderson remained 'the finest motorcycle in the world'. Nevertheless, by the decade's end it had become obvious something better was needed to stay ahead of the pack. The result was the 'KJ', designed by ex-Harley-Davidson engineer, Arthur Constantine.

Introduced in April 1929, the KJ reverted to 'F-head' valve gear while incorporating a five bearing crankshaft (replacing the old three-bearing item) and increased cylinder finning among a host of other improvements. In addition, the handsome newcomer boasted sleek, up-to-the-minute styling, earning itself the sobriquet 'the Streamline Henderson'. Producing 40bhp at 4,000rpm (or 45 horsepower in KL form) the Streamline Henderson proved exceptionally smooth and tractable, being capable of accelerating from 10mph to over 100mph in top gear. Sales were encouraging but with the Depression biting, Ignaz Schwinn decided to quit while he was ahead, ending production of all Henderson and Excelsior motorcycles in 1931. Although it might be argued that production was ended prematurely, Henderson was at least spared the ignominy of going into decline, bowing out with its reputation intact.

Dating from the final year of production, this restored KJ was previously owned in Switzerland and was purchased by Robert at Bonhams' sale of the Pamplona Collection at the RAF Museum, Hendon in February 2010 (Lot 54). There are no documents with this Lot.

£35,000 - 40,000

€42,000 - 48,000

600

1940 INDIAN 78CI TYPE 440 FOUR

Frame no. none visible

Engine no. 0005708

- Formerly part of the Pamplona Collection
- Believed an earlier restoration
- Purchased in 2010



Marketed as the Indian Ace for 1928, the Springfield company's first four-cylinder motorcycle had resulted from its purchase of Ace rights and tooling from Detroit Motors the previous year. The Ace company, although bankrupted twice, had developed a fundamentally sound four-cylinder motorcycle based on William Henderson's original design, and this provided Indian with an opportunity to offer an inline 'four' with minimal development costs.

The first Ace four had been offered late in 1919 for the 1920 season, and retained the 'F-head' (inlet-over-exhaust) valve gear of the original Henderson. Ace enjoyed considerable competition success, including a new transcontinental record and a new American motorcycle speed record of 129.61mph, but these achievements were not matched by sales and the company went bust in 1924.

By 1926 the reconstituted firm was owned by Detroit motors, from which it was bought by Indian January '27. The Indian Ace changed little for the next couple of years before the Springfield firm began to put its own characteristic stamp on the Four. This transformation began with a restyle for the 1929 season (Model 401) followed by a new Indian-style twin down-tube frame, leaf-sprung front fork and a five-main-bearing crankshaft on the Model 402.

Introduced on 1st June 1929, the latter was the biggest single change made to the motor up to mid-1935 when the so-called 'upside down' Four was introduced. Reversing the conventional 'F-head' arrangement, the latter featured overhead exhaust valves with inlets at the side, the theory being that this would provide better cooling and thus increased power. In practice the layout proved somewhat impractical – the exhaust tended to fry the rider's leg despite the heat shield – and few liked the new Four's looks. Updated with twin carburettors for the 1937 model year, it was missing from the '38 catalogue: replaced by a new Four that restored the valves to their old positions. Changes after 1938 were few.

One of the world's most beautiful and collectible motorcycles, this restored Indian 'upside down' Four was purchased at Bonhams' sale of the Pamplona Collection at the RAF Museum, Hendon in February 2010 (Lot 52). Part of the Pamplona Collection since 2006, the machine appears to be an earlier restoration, while the 118 kilometres displayed on the odometer is believed to be the distance covered since it was restored. Offered with purchase invoice.

£25,000 - 30,000

€30,000 - 36,000

601

1947 INDIAN 74CI TYPE 347 CHIEF

Registration no. Unregistered

Frame no. 3475710

Engine no. CDG5710B

- *Classic 'skirted-fender' Chief*
- *Imported in 2011*
- *Restored condition*



In 1916 Indian introduced a new 1,000cc 'flat head' v-twin - the Powerplus - to replace the original 'F-head' type that had been around since 1907. A smaller model, the 600cc Scout, joined the Powerplus in 1920 and then two years later the range was extended to encompass a new, Scout-based 1,000cc model - the Chief - the first of a famous line that would endure until 1953.

The Scout had been a big success, so Indian was keen to emphasise the new Chief's close relationship with its smaller predecessor. The Chief retained the Scout's helical gear primary drive and integral gearbox but in most other respects the engine followed the lines of that used in the Powerplus model, which was now renamed 'Standard'. Other Standard components used included the wheels, brakes, foot boards, saddles and sprung front fork, though the Chief frame reverted to a rigid back end. Indian's powerful new Big Twin had a top speed in excess of 90mph in solo form and was deservedly popular as a sidecar 'tug', maximum speed with a chair attached being a highly respectable 70mph. When a 74ci (1,200cc) 'Big Chief' variant was added to the range in 1923, it quickly became a top seller.

Constantly developed, the Chief had gained a new frame and forks, dry-sump lubrication and coil ignition by 1940, that year's models being notable as the first to feature plunger rear suspension and the deeply skirted fenders of the quintessential Chief. With war looming, Indian increasingly turned to the production of military models, the Army version of the Chief emerging stripped of its valanced mudguards and chromework and finished in drab olive green. Indian's first significant post-war development was a change to girder forks for the 74ci (1,200cc) Chief, by then Indian's only model. In 1950 the Chief's engine was stretched to 80ci (1,320cc) and a telescopic front fork and right-hand throttle twist-grip adopted, the latter for the first time on a production Indian.

A fine example of the 'skirted-fender' Chief, considered by many aficionados of the Springfield marque to be its ultimate expression, this motorcycle has the girder fork newly introduced for '46. This Chief was purchased by Robert at an auction in the USA and imported in 2011. Accompanying documentation consists of purchase and importation paperwork, original State of California Certificate of Title and C&E Form 386.

£18,000 - 24,000

€22,000 - 29,000

602

1940 INDIAN 45CI SCOUT

Registration no. Unregistered

Frame no. 6401197

Engine no. FDO1197

- Formerly part of the Bob Stark Collection
- Purchased in 2010
- Believed 15 kilometres since restoration



A marque at the very forefront of motorcycle design and technology in the opening decades of the 20th Century, Indian nowadays is remembered mainly for its powerful, large-capacity v-twins, the first of which appeared in 1907. The Springfield firm's first twin was based on its highly successful 'F-head' (inlet-over-exhaust) single-cylinder model, and this type of engine would continue to power the road-going 'Iron Redskins' until a new 61ci (1,000cc) 'flat head' (sidevalve) v-twin - the Powerplus - was introduced for 1916.

A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the Powerplus in 1920, soon gaining a deserved reputation for durability; so much so that 'You can't wear out an Indian Scout' became its advertising slogan. Contributing to this longevity was the use of gears for the primary drive rather than the customary chain, and this unusual feature would endure until 1933. A 45ci (750cc) variant was first offered in 1927 and then in April 1928 the 101 Scout appeared featuring a revised 750cc 'flat head' engine in a new, longer-wheelbase frame. This sporting machine would prove an immense success for the Springfield firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay.

Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter 'keystone' (open) frame and European-style girder forks. Lighter and faster than its immediate predecessor, the Sport Scout was just what enthusiasts and racers had been crying out for, and today remains a favourite among discerning Indian owners and riders.

This Sport Scout was purchased by Robert at an auction in the USA and imported in 2011. The Scout comes with a Certificate of Authenticity signed by its previous owner, Bob Stark, renowned collector and restorer of Indian motorcycles, and founder of Indian parts suppliers, Starklite, based in Perris, California. Interestingly, the machine appears to have a speedometer that reads in kilometres (0-160); it is hard to imagine why a Sport Scout would need an MPH speedometer reading to 160! The odometer reading is 15 kilometres, which is believed to be the distance travelled since restoration. Accompanying documentation consists of purchase and importation paperwork, original State of California Certificate of Title, C&E Form 386, and the aforementioned Certificate.

£16,000 - 20,000

€19,000 - 24,000

603

1973 MV AGUSTA 750S 'MAGNI'

Registration no. FTM 258L

Frame no. 2140349

Engine no. 221-0144

- *Previously registered in Italy*
- *Magni chain drive conversion*
- *Owned by Robert White since 1991*



Motorcycle race engineers are rarely household names, but one exception to this general rule is the legendary Arturo Magni. Born in Usmate Velate, Milan in 1925, Magni started his motorcycle career in 1947 in Gilera's racing department. The Arcore factory had decided to return to Grand Prix racing, and Arturo Magni was employed assembling the new four-cylinder engine designed by Piero Remor, co-creator of the pre-war OPRA and CNA Rondine fours. Gilera would go on to win six 500cc World Championships with this engine, courtesy of Messrs Duke, Masetti and Liberati.

In 1949 Count Domenico Agusta tempted Remor away from Gilera to design MV Agusta's first four-cylinder race engine. Magni followed him in 1950 as chief mechanic and later managed the racing department during MV's Grand Prix 'golden age'. At the height of its powers the Italian team could command the services of the world's finest riders, among them Sandford, Ubbiali, Surtees, Provini, Hailwood, Read and Agostini, and under Magni's direction MV won no fewer than 75 World Championships.

When MV retired from Grand Prix racing in 1976, Magni and his two sons set up their own company in Samarate, producing performance parts for the MV Agusta 750 street bikes, including big-bore kits, special frames, and chain-drive conversions. Magni commenced production of motorcycles under his own name in 1980, initially using the Honda CB900 engine, with BMW, Moto Guzzi and Suzuki-engined models following.

In the mid-1908s Magni commenced what would turn out to be an immensely fruitful association with Moto Guzzi, using the latter's well established transverse v-twin engines.

Yet despite all his latter day successes with Moto Guzzi, Arturo Magni's name will forever be linked with that of MV Agusta, whose reputation this great engineer did so much to forge. The first MV model officially to bear his name was the 'Monza Arturo Magni', a stretched (to 832cc) version of the 750S America. The Magni version was enlarged to 861cc courtesy of an increase in bore size to 70mm and came with a specially tuned engine equipped with four 30mm Dell'Orto carburetors. Official production of the Magni, together with that of all MV Agusta's other models, ended in February 1979, although Arturo and his sons Carlo and Giovanni continued to create bespoke MVs to special order. Arturo died in 2005.

This MV incorporates some Magni parts, including a chain drive conversion, and we are advised that the engine is to 'America' specification; its full specification is not known. First UK registered in September 1987, it was acquired by Robert September in 1991 and was previously registered to, and supplied by, John Surtees. Currently displaying a total of 11,365 kilometres on the odometer, the machine is offered with old-style V5 document, ACI de-registration document, and some spare tank transfers. Please note the last digit of the frame number has been partially drilled through.

£16,000 - 20,000

€19,000 - 24,000

604

1994 LAVERDA 668CC 650 SPORT

Registration no. HMN 769F (IoM)

Frame no. LAV650 ZLV650SP 100001097

Engine no. 1097

Having established its performance credentials with a succession of big three-cylinder sports bikes during the 1970s, most notably the fire-breathing Jota, Laverda emerged from a succession of financial upheavals with a new range of machines for the 1990s. The first of these was the 650 Sport, which used a 668cc development of the old Alpino '500' 8-valve twin-cylinder engine housed in a state-of-the-art aluminium twin-spar chassis designed by frame and suspension guru, Nico Bakker. Sadly, Laverda's new owners Gruppo Zanini collapsed in 1992 after only a handful of machines had been assembled, leaving the new owners to build the first production 650 Sports using Zanini's component stocks. These early examples, which feature White Power suspension, are generally considered of better quality than those built subsequently, which tended to suffer from cylinder head and piston problems. This early, White Power-equipped 650 Sport was first registered on 9th November 1994 as 'M151 JPJ', and was first registered in the Isle of Man on 1st November 2005. Believed last run in 2010, the machine is offered with sundry invoices, a quantity of expired MoT certificates, UK V5 registration document, and an Isle of Man Vehicle Registration Certificate. The machine is Datatagged.

£1,200 - 1,800

€1,400 - 2,200

No Reserve



605

1994 LAVERDA 668CC 650 FORMULA

Registration no. GMN 668 (IoM)

Frame no. LAV 650 ZLV650SP100001601

Engine no. Faired in

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£1,000 - 1,500

€1,200 - 1,800

No Reserve



606

1955 MV AGUSTA 175 CSS SQUALO RACING MOTORCYCLE

Registration no. unregistered

Frame no. none visible

Engine no. 405411S

- Rare 175cc MV Squalo racer
- Purchased in the 1990s
- Kept on display



MV Agusta's factory race team had been developing four-strokes for some years and in 1952 achieved its first major international success when Cecil Sandford secured the 125cc World Championship – MV's first. For the following season, MV made available a single-cam, 'customer' version of Sandford's works dohc racer, the Sport Competizione, which rapidly became the mount of choice among privateers contesting the quarter-litre class.

In 1955 a second over-the-counter racer was added to the range: the 175 CSS or Squalo (shark). Developed from MV's 175cc roadster, the CSS used the latter's SOHC engine, up-rated with an integral five-speed gearbox and external magneto. This was installed in cycle parts derived directly from those of the works racers, which included a duplex loop frame, triangulated Earles-type leading-link forks, and swinging-arm rear suspension.

The Squalo was intended primarily for Italian Formula racing but quickly came to dominate the 200cc class in the UK and elsewhere, despite a list price higher than that of a Manx Norton! In fact, it was one of these little MVs, bored out to 196cc, which provided the great Mike Hailwood with his first ever race win, at Oulton Park in 1957.

This MV racer was purchased from collector Michael Hull in the 1990s and was displayed in Robert's house. There are no documents with this Lot.

£4,000 - 5,000

€4,800 - 6,000

607

1977 MV AGUSTA MONZA ROLLING CHASSIS

Registration no. UKE 181R

Frame no. 2210182

Engine no. N/A

The final stage of the development of MV Agusta's '750' sports roadster was the Monza. A stretched (to 832cc) version of the 750S America, the Monza had started life known as the 'Boxer' until complaints from Ferrari (whose sports car had prior claim to the name) forced a change. Cast-alloy wheels and triple Brembo disc brakes - optional on the 750S America - were standard on the Monza, which could be ordered with or without a fairing. The Monza though, would prove to be short-lived; by 1977 MV's motorcycle division was in administrative receivership, and production ceased at the end of the following year. The engine of this Monza went into a red-and-white 'Agostini replica' built in the late 1990s by Arturo Magni. First registered in the UK in April 1989, the machine was purchased circa 1998 from Peewic Limited (receipt on file). A total of circa 12,900 kilometres is displayed on the odometer. Offered with (copy) old-style V5.

£5,000 - 6,000

€6,000 - 7,200



608

C.1956 MV AGUSTA 175CC RACING MOTORCYCLE

Registration no. unregistered

Frame no. obscured

Engine no. 472205S

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175CST and CSTL, at the Milan Show in 1952, the newcomers' advanced overhead-camshaft, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a twin-downtube frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension, and full-width alloy hubs. Apparently based on a 175 Turismo roadster, this MV has been modified for racing, boasting a twin-leading-shoe front brake, Monza-type fuel cap, megaphone exhaust, and an Amal Concentric carburettor. We are advised that the machine (part of a deceased's estate) previously raced in Scotland and was purchased circa 1998 from one Patsy Blundell. We are further advised that the engine requires a full overhaul. There are no documents with this Lot, which is sold strictly as viewed.

£2,000 - 3,000

€2,400 - 3,600

No Reserve



609

1914 FN 7HP TYPE 700 FOUR

Registration no. U 1133

Frame no. 70026

Engine no. '46' (stamped through)

- Restored by James Tennant-Eyles in the early 1980s
- Formerly part of the Brian Verrall and Vic Norman collections
- Completed the 2010 and 2011 Pioneer Runs
- Pioneer Certificate

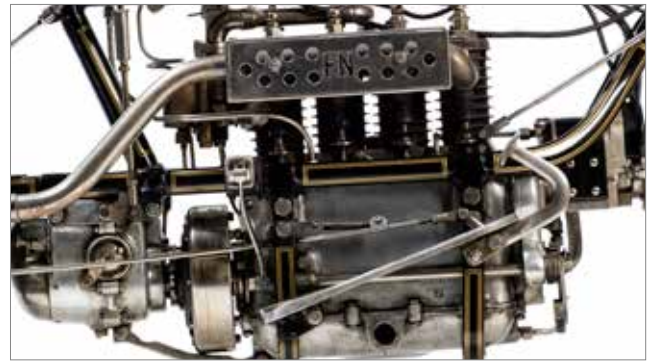


Like BSA, La Fabrique Nationale d'Armes de Guerre ('FN', for short) began as a munitions manufacturer, turning to the production of motorcycles in 1900. Today the Belgian company is best remembered for its sensational four-cylinder models, the first of which appeared in 1904 and was first exhibited publicly at the 1905 Paris Cycle Show. Designed by Paul Kelecom, the FN was the world's first practical four-cylinder motorcycle, its smooth, almost-vibrationless operation setting it apart from rival singles and v-twins.

Advanced for its day, the 362cc air-cooled four featured 'atmospheric' inlet and mechanical (side) exhaust valves, a robust five-bearing crankshaft, individual crankcase oil wells ensuring adequate lubrication for the connecting rods, and reliable Bosch magneto ignition. Shaft final drive was another innovation. Supported on ball bearings, the driveshaft ran inside the right-hand frame member to a bevel gear on the rear axle. At first there was no clutch, the direct-drive machine being started by pedalling away until the engine fired. Two brakes (drum and rim-type) both operated on the rear wheel.

The engine was enlarged (to 410cc) in 1906 and again in 1910, on this occasion to 498cc, and in 1911 the factory introduced its own two-speed transmission, similar to that already offered by Horstmann in Britain, which was contained within the drive-shaft housing.

Responding to demands from sidecarists for more power, FN introduced a 748cc, 7hp four – the Type 700 – for 1914. This new engine was a sidevalve of 'T'-head layout, with mechanically operated valves and a mechanical oil pump, which drove the three-speed gearbox via a steel, multi-plate clutch. Pedal starting was dispensed with on the Type 700, a kick-start mechanism being added at the right-hand side of the engine. The Type 700 had not been in production long before the FN works was seized by the invading German Army in the autumn of 1914. The occupying Germans used the FN factory to manufacture ammunition while continuing production of the Type 700, which had a top speed of around 45mph and was widely used by dispatch riders. The model remained in production up to 1923 when it was replaced by a new overhead-valve, chain-driven four.



This well-known four-cylinder FN 'Pioneer' has featured in a number of publications over the years including the March 1983 edition of *Classic Bike* magazine, in which it appeared on the front cover. *Classic Bike*'s five-page article (copy available) recounted the machine's recently completed restoration by James Tennant-Eyles, who was pictured riding it up and down the drive of his country house. Although substantially complete and apparently in not too bad a state when received, the FN proved to be badly deteriorated on closer inspection, necessitating the remanufacture of a number of major components including the rear frame, mudguards, fuel tank, fork struts, tool boxes, brake back-plate, valve gear and more besides.

The FN's owner at the time of its restoration was a Mr Alan Bailey, of Hemel Hempstead, Herts, who kept the machine until January 1990. Subsequently owned by Gerald Twyman, Philip Buck and Roy Tubby, it was acquired from the latter by Brian Verrall in November 2006. A typed article on file written in the early 1960s by a previous owner – 'J. E. S.' – recounts the story of the FN's discovery, purchase (from one Edward Damadian) and initial restoration in the late 1950s.

The FN was purchased at Bonhams' sale of the Verrall Collection in September 2008 (Lot 275) by Vic Norman, who completed the 2010 and 2011 Pioneer Runs on the machine. In October 2011, Mr Norman offered the machine for sale at Bonhams' Stafford auction (Lot 364) where it was purchased by Robert.

Presented in very good condition, this highly capable Pioneer motorcycle is offered with a quantity of photographs; assorted expired SORNs, tax discs, and MoTs; Sunbeam MCC Pioneer Certificate, issued to A W Bailey in October 1983; (copy) old V5/V5C and current V5C documents; SORN Confirmation; and a substantial quantity of photocopied FN-related literature to include an English-language maintenance manual; 5hp model instruction manual; various magazine articles and a range brochure.

£25,000 - 30,000

€30,000 - 36,000

610

C.1921 MEGOLA 640CC TOURING MODEL

Registration no. Unregistered

Frame no. 428 (plaque)

Engine no. 428 (Plaque) 428457 to rear of engine

- *Genuine Megola engine*
- *Replica cycle parts*
- *Believed 86 kilometres since completion*



Described by Dr Erwin Tragatsch as 'probably the most unorthodox motorcycle ever made on a commercial basis', the Megola was produced in Germany from 1921 to 1925. Designed by Fritz Cockerell, the Megola was powered by a 640cc five-cylinder radial engine that was built into the front wheel.

The Megola was started by pushing, or alternatively by rotating the wheel with the machine on its stand. There was no clutch or gearbox, though the torque engine easily made light of its lack of a variable transmission and was capable of propelling the machine to a top speed of around 70mph. The 'frame' consisted of a box-like steel fabrication, welded and riveted together. Its front section contained the fuel, which was pumped to a header tank mounted on the right side of the leaf-sprung front fork. Touring and sports versions were made, the former having bucket seats, the latter saddles, while some models boasted leaf-sprung rear suspension. Despite its unlikely appearance the Megola performed well in competitions – there was even a works team – the racing version having a top speed of around 85mph.

It is estimated that only some 2,000-or-so Megolas were completed during the four years of production, and today the few survivors are highly prized by collectors. Approximately 15 original machines are known to exist, plus a few replicas made in the 1980s (at least three) while more recently an estimated five more have been made.

Built approximately four years ago, this example was purchased from a prominent private collection in 2014, at which time it was still undergoing restoration by 'Oldtimer' specialist Armin Frey, an expert in the rebuilding of bevel-drive BMW racing engines. Found in Brno in the Czech Republic, the engine is an original Megola unit while the frame is a replica built by Hans Keckeisen. The carburettor and magneto are original also. The machine currently displays a total of 86 kilometres on the odometer, which may well be the distance covered since the rebuild's completion. Fitted with a Lucas lighting set, this ultra-rare German motorcycle is offered with restoration photographs, photocopy sales literature, starting instructions, and the purchase invoice (for €180,000). We are advised that Armin Frey is happy to assist the new owner with regard to the special starting technique.

£120,000 - 140,000

€140,000 - 170,000



1959 AC ACE-BRISTOL ROADSTER

Registration no. BYE 536

Chassis no. BE 1059

Engine no. 10002-948

- *The most desirable Ace variant*
- *Formerly the property of Peter Taylor*
- *Extensive ownership history*
- *Good history file*
- *Purchased in 2009*



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-litre, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and from 1956 onwards both models became available with the more powerful Bristol 2-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburetors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing.

In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models became available from '56 with the more-powerful (up to 130bhp) Bristol six-cylinder engine. The 1,971cc Bristol six was based on that of the pre-war BMW 328, which featured an ingenious cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Instead, the earlier BMW Type 319 engine's single block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Downdraft inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s.

Externally, Bristol's clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburetors part way through production. The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to greatly increased engine life.

The Bristol-engined Ace was not only more powerful, it was also considerably more expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version.



For that you could buy two MGAs, and even Jaguar's XK140 was cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines.

The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing; arguably its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.

Finished in blue metallic with red leather upholstery, this Bristol-engined Ace has the desirable (factory fitted) overdrive gearbox and comes complete with hood and tonneau cover. 'BYE 536' was supplied new to one Ian Mann in Maidenhead, and on 1st April 1996 was acquired by its former owner, racing driver the late Peter Taylor, from a Mr John Mackinnon of Dalkeith, Scotland.

The car comes with a substantial file of history, including much correspondence with previous owners and bills for servicing, some of which date back to the late 1960s and relate to work carried out by AC themselves, while there are many bills relating to its ownership by Peter Taylor between 1996 and 2008.

Major works were carried out by Solent Vintage Engineering of Lymington in 1996 shortly after purchase by Peter Taylor. The engine is understood to have been overhauled by a firm in Aylesbury and converted to run on unleaded fuel. Higher lift, 'fast road' camshafts are fitted and the car has always been well maintained mechanically as Peter Taylor used it for the less demanding forms of motor sport. An excellent example of its type, the Ace featured in the BBC 2 television series 'Clarkson's Car Years - Why do people like British Sports Cars?', broadcast in 2000.

Robert acquired the Ace-Bristol in October 2009. In October 2015, the car was sent to Malton Coachworks for extensive servicing and a full body restoration. The bodywork was stripped of its ancillary components and then hand block sanded back to provide a solid base for the full repaint over reinstated primer. The wheels were found to require refurbishment, and again these were completed by Malton Coachworks' in-house team. Mechanically, the Ace benefited from a full brake overhaul that included new fluid, cylinder seals and hoses where required. A general engine service was undertaken, with fresh spark plugs and antifreeze. An MoT test was successfully completed. Related bills totalling in excess of £7,000 are on file, and the car also comes with instruction/workshop manuals, a V5C Registration Certificate, and a quantity of expired MoTs.

Presented in beautiful condition, 'BYE 536' represents an exciting opportunity to acquire the most sought after Bristol D2-engined version of this classic British sports car, eligible for just about every historic event. If you want an Ace, this one ticks all the boxes.

£180,000 - 220,000
€220,000 - 260,000

612

1930 BENTLEY 4½-LITRE TOURER

Registration no. NPL 62

Chassis no. PB3528

Engine no. SL3057

- *Known ownership history*
- *'Le Mans' body by H&H Coachworks*
- *Purchased in 2013*



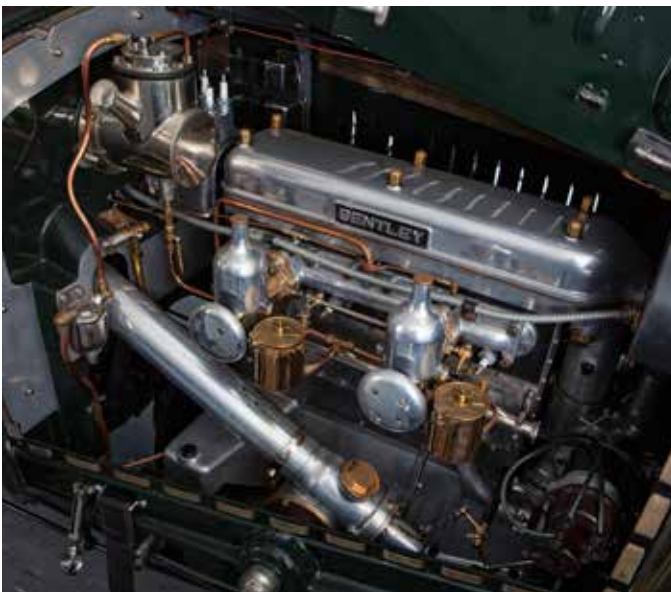


W O Bentley proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit.

Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit. The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.



The 4½-Litre was produced for four years, all but nine of the 665 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

The accompanying illustrated report, compiled by world-renowned Bentley authority, Clare Hay, states that chassis number 'PB3528', fitted with engine number 'PB3528', was passed of Final Test on 11th December 1929. The car was completed in January 1930 with Weymann type saloon coachwork by Gurney Nutting, and the first recorded owner is one Samuel Salmon of Messrs J Lyons & Co, operators of the famous 'Lyons Corner House' chain of restaurants. Its original registration was 'MP 37'. The Service Record notes various works carried out during Mr Salmon's ownership.



The next owner listed is one R Mead, some time between March 1935 and April 1936, and the registration changed to 'CMH 15'. One D Marley Fletcher of the London Rifle Brigade is the next owner noted, from mid-1938, followed by P C Weeks in 1947 and L W Aird in 1950. It is believed that Aird rebuilt 'PB3528' and fitted the 3-Litre engine 'LT1579'. By this time the chassis had already been re-bodied with four-seat, open tourer coachwork. It was reregistered as 'NPL 62', a Surrey number dating from December 1949. Later owners are listed as C W Scott in 1955, P G Hill in 1964, and A J Stait in 1971. The earliest known photograph (see report) dates from March 1956 when 'PB3528' was offered for sale in *Autosport* by Shoreham Autos. Their advertisement states: 'very smart open 4-seater sports body fitted about 1948'.

By 1985 'PB3528' belonged to Fuad Majzub, who kept the engine when he sold the otherwise complete Bentley, which passed via an intermediary to John Brown. 4½-Litre engine number 'XF3521' was assigned to the chassis and in this form the car was bought by Stanley Mann, who sold it on to George Dodds. At around this time 'PB3528' was seen in rolling chassis form at Stanley Mann's premises with body and engine removed. 'XF3521' later went into chassis 'HT1634'.

Previous V5C Registration Certificates record George Dodds as keeper from 23rd December 1988, and Malcolm Bishop as keeper from 14th October 1990. Robert White purchased the Bentley from Malcolm Bishop in June 2013 (sales invoice on file).

With the oldest approaching its 100th birthday and the youngest 85 years old, most Cricklewood-built Bentleys will have been restored at some time in their lives, and many more than once. It is not unusual for a new replacement chassis to be used, while swaps of major components - engines, gearboxes, axles, etc - are commonplace. Conversions of cars to 'Le Mans Replica' specification are understandably popular. This has been the fate of 'PB3528', and seemingly very little of the original survives in the car we see today. Prospective purchasers are advised to read the accompanying Hay Report prior to bidding.

£200,000 - 250,000
€235,000 - 290,000

1931 BUGATTI TYPE 51 RE-CREATION BY PUR SANG

Registration no. not registered

Chassis no. 539BO

- *Built by the acknowledged leaders in the field*
- *Ordered in 2013*
- *Original documentation available*
- *Specifications and User Manual on file*



'From now on the Type 51 was to be the finest racing car so far put into the amateur racing driver's hands, the most sought after and desirable of the Grand Prix Bugatti models...' - Hugh Conway, Grand Prix Bugatti.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on both road and track, the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. The principal building block of this success was the legendary Type 35, arguably the quintessential Vintage-era sports car, which made its debut in August 1924 at the Grand Prix de l'ACF at Lyon-Givors. The Type 35's 1,991cc straight-eight engine was derived from that of the Type 30 but incorporated five roller/ball main bearings instead of three together with an improved lubrication system. In line with Bugatti's established practice, each cylinder's three valves were actuated by a single overhead camshaft. This state-of-the-art engine went into a conventional chassis with leaf springs at the front and quarter elliptics at the rear, and which boasted a novel hollow front axle and alloy wheels.

The Type 35's debut gave little indication of what was to come, as the factory team of five cars was plagued by tyre troubles and could achieve no better than 7th place at the finish.

Despite this debacle the Type 35 in its various forms would go on to become arguably the most successful racing car of all time, commencing with winning the inaugural World Championship for Manufacturers in 1926 and securing countless victories for privateers.

The final incarnation of this exceptional design arrived in 1931 in the form of the Type 51. Only 40 examples of the Type 51/51A were manufactured at Bugatti's Molsheim factory during the 1930s, of which as many as a dozen used - from new - stockpiled Type 35-series chassis frames, there being hardly any substantial difference between the 35 and 51 frame designs. The Type 51 is historically significant as the first Grand Prix Bugatti to use a twin-overhead-camshaft engine. Power output of this more efficient and better-breathing two-valves-per-cylinder design was quoted as some 160bhp, as much as 30 horsepower more than the standard 35B. Apart from the engine changes, plus relocating the magneto to the left side of the dash, twin fuel filler caps and well-base, cast-aluminium wheels with fixed rims, the Type 51 was virtually identical to the earlier Type 35B.

During the Depression years of the 1930s, these neat, quick and nimble Bugattis won time and again both at Grand Prix and lesser levels, often in the face of larger and much more powerful opposition.



And after the Type 51's day had passed, its magnificent 2.3-litre supercharged engine continued in production for the 'Super Sport' version - the sports-touring Type 55.

One of the most celebrated and most elegant of all post-Vintage competition cars, the Type 51 Bugatti was not only a supremely capable and competitive Grand Prix car but also - when fitted with mudguards, lights and road equipment - a splendid sporting machine for all-round use. A true supercar of its era, the Type 51 is today one of the most desirable and expensive cars in the world, always assuming you can find a genuine one for sale.

For those who yearn for Bugatti-style motoring yet cannot afford the associated expense, a re-creation is the obvious solution and for many years the classic Type 35 and its derivatives have inspired the construction of numerous copies. Pur Sang of Argentina needs no introduction to those familiar with the world of Bugattis, the firm's re-creations being universally admired for their authenticity and quality of execution. This beautiful and highly detailed re-creation represents the Grand Prix Bugatti in its ultimate form: the 2.3-litre supercharged Type 51 of 1931. According to its makers, 'the Type 51 manufactured by Pur Sang Argentina SA has been produced using original factory specifications, both in design and material.

There are several aspects which have been improved and modified based on modern automotive technology. The application of forged pistons, plain bearings and modern oil seals which make the engine, gearbox, and back axle oil tight have helped increase performance while reducing maintenance. The frame is hand formed in the same fashion it was originally built.'

Ordered by Robert in 2013, this Type 51 replica has the following mechanical specifications: plain-bearing crankshaft; modified firing order; modern oil filter; electric starter; thermostatically controlled electric radiator fan; alternator and battery concealed beneath seat; electric fuel pump concealed behind seat; Ki-gas pump and hand-operated fuel pump on dashboard; and a hand-operated oil pump on the passenger side.

The body is finished in Bugatti blue paint with weathered finish, while the interior is trimmed in used brown leather. Leather is also used for the sill guards and gearbox guards. Other noteworthy features include a radiator stone guard; Marchal headlamps; Scintilla tail lights (with integral brake light); and a weathered treatment to the aluminium dashboard/firewall surfaces. Accompanying documentation consists of the purchase agreement, sales invoice and shipping paperwork, and the car also comes with a User Manual.

£90,000 - 110,000
€110,000 - 130,000

614

1958 AC ACE ROADSTER

Registration no. AFT 900

Chassis no. AE414

Engine no. CLBN2497WT

- A landmark model in its earliest form
- Original AC-engined car
- Restored in the 1990s
- Engine rebuilt 2008
- Acquired in 2010



'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - AC Heritage, Simon Taylor & Peter Burn.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2.0-litre, long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. Nevertheless, in tuned form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24-Hour Race in 1959 and finishing a magnificent 7th overall.



In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models later became available with the more powerful Bristol engine before production ceased in 1963. Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed. With 463 built out of a total production of 726, Bristol-engined examples are the most numerous, followed by the AC-engined cars (226) and then Ford (37).

This AC-engined Ace was previously in the long-term ownership of Mr Robert 'Bob' Standbridge of Poole, Dorset, who appears to have owned it since the mid 1980s. A member of the AC Owners' Club, Mr Standbridge had raced his first Ace ('AE34') during the mid 1950s at Goodwood and elsewhere. Purchased by Robert from Mrs Standbridge in February 2010 (receipt on file), the car comes with a most substantial history file compiled by the obviously very thorough Mr Standbridge. This file (perusal highly recommended) includes an original instruction manual, a large quantity of AC-related literature, and an illustrated report of this Ace's participation in the RAC Euro Classic Rally in September 1993. The grille badge for the 47th Rallye Internationale des Alpes Historique 2003 is also worthy of note.

There are also numerous invoices on file relating to the Ace's restoration and ongoing maintenance, which has included two engine rebuilds: the first undertaken by TT Workshops of Westbury, Wiltshire in April 1998, and the second by marque specialist Rod Briggs of Somerton, Somerset in 2008.

In September 2015, 'AFT 900' was despatched to Malton Coachworks for a mechanical assessment and roadworthiness overhaul. A full brake service, including rebuilding all the wheel cylinders and replacement of the brake linings, was carried out together with a general engine service (replacement of spark plugs, and an oil and filter change). Various minor issues were addressed also, and the car successfully completed an MoT test (it is now exempt). A design classic in its earliest and purest form, this beautiful AC Ace is offered with the aforementioned history file and a V5C Registration Certificate.

£120,000 - 140,000
€140,000 - 170,000

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* 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 under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

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

8. VAT

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

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

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

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

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

9. PAYMENT

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

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

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

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

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

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

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

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *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*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

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

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT			
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):			
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;			
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;			
8.1.3	to retain possession of the <i>Lot</i> ;			
8.1.4	to remove and store the <i>Lot</i> at your expense;			
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;			
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;			
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;			
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;			
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			
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.			
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			
		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
		9 THE SELLER'S LIABILITY		
		9.1 The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
		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.		
		9.3 Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		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> ;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		9.3.2 the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		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.	10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
		10 MISCELLANEOUS	10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
		10.1 You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
			10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
			10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* 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 *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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>):			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
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
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		
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:	9.4	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> .
7.1.6	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	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> .
7.1.7	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	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
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	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.
7.1.9	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.	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> .
7.1.10	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	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	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> .
		9	FORGERIES	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:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	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
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

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

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

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

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

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

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

GLOSSARY

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

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

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

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "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: THE ROBERT WHITE COLLECTION		Sale date: 19 September 2016													
Sale no. 23871		Sale venue: New Bond Street													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£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	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
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£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															
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"/>		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.

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Lot No	Year	Model	Lot No	Year	Model
569	1920	Ace 1,220cc Four	601	1947	Indian 74ci Type 347 Chief
614	1958	AC Ace Roadster	605	1994	Laverda 668cc 650 Formula
611	1959	AC Ace-Bristol Roadster	604	1994	Laverda 668cc 650 Sport
580	1980	Benelli 250 Quattro	610	c.1921	Megola 640cc Touring Model
612	1930	Bentley 4½-Litre Tourer	583	c.1956	Moto Parilla 125cc 'Works' Racing Motorcycle
603	1975	BMW 898cc R90S	575	c.1953	MV Agusta 123.5cc Monoalbero Racing Motorcycle
578	1991	BMW 980cc R100G/S	606	1955	MV Agusta 175 CSS Squalo Racing Motorcycle
576	2008	BMW 1,170cc HP2 Megamoto	592	1956	MV Agusta 175cc Iniezione Prototype
577	2010	BMW 1170cc R1200GS Adventure	608	c.1956	MV Agusta 175cc Racing Motorcycle
613	1931	Bugatti Type 51 Re-creation by Pur Sang	572	c.1968	MV Agusta 750S
574	1974	Ducati 750SS	573	1970	MV Agusta 592cc 4C Tourer
586	1976	Ducati 750SS 'NCR' Re-creation	593	c.1972	MV Agusta 750GT
587	1986	Ducati 750 F1	594	1973	MV Agusta 750S 'Magni'
582	1968/2004	Egli-Vincent 998cc	584	c.1974	MV Agusta 750S
581	1996	Enfield Robin 412cc D-R400D	579	1976	MV Agusta 350 Sport Electronica
609	1914	FN 7hp Type 700 Four	585	1977	MV Agusta 789cc 750S America
591	c.1950	Gilera 499cc Saturno Sport	595	1977	MV Agusta 861cc 'Magni'
590	c.1956	Gilera 499cc Saturno Cross	607	1977	MV Agusta Monza Rolling Chassis
589	1949	Gilera 499cc Saturno Corsa Racing Motorcycle	598		MV Agusta 349cc Grand Prix Racing Motorcycle
588		Gilera 500cc Grand Prix Racing Motorcycle	596		MV Agusta 500cc Grand Prix Racing Motorcycle
568	2012	Harley-Davidson 1,585cc Dyna Street Bob FXDB	597		MV Agusta 500cc Grand Prix Racing Motorcycle
570	1929	Henderson Streamline KJ Four	565	1939	Triumph 498cc Tiger 100
599	1931	Henderson 1,301cc KJ Four	566	1955	Triumph 649cc T110
567	c.1990	Honda 49cc Z50J Monkey Bike	564	1951	Vincent 998cc Series-C Black Shadow
602	1940	Indian 45ci Scout			
571	1940	Indian 78ci Four 440			
600	1940	Indian 78ci Type 440 Four			



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