

26 September 2015
Ebeltoft, Denmark

The Frederiksen Collection
An Auction at Lyngsbækgaard



Bonhams

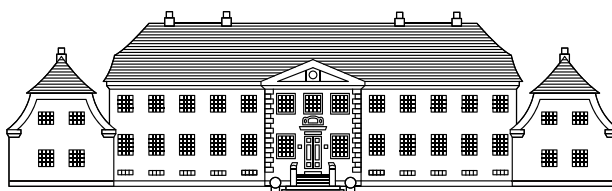






The Frederiksen Collection

An Auction at Lyngsbækgaard



Saturday 26 September 2015 at 14:00
Ebeltoft, Denmark

LOCATION

Lyngsbækgaard Manor
Lyngsbækgårdvej 8
8400 Ebeltoft
Denmark

TO BE SOLD AT AUCTION BY

Bonhams 1793 Ltd.
bonhams.com

VIEWING

Thursday 24 September, 9:00 to 18:00
Friday 25 September, 9:00 to 18:00
Saturday 26 September, 9:00 to 14:00

ADMISSION

The catalogue admits two to the viewing and auction. Further copies can be purchased at the auction venue

CATALOGUE

DKK 800
GBP 75

AUCTION NUMBER: 23234

CONTACT NUMBER DURING THE AUCTION

+ 44 (0) 8700 270090
From Thursday 24 September through
Sunday 27 September

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

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Please note that this auction is conducted in accordance with the Notice To Bidders printed at the back of this catalogue.

To watch the Frederiksen Collection video, please visit **bonhams.com/video/19519**

Additional images for each lot can be found at **bonhams.com/frederiksen**





Dear Fellow Collectors,

If you are reading this catalogue, you must share my passion for early motor cars. There are so many marques and eras to choose from when starting a collection, but my eye was always drawn to these coach-built models from the days when a motor car was so much more than just a means of transport: it was a means of expressing the latest advancements in design and engineering, resulting in often unique statements of luxury and sophistication.

None of the cars in my collection was mass-produced. They each show the hand of the craftsmen who designed the coachwork and the engineers whose passion produced ever more sophisticated engines. And each one of them runs as smoothly and powerfully today as when produced.

This passion is one that my late wife shared and we spent many, many enjoyable years creating and enjoying our collection. It is a small collection by some standards, but we stayed true to our particular area of interest and acquired only the best motor cars we could find in our pursuit of perfection. Having enjoyed the

collection to the greatest extent possible, it is now time to start a new chapter in my life.

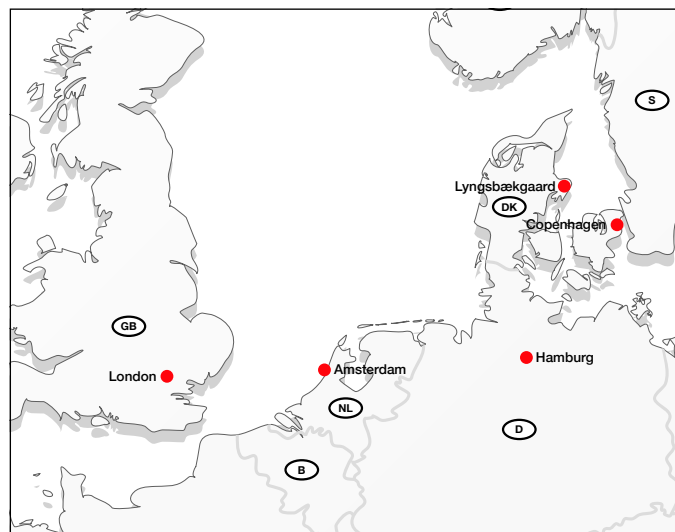
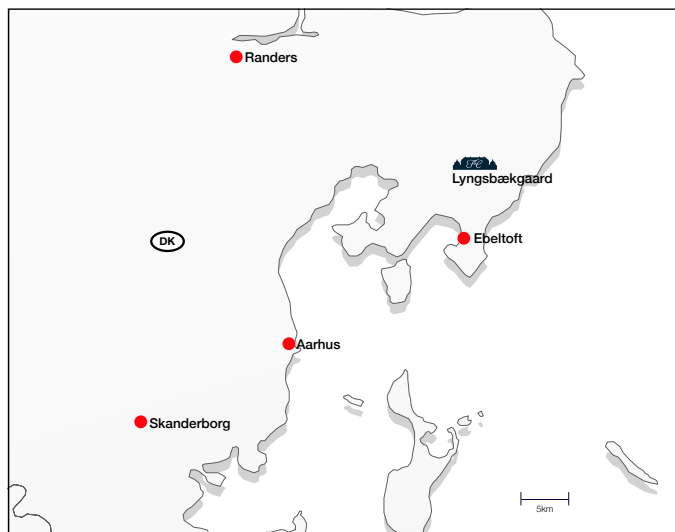
For those who will be attending the auction, it is with great pleasure that I welcome you to my home and collection in this beautiful part of Denmark. I very much look forward to sharing my collection with you and to meeting the buyers who will continue to enjoy and preserve these unique works of art from a bygone era.

I would like to thank Bonhams for the time, energy and commitment they have put into bringing my collection to auction. It has been clear to me from the start that the staff has a great knowledge and appreciation of each of the cars in my collection and the ability to present them just as my late wife and I would wish.

Yours truly,
Henrik Frederiksen



TRAVEL AND HOTEL INFORMATION



AIR TRAVEL

The closest national airport to the auction venue is Aarhus. Ryanair operates a direct flight from London Stansted. Aarhus is also a private airport and is about a 15 minute drive from the auction venue.

The closest international airports are Copenhagen that is about a 3 hour drive from the auction venue and Hamburg which is about a 4 hour drive from the auction venue.

HOTELS

Bonhams has made arrangements with the following hotels:



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Email: molskroen@molskroen.dk

www.molskroen.dk



MOLSKROEN

STRANDHOTEL

Tel: + 45 86 36 22 00

Email: molskroen@molskroen.dk

www.molskroen.dk/strandhotel

There are also many hotels in nearby Aarhus.



GENERAL INFORMATION FOR BUYERS

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In order to bid at the auction, **whether in person, by absentee, online or telephone bid**, each bidder will be required to complete a **Registration and Bidding Form**. The form can be found at the back of this catalogue, at www.bonhams.com/Frederiksen or by contacting bids@bonhams.com

Bonhams will also need to confirm your identification and address. New clients should be ready to provide a Passport, Identity Card or Drivers License, together with a utility bill, bank or credit card statement. Proof of identification is also required at the auction venue in order for the bidder's paddle to be released to the bidder.

Bank references should be supplied to Bonhams no later than Thursday 24 September to allow time for verification before the sale.

Business entities will need to provide a copy of their articles of association/company registration documents, together with a letter authorizing the individual to bid on the company's behalf.

If you are acting as agent for a prospective buyer, Bonhams will require written authorization from the prospective buyer that you have been appointed and are authorized to bid on their behalf. The information on the Registration and Bidding Form must match that of the prospective buyer. As agent, you are bound by the General Conditions, as is the prospective buyer.

TELEPHONE AND ABSENTEE BIDDING

Telephone bidding allows you to bid live as the auction is in progress. Please be sure to provide your telephone number on the Registration and Bidding Form. It is advisable to add a second number if you are able. If for any reason, we are unable to contact you, we advise, but it is not required that you complete the 'Covering Bid' column. 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.

For absentee bids, when completing the Registration and Bidding Form, please be sure to fill in the 'MAX bid in DKK' column.

The amount of Covering Bids and MAX bids does not include the Buyers Premium and VAT. Bids will be executed by Bonhams and lots will be purchased as cheaply as possible taking into account other bids and Reserves.

The Registration and Bidding Form, once completed and signed, together with accompanying documents as required, should be emailed to bids@bonhams.com or faxed to +44 (0) 20 7447 7401

To allow time for processing all Registration and Bidding forms should be received at least 48 hours before the sale begins. If you do not receive our confirmation of your bid within 1 business day, please contact bids@bonhams.com

IMPORTANT COMPLIANCE NOTICE

The name and address in which you register will be the name and address on your invoice. Bonhams cannot amend the details of the invoice once issued.

Furthermore, when making payment, the account from which the payment is drawn must match the buyer's registration details on the Registration and Bidding Form. Bonhams is not able to accept any third party payments.

BUYER'S PREMIUM

A Buyer's Premium of 15% of final bid price or hammer price will be charged on each purchased lot. The Buyer's Premium is subject to VAT at the rate of 25%, meaning that the aggregated amount to be paid by the buyer as Buyer's Premium amounts to 18.75% of final bid price or hammer price.

METHODS OF PAYMENT

Bank Transfer

Please quote your paddle number and invoice number as the reference.

National Westminster Bank Plc
Regent Street Branch
250 Regent Street, London W1B 3PB

Account Name: Bonhams 1793 Ltd
Sort Code: 56-00-27
Account number: 175/00/28673379
IBAN: GB12 NWBK 6073 0128 6733 79
SWIFT/BIC: NWBK GB2L
Key Code: NXNFWXST-DKK-01

No cash payments will be accepted.

AS-IS, NO WARRANTIES

All vehicles are offered on an 'as seen' basis and are sold strictly as viewed and no guarantee is offered as to their mechanical condition. Although we are happy to offer our opinion as to the integrity of a vehicle, this is an opinion only and should not be relied upon. It is advised that a professional mechanic/engineer fully inspect a vehicle on your behalf prior to bidding on the vehicle and that purchased vehicles are checked before road use. Frame and engine number should also be independently verified. All documents pertaining to each vehicle will be available for viewing at the auction venue.

There is no 'cooling off' period following the auction. Once the auctioneer drops the hammer, a contract is made and you are obliged to proceed with the purchase.

This General Information for Buyers should be read in conjunction with our Notice to Bidders in the back of the catalogue, that are binding. Where the buyer is purchasing the vehicle as a consumer, this paragraph will apply to the furthest extent permitted by applicable law.

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.

COLLECTIONS

Vehicles must be paid for by 16:30 on Tuesday 29 September.

Please note that risk to purchased vehicles passes on the fall of the auctioneer's hammer. It is the buyer's responsibility to have adequate insurance cover in place.

Vehicles must be collected from the auction venue by 12:00 on Thursday 1 October.

All Vehicles not removed by this time will be removed, at the buyer's risk and expense, to a third-party warehouse.

Please note that the license plates on the vehicles are not being sold with the vehicles, as they are required to be returned to the Danish motor vehicle department.

TRANSPORT AND SHIPPING

A representative of Polygon Transport will be at the auction to arrange national and international shipping.

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Hampshire SO40 4BL
+44 (0) 2380 871 555
polygon@polygon-transport.com



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For at byde på auktionen skal alle bydere, **uanset om de byder personligt, som ikke-tilstedeværende byder, online eller som telefonbyder**, udfylde en **Registrerings- og Budformular**. Formularen findes på bagsiden af dette katalog, på www.Bonhams.com/ Frederiksen eller kan rekvireres ved at kontakte bids@bonhams.com.

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Bankreference skal afgives til Bonhams senest torsdag den 24. september, således at denne kan verificeres før auktionen.

Erhvervskunder skal aflevere en kopi af deres vedtægter/selskabsregistrerings-bevis sammen med en erklæring, der bemyndiger den pågældende person til at byde på selskabets vegne.

Såfremt du agerer som agent for en potentiel køber, kræver Bonhams skriftlig bemyndigelse fra denne potentielle køber, om at De er udpeget og bemyndiget til at byde på dennes vegne. Oplysningerne på Registrerings- og Budformularen skal svare til den potentielle købers oplysninger. Både De som agent og den potentielle køber er bundet af de Generelle Betingelser.

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Beløbene angivet som "Inddækningsbud" og "Max bud" inkluderer ikke Købers Pristillæg og Moms. Bud vil blive afgivet af Bonhams og auktionsnumre vil blive erhvervet så billigt som muligt under hensyntagen til de øvrige bud og Mindstepriser.

Registrerings- og Budformularen skal når den er udfyldt og underskrevet sendes pr. e-mail sammen med den øvrige dokumentation til bids@bonhams.com eller faxes til +44 (0) 20 7447 7401.

Alle Registrerings- og Budformularer skal være modtaget senest 48 timer før auktionen begynder. Såfremt De ikke modtager vores bekræftelse på Deres bud inden for 1 hverdag, bedes De kontakte bids@bonhams.com.

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Det navn og den adresse, De oplyser ved registrering, vil være det navn og den adresse, der kommer til at stå på Deres faktura. Bonhams kan ikke ændre fakturaen efter den er udstedt.

Derudover skal kontoen fra hvilken betaling trækkes svare til købers oplysninger på Registrerings- og Budformularen. Bonhams accepterer ikke betalinger fra tredjeparter.

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Hvert auktionsnummer pålægges et Købers Pristillæg på 15% af den endelige budpris eller hammerslagsprisen. Købers Pristillæg pålægges 25% Moms, hvilket betyder at det samlede beløb som køber betaler i Købers Pristillæg udgør 18.75% af budprisen eller hammerslagsprisen.

BETALINGSFORM

BANKOVERFØRSEL:

Angiv venligst Deres budnummer og fakturanummer som reference.

National Westminster Bank Plc
Regent Street Branch
250 Regent Street, London W1B 3PB

Kontonavn: Bonhams 1793 Ltd
Registreringsnr.: 56-00-27
Kontonummer: 175/00/28673379
IBAN: GB12 NWBK 6073 0128 6733 79
SWIFT/BIC: NWBK GB2L
Kode: NXNFWXXT-DKK-01

Kontant betaling modtages ikke.

"SOM BESET", INGEN GARANTI

Alle køretøjer udbydes til salg "som beset" og sælges alene som sådan og uden nogen garantier for så vidt angår deres mekaniske stand. Selvom vi gerne giver vores vurdering af et køretøjs stand, så er det alene en vurdering, som De ikke kan henholde Dem til. Vi anbefaler, at De lader en professionel mekaniker/tekniker undersøge køretøjet på Deres vegne, før De afgiver bud på køretøjet, samt at købte køretøjer efterses, før de anvendes på vejene. Chassis- og motornummer bør også selvstændigt kontrolleres. Alle dokumenter vedrørende et køretøj fremlægges og kan inspiceres på auktionsstedet.

Der er ikke nogen "fortrydelsesperiode" efter auktionen. Så snart auktionslederen har givet hammerslag, indgås der kontrakt, og De er forpligtet til at gennemføre købet.

Såfremt Køber erhverver køretøjet som forbruger, gælder dette punkt i videst mulige omfang tilladt i henhold til gældende lovgivning.

Disse Generelle Oplysninger til Købere bør læses sammen med vores Meddelelse til Bydere bagest i kataloget.



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1

1974 CITROËN DS23 PALLAS

Chassis no. 01F68592

Engine no. 683012251

2,347 cc Inline 4-Cylinder Engine

Electronic Fuel Injection

130 bhp at 5,250 rpm

5-speed Manual Transmission

Four Wheel Independent Hydraulic Suspension

- *Rare Right Hand Drive DS 23 Pallas*
- *Original dealership demonstrator*
- *Always professionally maintained*
- *Classic and sophisticated Citroën*
- *Highly original top of the line model*



THE CITROËN DS

Just as it had done 21 years previously with the revolutionary Traction Avant, Citroën stunned the world again at the 1955 Paris Salon with the launch of the futuristically styled DS. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell, there was an all-independent, self-levelling, hydro-pneumatic suspension, plus power-operated brakes, clutch and steering. No European car would match the ride quality of the DS for several years, and the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension was demonstrated by its survival in various models for more than four decades.

The DS' original 1,911 cc overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985 cc unit, also available in 2,175 cc and 2,347 cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

THE MOTOR CAR OFFERED

Built to top-of-the-range Pallas specification, this late-model DS23 retains its original fuel-injected 2.3litre engine and is fitted with the desirable 5-speed manual transmission. The Pallas luxury equipment package gives the DS a subtle air of extra refinement and distinction.

This car was sold new to its first owner by the Helix Garage, an official Citroën Dealership in Chelmsford, Essex, who had used the car for a period as their company demonstrator. The original service book which is still in its plastic Citroën wallet verifies that the Helix Garage serviced the car from July 1974 until February 1979 in which time it covered 38,740 miles. The car was traded back two or three times. At that point, the Helix Garage decided to keep the DS as their own car, as such a special low mileage example was unusual to find. Upon

the owner of Helix Garage's retirement, his siblings who took over the business in 2000 decided to sell the DS.

It was acquired for his collection by a Mr. Patrick Stephens, formerly Clifton Cars, also an official Citroën dealership. Stephens soon had the car stripped back to bare metal (except for the roof) and all the body panels resprayed. A number of items were renewed such as the seats, door panels, headlining, chrome trim, windscreen, radio and CD player, as well as the tyres.

In January 2011, the Citroën passed to a Mr. Wenzel Gelpke who later sold it to Henrik Frederiksen. It represents an exceptional opportunity to acquire a top specification Citroën DS that has been professionally serviced and cared for since new.





BILEN DER TILBYDES

Denne DS23 Pallas, som var Citroëns topmodel i DS-serien, blev solgt ny af Helix Garage, en autoriseret Citroën forhandler i Chelmsford i Essex, England.

Helix Garage fik til opgave at servicere bilen på vegne af den første ejer mellem 1974 og 1979. Da bilen blev taget i bytte på nye biler, fik de også mulighed for at sælge den to eller tre gange yderligere, inden de besluttede sig for at beholde den selv. Da ejeren af Helix Garage gik på pension og solgte firmaet til sine søskende i 2000, blev bilen solgt til en anden autoriseret Citroën forhandler, som placerede denne skønne DS23 Pallas i sin samling.

Bilen er udstyret med en 2,3 liter motor med benzinindsprøjtning og den eftertragtede 5-trins gearkasse. Det luksuriøse Pallas udstyrsniveau giver bilen en underspilliget elegance med blandt

andet multijusterbare forsæder, ekstra polstring på dørbeklædningerne, fine gulvtæppe og særlige lister af rustfrit stål på karosseriet. Bilen er desuden udstyret med et læderinteriør, opvarmet bagrude og det berømte selvnivellerende forlygtesystem.

Bilen er blevet lakeret indenfor de senere år, og mange dele er blevet renoverede, blandt andet sæderne, dørpaneler, loftsbeklædning, de blanke dele på karossen, vindspejlet, samt et sæt nye dæk og en ny udstødning. Denne fine Citroën repræsenterer en god mulighed for at erhverve en DS med de bedste specifikationer og en bil, som er blevet professionelt serviceret og vedligeholdt siden den var ny.

DKK 300,000 - 400,000

EUR 40,000 - 55,000

GBP 28,000 - 38,000

USD 45,000 - 60,000

EU Taxes paid

With Danish Registreringsattest



2

1973 CITROËN SM COUPÉ

Chassis no. 00SD0338

Engine no. 400322

2,974 cc OHV V-6 Engine

Electronic Fuel Injection

170 bhp at 5,500rpm

5-Speed Manual Transmission

Four Wheel Independent Hydraulic Suspension

4-Wheel Disc Brakes

- *Exceptional example of Citroën's 1970s Style Icon*
- *Most sought after specification*
- *Carefully updated interior*
- *Desirable late-production 'Série Maserati'*
- *Beautifully restored inside and out*



THE CITROËN SM

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted all-round load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times. Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo coupé, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6.

After some juggling of engine dimensions, a capacity of 2,670 cc was settled on for a power output of 170 bhp. Citroën was the

world leader in passenger car aerodynamics at the time, and the SM's class-leading drag coefficient enabled it to reach 140 mph, making it the fastest front-wheel-drive car ever at that time. Fuel injection arrived in 1972, an automatic transmission option became available the following year and the engine was enlarged to 2,974 cc before the model was prematurely axed in 1975 following Citroën's acquisition by Peugeot. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

THE MOTOR CAR OFFERED

The styling of the SM was straight out of a 1970s science fiction movie. The long sleek fastback body with loads of glass and unadorned flanks looked like some alien spaceship as it glided along on its self-levelling suspension with skirts over the rear wheels, hydraulically adjustable and swivelling headlamps under curved heated glass, and an asymmetric air intake on the bonnet.

The interior of this rare US-delivery SM features modernistic seats luxuriously upholstered in tobacco leather, done in the style of the late cars, a sloping avantgarde dash in brushed aluminium with oval dials and a modern centre console with a very cool metal gate for the chromed gear shifter. Many interior panels and the dash have been luxuriously covered in suede with impeccable stitching.

The car on offer has the most desirable SM





BILEN DER TILBYDES

specification with the enlarged to 2,974 cc engine and 5-speed transmission. It has been restored and subsequently sorted by Excelsior Motors, a leading Citroën SM expert in the USA.

The original type of air conditioning compressor unit tended to give issues on the SM, so it has been replaced with a modern Sanden unit. The alternator has been upgraded as well to a reliable GM type. A stainless steel exhaust system has been fitted which ensures that the racy Maserati-derived V-6 now sounds like the sporting engine it is. The sum total is a correct, carefully maintained and mechanically well-sorted SM crying out to be used.

One can just visualise Jane Fonda in her role as a space-age Barbarella in the cult Roger Vadim film, grabbing the single spoke steering wheel of this SM to commute to her flying saucer.

Denne bil har de mest eftertragtede SM specifikationer – det vil sige den større 3,0 liter motor og 5-trins manuel gearkasse. En sjælden US-model, bilen er blevet restaureret i USA og efterfølgende gennemgået af en af de førende Citroën eksperter derovre. Der har været fokus på de pålidelighedsproblemer som disse biler kan udvikle hvis de ikke er blevet tilstrækkeligt vedligeholdt. De specialiserede hydraulik- og elektroniksystemer er blevet renoverede og fungerer korrekt. Denne SM er blevet udstyret med et nyt udstødningssystem i rustfrit stål, som får den sportslige motor med Maserati gener til at få bilen til at lyde som en ægte gran turismo coupé.

Det modernistiske interiør er blevet ombetrasket i luksuriøs tobaksfarvet læder. En del paneler og overflader i interiøret er blevet betrukket med ruskind med perfekt udførte syninger. Denne højt vedligeholdte og mekanisk eftertragtede SM venter kun på at blive taget i brug.

DKK 350,000 - 450,000
EUR 45,000 - 60,000
GBP 33,000 - 42,000
USD 50,000 - 65,000

EU Taxes paid
 With US Certificate of Title



3

1937 MERCEDES-BENZ 320N CABRIOLET A

Chassis no. 172289

Engine no. 10142029558

3,208 cc Inline 6-cylinder Engine

Single Solex 32 JFF Carburettor

78 bhp at 4,000 rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-wheel Hydraulic Drum Brakes

- *The style of a 500K Special Roadster at a fraction of the cost*
- *Discovered by Eberhard Thiesen in Russia*
- *Built on the short "N" type wheelbase and offered with rare hard top*
- *High quality restoration presents as virtually fresh*
- *Tasteful silver and saddle livery complements the swoopy lines of the coachwork*



THE MERCEDES-BENZ 320 W142

Some of the most desirable cars in the world in the late 1930s were the Mercedes-Benz 500 and 540K sports models. Combining lusciously swoopy lines with a supercharged litre engine, the Mercedes-Benz provided the ultimate in personal transportation. The Type 320 offered a nicely sized, very comfortable car to Mercedes-Benz customers that exhibited the same general appearance as the firm's higher-end models at a significantly lower cost. A 6-cylinder 3.2 litre engine powered the 1937 models. Rated at 78bhp, it provided a top speed near 80 mph (130 km/h), when equipped with the optional ZF overdrive transmission.

The chassis featured independent front and rear suspension with coil springs all around, giving the car impressive road manners while passengers enjoyed an especially comfortable

ride. Four-wheel hydraulic brakes provided sure stopping power. As with the 290 it replaced, the 320 chassis was offered with in a number of styles – including a state-of-the-art streamlined sedan. Many 320s were supplied with formal limousine and sedan bodies, but it was the cabriolet styles that best captured the essence of the contemporary 500K/540K sports models of the time.

There were three 320 Cabriolet models, designated by code letters. The Cabriolet A was a racy and relatively expensive sports model – it was very much a junior 500K/540K in appearance with two front seats, a third seat set at 90 degrees across the rear and the spare wheel on the boot. The Cabriolet B was a 2-door, 4-window style with front and rear seating, while the Cabriolet D was a 4-door, 4-window style.

A low and distinctive split-vee windscreen arose from the cowl of the 320 Cabriolets, and its panes could be tilted for ventilation. These convertible models' tops were heavily padded in the best German cabriolet tradition to provide exceptional all-weather protection. Stylish and imposing, the 320 Cabriolet A had few peers as examples of open-top motoring in the grand manner, affording their fortunate owners the style of a 500K, but without the latter's considerable purchase and running costs.







THE MOTOR CAR OFFERED

In many ways, the Mercedes 320 two-door Cabriolet A really is a pocket-size 500/540K Spezial Roadster. The elegantly slanted split windscreen, the smooth sweep of the front and rear fender lines, as well as the gradually sloping rear deck with its continental-style spare wheel all manage to evoke its larger and hugely expensive sibling.

A query to the Mercedes-Benz Classic archives has elicited the response that chassis 172289 was produced in the Daimler-Benz Mannheim plant. Unfortunately, all purchase order books of the Mannheim plant were destroyed during World War II. As a result, as with all chassis laid down in Mannheim, there is no data available concerning chassis and engine numbers and the *Kommissionsnummer*.

The noted German dealer in luxury classic cars, Eberhard Thiesen, discovered 172289 in Russia about 15 years ago. Under Mr. Thiesen's supervision, the car was restored in Lithuania. As Mr. Thiesen has also pointed out, since the Mannheim Mercedes factory records was lost during the war, it is unknown if the car had this body type from new. However, remains of the original body were with the car as found, and they suggested that the car did indeed have the special Cabriolet A bodywork with a vee windshield and sporting fenders. Furthermore, this 320 is built on the short W142/I or N type chassis. After the discovery, the body was reconstructed and a complete mechanical restoration was performed. All work was done under the supervision of Mr. Thiesen. A hard top comes with the car; a rare factory option for this era of motor car.

The car has seen little use since its completion. The restoration presents near-fresh and reflects the quality of work that Eberhard Thiesen so adamantly insisted on. The silver livery complemented by soft saddle leather is very inviting, as are the white-faced classic instruments with silver bezels set in an elegant semi-oval surround in the thoughtfully polished wooden dashboard. Any red-blooded collector will be excited at the thought of getting behind the wheel of this rare car, settling into the comfortable seat and contemplating the unique view to the famous Mercedes tri-star along the length of the shapely bonnet.





BILEN DER TILBYDES

Man kan med en vis ret hævde, at denne Mercedes-Benz 320 med sit smarte todørs cabriolet karosseri egentlig er en 500/540K *Spezial Roadster* i lommeformat. Både dens elegante skråtstillede todelte vindspejl og den smukke glidende form på skærmene, samt dens elegant skrånende bagende med reservhjulet anbragt på den europæiske måde vækker minder om dens større og fantastisk kostbare storebror.

På forespørgsel har Mercedes-Benz Classic arkiverne i Stuttgart oplyst at chassis 172289 blev produceret på Daimler-Benz fabrikken i Mannheim. Alle dokumenter i Mannheim blev ødelagt under Anden Verdenskrig, hvorfor der ikke eksisterer data vedrørende bilens chassis- og motornumre, og ej heller dens *Kommissionsnummer*.

Chassis 172289 blev fundet i Rusland af den tyske klassiske bilforhandler Eberhard Thiesen for cirka 15 år siden. Efterfølgende blev bilen restaureret i Litauen under Thiesens opsyn. På grund de manglende informationer fra fabrikken er det ikke muligt nøjagtigt at fastslå, hvilken karosseritype bilen oprindeligt var udstyret med. Da Thiesen fandt bilen, var der imidlertid dele til stede som sandsynliggør, at bilen muligvis kan have været forsynet med et Cabriolet A karosseri, da den var ny. Denne karosseritype blev så genskabt på chassiset, og en komplet mekanisk restaurering blev udført.

I dag står denne sjældne Mercedes næsten som da den forlod restaureringsværkstedet, og Thiesens tyske grundighed og omhyggelige kvalitetsbevidsthed kan stadig ses, mærkes og opleves til fulde.

DKK 1,900,000 - 2,500,000
EUR 250,000 - 330,000
GBP 180,000 - 240,000
USD 275,000 - 375,000

EU Taxes paid
 With Danish Registreringsattest



4

1931 ROLLS-ROYCE PHANTOM I PLAYBOY ROADSTER

Coachwork by Brewster

Chassis no. S186PR

Engine no. 30860

7,668 cc OHV Inline 6-Cylinder Engine

Single Rolls-Royce Carburettor

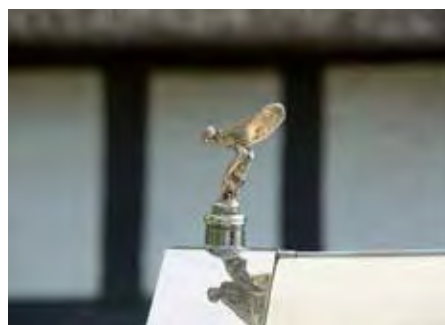
113 bhp at 2,300 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Original first body on chassis*
- *Elegant and Sporting Phantom with well-documented history*
- *Believed to be the sole Phantom I chassis first fitted with Playboy Roadster coachwork*
- *Shown at Villa d'Este and Technoclassica*
- *5,100 hour total restoration*



THE ROLLS-ROYCE 'NEW PHANTOM'

Like its Ghost predecessor, the New Phantom (retrospectively known as the Phantom I) was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926, and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes.

Unlike its British-built counterpart, the American product could be ordered with official "factory" bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925.

The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931. The last car was delivered in 1932.

THE MOTOR CAR OFFERED

The handsome Playboy Roadster coachwork by Brewster was not officially offered as an option to prospective buyers of new Rolls-Royce motorcars. Instead, it was offered as an alternative design to be fitted at a later date, usually once more formal coachwork had been removed and discarded. For this reason, very few Playboy Roadster bodies were made: It is believed that only 15 were fitted to Silver Ghost chassis and 13 to Phantom I chassis.

The one exception to this rule was chassis S186PR. Production of the Phantom I in Springfield ceased in 1931, but S186PR was not delivered to its first owner, a Mr. William Stafford of Mechanicville, New York until 19 August 1932, fitted with the smart Playboy coachwork it still wears today. It is unclear why chassis S186PR was first bodied with Playboy Roadster coachwork. However, it seems likely





that the car was not completed and supplied until 1931 due to the financial meltdown following the Wall Street Crash and that Mr. Stafford requested that his new Rolls-Royce be finished in such a style. No official Brewster body style is listed against S186PR in all known records, so it can be assumed that S186PR is the only Playboy Roadster that was mounted as the first body on either the Silver Ghost or Phantom I chassis. This makes S186PR a unique car and a unique Rolls-Royce.

Full ownership of this suave motor car is known from 1932 to the present day. Mr. Stafford kept the car until 1946 before selling it to L.B. Reeb of Colonia, New Jersey. Harold and Lois Wilcox of Nutley, New Jersey became the third owners in 1951 before selling the car to C.N. Melhinch of Pitman, New Jersey in 1953. It then belonged to the following people until

1988: Dr. M. Roberts of Newark, New Jersey, Robert Thompson of Westchester, New York, A.N. Rodway of Cleveland Heights, Ohio, Milford Gould of Trucksville, PA and finally David Domidon of the Bronx in New York. In 1988, it became the property of the world famous collection at the Imperial Palace in Las Vegas before arriving in Britain for the first time in 1999 when purchased by Victor Muller of Suffolk.

Over the years, the condition of the car had slowly deteriorated until 2002 when the subsequent owner who purchased the car from Mr. Muller commissioned a full restoration to concours condition. The ensuing four-year restoration began in Sheffield, England with the much respected pre-war Rolls-Royce specialists Coldwell Engineering. Following an initial inspection and their recommendations, the owner instructed a full mechanical re-build.

All of the mechanical components were stripped, repaired, overhauled or replaced where necessary, or reconditioned cosmetically to show condition and re-fitted.

A 160 page dossier and a CD with hundreds of photos of the restoration process accompany the car. The dossier details all of the correspondence between the owner and Coldwell Engineering in chronological order, with detailed breakdowns and all of the relevant bills. Following the complete mechanical restoration, S186PR was sent to coachwork specialist Steve Penny of Vintage Carriage Bodies Ltd. The coachwork was stripped to bare metal, repaired where necessary and re-painted to show condition in a lovely pale yellow tone. The chassis and underside of the car were also restored to the same exceptionally high standards.





Steve Penny and his team undertook a number of improvements to the appearance of the car during the restoration process. A trunk was hand-crafted and mounted to the tail of the car in place of the original spare wheel. The finished trunk contains a number of drawers for all of the correct period tools. Wells were then created on both wings along with supporting brackets to house twin side-mounts. The final major improvement was to make two support brackets which were fitted to the offside rear wing to underpin step plates, making access to the dicky seat far easier. The running boards were stripped and restored at this time, along with all of the bright work, which was nickel plated or chromed back to show condition. The wheels were also removed, restored and repainted, given new tyres and re-fitted. For ease of driving, an electric servo mechanism has been mounted on the steering column.

Finally, S186PR was retrimmed in Switzerland and fitted with a new hood and red leather with matching carpets to an exceptionally high standard. The remarkable restoration process took place between 2002 and 2006, with no less than 5,100 documented man hours being spent. S186PR made its debut at Concorso d'Eleganza Villa d'Este in late April of 2006. It has been sparingly used and remains in beautiful condition throughout.

S186PR offers a unique combination of superb history, stylish coachwork and outstanding condition. The car is ready for immediate use and would be an ideal candidate for showing at prestigious Concours d'Elegance anywhere in the world.

BILEN DER TILBYDES

Brewster byggede kun ganske få Playboy Roadster karosserier: 15 på Silver Ghost chassis og 13 på Phantom I chassis, og der var tænkt som erstatningskarosser hvis en ejer ønskede at udskifte den første karosse på det chassis han ejede. Chassis 186PR er den eneste Phantom I Springfield som blev udstyret med et Playboy Roadster karosseri fra ny.

Selvom om produktionen af Phantom ophørte i 1931, blev S186PR ikke leveret til den første ejer før den 19. august 1932. Det antages, at dette skyldes Wall Street-krakket og det efterfølgende økonomiske kaos. Bilens historie og ejere er kendt fra 1932 frem til i dag. I 1988 blev S186PR en del af den verdenskendte samling på Imperial Palace i Las Vegas, inden den for første gang kom til England i 1999.





Startende i 2002 og fire år frem blev bilen komplet restaureret til concours standard, såvel mekanisk som kosmetisk. Et dossier på 160 sider og tilhørende CD følger med bilen. Der er fuld dokumentation for ejerskabshistorie, restaureringen, kronologisk fremlagt korrespondance mellem ejeren og de firmaer, som udførte restaureringen, samt fakturaer.

S186PR tilbyder en unik kombination af enestående historie, et smuk karosseri og fremragende tilstand. Bilen er klar til at tage i brug og vil være en oplagt kandidat til at deltage i prestigefyldte concours d'elegance overalt i verden.

DKK 2,000,000 - 2,600,000

EUR 260,000 - 340,000

GBP 185,000 - 235,000

USD 290,000 - 370,000

EU Taxes paid
With Danish Registreringsattest



5

1934 PACKARD TWELVE 1107 COUPE ROADSTER

Chassis no. 73936

Engine no. 901822

445.5 cid L-Head V12 Engine

Single Stromberg Dual Draft Carburettor

160 bhp at 3,200 rpm

3-speed Manual Transmission

4-wheel Semi-Elliptical Leaf Spring Suspension

4-wheel Vacuum Assisted Drum Brakes

- *A quintessential 1930s American classic*
- *One of the most desirable body styles from the greatest Packard year*
- *Multiple award-winning example*
- *A genuine example with original body, chassis and engine, CCCA no. 1361*
- *Professional restoration that presents at a high standard*



THE PACKARD TWELVE

The Packard Eleventh Series V12 is a quintessential American classic of the early 1930s. On the one hand, the leading manufacturers of the day competed to see which could be declared "King of the Hill" when it came to the multi-cylinder luxury car market. Cadillac, Auburn, Franklin, Lincoln and Pierce-Arrow all brought out 12-cylinder models in the early to mid-1930s, just as the Depression took a stranglehold on the world's economy.

As Packard was generally acknowledged to have marketed the world's first production V12 with the 1916 "Twin Six", when their later twelve was introduced in 1932, it quickly became a standard by which others were measured. Its 67° V-block gave it the kind of smooth balance expected of a Packard and indeed when standing by one at idle, it may be difficult to discern if it is running or not, such is its level of refinement.

On the other hand, Packard styling for 1934 was a fleeting moment of perfection as industry priorities were changing rapidly. The market was demanding quieter smoother riding cars and drivers were expecting cars with lighter steering and better brakes. Wheels began to shrink – the stately 20" quickly gave way to 17" wheels and fenders gained skirting to hide the empty space as wheels shrunk. Up to 1934, the bodies were basically designed for the earlier 1930-32 era cars and the fenders and noses were changed to blend the two, somehow managing to retain the early 1930s elegance.

THE MOTOR CAR OFFERED

Chassis 73936 and was delivered in White Plains, New York in June 1934. In 1987, M.C. Sperry and his son purchased 73936 from Wayne Merriman. The Sperrys believed that they were likely the second or third owners of the car, as the shown mileage was only 34,000 miles. However, although it was in overall good condition, original and complete, it was necessary to perform a complete restoration. Consequently, the father-son team commissioned Wayne Merriman to perform a three-year concours-quality restoration during which it was discovered that 73936 may quite possibly be a numbers-matching car.

Merriman was regarded as one of the foremost restorers in the USA of Packard V-12 engines and had apparently at one point cared for such cars in the Harrah Collection in Reno, Nevada. During the restoration, the elder Mr. Sperry







would pay an inspection visit every Saturday to Merriman's shop. The body and fenders were shipped to a Chicago location for restoration, and the upholstery was carefully re-done at substantial cost. 73936 retains its original and proper factory spoke wheels, and much time and effort was spent refinishing and rechroming the spokes. All bushings in the chassis were replaced, new wheel bearings and springs were fitted, the brakes were refurbished and the transmission was rebuilt.

The engine was renovated in Edwardsville, Kansas and stainless steel valves were used so that the car may better cope with modern fuels. When the car was completed, it was test-driven at more than 75 mph at which point it handled well.

Sadly, Wayne Merriment passed away only two months after the car was finished, and

Bob and M.C. Sperry felt that they could no longer maintain the vehicle properly. In 1993, it was sold to Edgar Masters of Massachusetts. At the 1993 CCCA meeting in Denver, Colorado, the car received first place. On 20 March 1999, the noted collector Charles B. Key purchased 73936 and proceeded to enjoy it to the full. The car is accompanied by extensive documentation of the many events Keys attended with 73936 as well as a copy of the shop and service manuals. Mr. Key kept this wonderful car until it was acquired by Mr. Frederiksen.

For decades, prospective Packard buyers were solicited with the famous slogan: "Ask the man who owns one". With that in mind, another 1934 Packard advertisement sums this exemplary motor car up perfectly: "Notice that, in appearance, this car is unmistakably

a Packard, with the famous identifying lines that make Packard America's most distinctive car. Then drive this Packard, and ask it to do everything you would like a fine car to do." That is precisely what the new owner of 73936 will have the rare opportunity to do. Arguably, the most desirable models of the 1930s Coupe Roadsters are the 12-cylinder models of the Eleventh Series. These rare cars became the top model from what is considered to be the most prestigious year for Packard design. Only about 20 original Coupe Roadsters are known to have survived, and they are fiercely prized by the enthusiasts who are fortunate enough to own one – and become the man to ask.





BILEN DER TILBYDES

Denne bil blev leveret til White Plains, New York i juni 1934. Chassiset med den store 12-cylindrede motor var Packards top model, og 73936 har sit originale *Coupe Roadster* karosseri.

I 1987 blev bilen købt i fællesskab af en far og hans søn. Ifølge instrumenterne havde bilen kun havde kørt ca. 34.000 miles (54.000 km), og de to gik derfor ud fra at de kun var bilens anden eller tredje ejere. Selv om bilen var i komplet og original tilstand, gik de i gang med en fuldstændig renovering som tog tre år. Selve restaureringen blev udført af en af USAs førende Packard sagkyndige, som især havde ekspertise i Packards store V-12 motor fra 1930'erne. Motoren blev helt renoveret og fik ventiler i rustfrit stål, således at bilen bedre kan køre på moderne brændstof.

I 1993 blev bilen solgt til Massachusetts og igen i 1999 til Texas, hvor den blev en del af den

kendte Charles B. Key Samling. Det anslås at kun cirka 20 *Coupe Roadster* eksisterer i dag, så denne bil repræsenterer en unik mulighed for at erhverve en fin 12-cylindret Packard fra hvad der generelt anses for at være en af Packards mest eftertragtede årgange.

DKK 2,600,000 - 4,000,000

EUR 340,000 - 520,000

GBP 240,000 - 370,000

USD 375,000 - 550,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



6

The ex-John D. Rockefeller Jr.

1958 BENTLEY S1 DROPHEAD COUPE

Coachwork by H.J. Mulliner

Chassis no. B212LFA

Engine no. BF106

4,887 cc OHV 6-cylinder Inline Engine

Twin HD8 SU Carburettors

4-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-wheel Drum Brakes

- *First built for John D. Rockefeller, Jr.*
- *One of just 12 cars built to this design, 5 of which were LHD*
- *Extensive restoration work performed by P. & A. Wood*
- *Matching numbers example with well-known history*
- *Offered with Bentley Factory records*



THE BENTLEY S-TYPE

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis, as Rolls-Royce continued to eschew unitary construction. The new models also incorporated improved brakes and suspension, where the latter featured electrically controlled damping. The wheelbase had been extended by three inches to 123. The cars had softer suspension than the R-Type, and the steering was lighter, even more so with optional power assist.

The proven silky smooth inlet-over-exhaust 6-cylinder engine was enlarged to 4,887 cc, and a 6-port cylinder head was adopted which boosted the traditionally undisclosed power output. For the first time, specifications were

identical in both Rolls-Royce and Bentley forms. The 4-speed GM Hydra-Matic automatic gearbox was now standard equipment, with manual transmission a Bentley-only option up to 1957. The S-Type was a fast 100 mph-plus car, while remaining relatively economical and cheaper to maintain than the V8-engined versions that would arrive in 1959. The British magazine *The Motor* reported a top speed of 103 mph and 0-60 acceleration of 13.1 seconds from a short-wheelbase S1 in 1957. For these reasons, the classically elegant S-Type is arguably the most quietly competent and user-friendly of all post-war Bentleys.

Despite the popularity of Rolls-Royce's "standard steel" bodywork, discerning customers continued to patronise the handful of coachbuilding firms that remained in business after WW2. Following the introduction

of the Rolls-Royce Silver Cloud and Bentley S-Type models, production of coachbuilt cars increasingly favoured the Bentley Continental chassis, 1,131 of which were delivered up to the conclusion of S-Series production in 1965 compared with a mere 162 on the standard Bentley chassis.





THE MOTOR CAR OFFERED

Bentley chassis B212LFA was delivered to the Rolls-Royce Lillie Hall premises in Fulham, London on 20 December 1957. This was the oldest Rolls-Royce facility, which had been established by Charles Stewart Rolls in 1903 as a sales showroom for French cars imported by him prior to the creation of the Rolls-Royce Motor Car Company in 1906. From Lillie Hall, B212LFA was sent to H.J. Mulliner to be fitted with what Mulliner somewhat stiltedly called a "2 door 4 light Drophead Coupe, design no. 7409". What the dry Mulliner designation referred to was one of the most elegant and refined styles of the 1950s, a sensuous convertible executed in the best possible taste, designed to provide luxurious open-top transportation for four people seated in the utmost comfort: a quiet and distinguished luxury car which was the antithesis of the finned spaceships being manufactured in Detroit.

H.J. Mulliner Ltd. had been established in 1900 in the early days of motordom and quickly established itself as a coachbuilder of the very highest quality and craftsmanship, especially in the interwar years when the first Rolls-Royce was shown at the Olympia in 1928. Mulliner's connection with Bentley had always been strong, with Mulliner bodying more than 240 chassis during the 1920s, many built to Weymann patents. Mulliner survived the downturn after the war and created some superb designs, such as the R-Type Continental fastback made from 1952 to 1955 and the S-type cars made from 1955 to 1965. In 1959, Rolls-Royce purchased H.J. Mulliner in order to retain its coachbuilding skills and merged the company with Park Ward in 1961.

Chassis B212LFA is one of the latter cars, and Mulliner certainly did their best, finishing

the car as specified in a pale blue and grey livery. A matching blue power top was fitted that folds completely into the body and only needs a small cover when down so as not to spoil the impeccable lines of the coachwork. The specification for the interior included fully adjustable tipping front seats, a folding armrest in the middle of the rear seat and one on the inside of each front seat squab – all clothed in luxurious high-quality leather in a dignified blue tone to match the body and top. The woodwork is simply exquisite, with two large blackfaced dials dominating the finely finished dashboard.

The production card for B212LFA states that the Bentley order reference was BSX823 and that the order was on behalf of Rolls-Royce Inc. of New York acting as retailer with J.S. Inskip Inc. acting as sub-retailer or trader to the first owner who was none other than John D.





Rockefeller Jr of Pocantico Hills in Tarrytown, New York. Born in 1874 as the son of oil magnate John D. Rockefeller and father of John D. Rockefeller III; who was the driving force behind establishment of the non-profit Lincoln Center in Manhattan.

The Mulliner build sheet indicates Mrs. Rockefeller as the owner, so perhaps this refined Bentley was a gift from her husband. If so, it was certainly a very exclusive gift. Mulliner only built twelve cars to design 7409, and of those, only five were left hand drive. B212LFA was handed over to the shipper by Mulliner on 16 May 1958 to go on the "American Flyer" London-New York departing on 19 May. Inskip Inc. received the car and delivered it to the Rockefellers on 10 June 1958. As Rockefeller Jr. passed away in 1960, so it is quite possible that his son, John D. Rockefeller III, used B212LFA as well.

Chassis B212LFA resided for many years in the Jerry Moore collection in Houston, Texas. The car returned to Europe in 1995 when it was imported to join the collection of an important Swiss connoisseur. In 1996 and 1997, this individual had mechanical work performed by the noted Rolls-Royce and Bentley dealer and restorer P&A Wood for CHF 137,000. Sophisticated rolling seat belts were installed at that time. An extensive file with photographs and restoration bills come with the car. The car was later sold by Lukas Hüni on behalf of an important German collector and the car went to England. B212LFA was subsequently acquired by the Frederiksen collection.

This Mulliner Drophead Coupe is a handsome and restrained car. In period, it was aimed directly at those who had sufficient culture, sophistication and not least the considerable

wherewithal that was necessary to be able to eschew the mass-market garishness that peopled American roads in the late 1950s. In 2015, this classic and stylistically pure convertible has lost none of that understated appeal. An older restoration, the car still presents in lovely condition, and the new owner is sure to have many hours of elegant motoring ahead of him.





BILEN DER TILBYDES

Bentley chassis B212LFA blev leveret til Rolls-Royce Lillie Hall i Fulham, London den 20. december 1957. Fra Lillie Hall blev chassiset sendt til H.J. Mulliner, som monterede et "2 door 4 light Drophead Coupe, design no. 7409" karosseri på det meget fine chassiset. Resultatet blev en klassisk og smagfuld todørs cabriolet, som kan transportere fire personer i den yderste komfort.

Karosseriet blev bestilt i to farver, nemlig lyseblå og grå. Den blå kaleche var elektrisk, og interiøret var beklædt i blå læder af den højeste kvalitet. Det fremgår af bilens produktionskort, at B212LFA blev bestilt med Bentley ordrenummer BSX823 på vegne af Rolls-Royce i New York med J.S. Inskip Inc. som underforhandler. Bilen blev bestilt af John D. Rockefeller Jr, søn af olie-manden John D. Rockefeller og far til John D. Rockefeller III. Det fremgår af Mulliner arkiverne, at bilens ejer var

Mrs. Rockefeller, som fik den leveret 10 Juni 1958, og det kan tænkes, at denne pragtfulde bil var en gave fra ægtemanden.

Efter at have været i Rockefeller familiens ejerskab, var chassis B212LFA en del af Jerry Moore samlingen i Houston, Texas gennem mange år. Bilen kom tilbage til Europa i 1995, da den blev solgt til en prominent samler i Schweiz, som fik Bentley og Rolls-Royce eksperterne hos P&A Wood i Essex til at udføre en del arbejde på bilens mekaniske dele. B212LFA blev solgt igen i 2013 af den kendte schweiziske forhandler Lukas Hüni og passerede gennem den markante forhandler William Loughran, inden Henrik Frederiksen købte den i februar 2014.

Denne Mulliner *Drophead Coupe* er en smuk og stilfuld Cabriolet, som kun venter på at byde sin kommende ejer på mange elegante køreoplevelser.

DKK 7,200,000 - 9,200,000
EUR 950,000 - 1,200,000
GBP 675,000 - 870,000
USD 1,050,000 - 1,350,000

EU Taxes paid
 With Danish Registreringsattest



1938 JAGUAR SS100 3½ LITRE ROADSTER

Chassis no. 39083
Engine no. M1059E

3,485 cc OHV Inline 6-cylinder Engine
Twin SU Carburettors
125 bhp at 4,500 rpm
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- A quintessential pre-war English Sports Car
- One of only 116 cars with the large 3½ litre engine
- Expertly restored down to the last detail
- Excellent car for prominent tours and rallies
- Offered with copy of Jaguar Heritage Trust Certificate and Registry records and FIVA papers



THE SS100

Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited, powered by a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. SS Cars felt that the introduction of the overhead valve unit justified the adoption of a new name for the series. As SS Cars boss William Lyons later recalled: "I immediately pounced on Jaguar as it had an exciting sound to me". In point of fact, "Jaguar" would be adopted as the marque name in 1943, "SS" having by then acquired a somewhat tarnished reputation.

"SS" originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon

on the Austin Seven chassis, where the design was the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed, and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the 6-cylinder side-valve engine and 4-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis,

re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90 mph, the SS90 was handicapped by the limitations of its side-valve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake. Launched in 1936 alongside the 2½ Litre saloon, the SS100 Jaguar sports car marked the company's first use of the "Jaguar" name.

Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102 inch wheelbase chassis and a revised version of the 2,663 cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU





THE MOTOR CAR OFFERED

carburetors, now produced 104 bhp. In 1938, a 3½ Litre version producing 125 bhp was added to the range, the larger engine's extra power making the SS100 a genuine 100 mph car.

Although a fine touring car, the SS100 was marketed as suited primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½ Litre and 116 of the later 3½ Litre cars had been made by the time SS100 production was prematurely ended by the outbreak of war.

According to the SS100 register published by the Classic Jaguar Foundation, chassis 39083 was finished by SS Cars on 11 August 11 1938. Two days later on 13 August 1938, the car was delivered new by Appleyard of Leeds to a certain W.A.G. Watson. The original colour was battleship grey, complemented by a silver interior. Its first registration was CWX333.

According to the FIVA pass for the car, chassis 39083 belonged to Howard Kerr in Oklahoma in the United States from about 1940 until his death in 1965. Kerr was an Oklahoma governor and later senator, as well as a wealthy business man with interests in oil and gas and co-owner of Howell-Kerr Inc. During his tenure, chassis 39083 was displayed in Oklahoma City in Preservation Hall, which was home of the Howell-Kerr Collection. It seems that after the passing of Kerr, his son Robert sold off a

number of cars, including the SS100, due to financial difficulties.

It is not known when the car came to Switzerland, but according to the history file in German which comes with the car, a certain Monsieur Duse in Switzerland owned chassis 39083 "for a very long time", having purchased it from a fellow Swiss who wished to remain anonymous. On 10 April 1979, Monsieur Duse sold the car to a dentist named Jean-Paul Imesh of Sjö, Switzerland. Imesh commissioned a restoration that was performed by Isidor Elsig in Mollens, Switzerland. Sometime after this restoration was completed, the car was damaged in a fire.

On 12 August 2000, chassis 39083 was acquired by Hans-Dieter Hensel of Meschede, Germany in a deal that was possibly brokered





by a certain Monsieur Perego in Lausanne. At the time of Mr. Hensel's acquisition, the car was in deplorable condition, and it was evident that it had been in storage for an extended period of time. The engine was free, but in poor condition with several non-original ancillaries. It was ascertained that the body and interior had suffered some fire damage, while the rear wings, the bonnet, grille and headlights had also been damaged due to objects having fallen onto the car. The interior was incomplete and partially incorrect, while various unoriginal switches had been used to facilitate quick repairs over the years.

The car was completely disassembled and the body was removed from the chassis. Then followed a nut and bolt restoration of the engine, as well as all other mechanical parts on the chassis, including brakes, front and

rear axles, drivetrain, suspension and cooling system. The chassis was sandblasted and painted, while the body was stripped to the bare metal, and repairs to the original sheet metal were performed with great care. Finally, the body was painted in a gunmetal grey with clearcoat. A new stainless steel exhaust and petrol tank were manufactured, and the car was rewired. The brightwork was re-chromed and the interior and tonneau cover were restored in accordance with original patterns by professionals in Coventry. All ancillaries, switches and lights were brought back to correct, original specification, using original items procured with substantial difficulty and equally substantial expense.

In the end, more than 1,300 hours were spent bringing this classic sports car back to life, at a cost of EUR 110,000. Two large folders

accompany the car which include detailed bills of the restoration. By 2007, the car was in the possession of Jürgen Niedermeyer in Frankfurt, and then acquired by Henrik Frederiksen. It is difficult to imagine a British sports car that is more classic in every sense of that word than the SS100. The shape is iconic and instantly recognizable. It is a car that is perhaps the purest expression anywhere of wind-in-the-hair motoring with nary a creature comfort to spoil the fun. The wind, the noise, the smell of oil and leather – all combine with the rorty and powerful engine to blow away the cobwebs and provide a no-nonsense hands-on thrill that no closed car can ever deliver.





BILEN DER TILBYDES

Ifølge SS100 registret, som er udgivet af Classic Jaguar Foundation, blev chassis 39083 færdigbygget af SS Cars den 11. august 1938. To dage senere den 13. august blev bilen leveret af Appleyard i Leeds til den første ejer, en vis W.A.G. Watson. Bilen var lakeret i *battleship grey*, og interiøret var udført i sølvfarvet læder.

Det fremgår af bilens FIVA pas, at fra omkring 1940 tilhørte den en vis Howard Kerr i Oklahoma i USA. Kerr var guvernør i Oklahoma og senere senator samt en velhavende forretningsmand indenfor olie og gas. Han beholdt bilen frem til sin død i 1965, hvorefter hans søn solgte bilen sammen med en del andre køretøjer fra Kerr samlingen.

Det vides ikke, hvornår bilen kom til Europa, men den havde et antal ejere i både Schweiz

og Tyskland. En af dens schweiziske ejere fik bilen restaureret, men kort derefter blev bilen brandskadet. I år 2000 var bilen i dårlig stand og en ny tysk ejer gav 39083 en komplet restaurering, hvor alle komponenter og dele blev professionelt renoverede. Det tog mere en 1.300 mandetimer inden opgaven var færdig, og omkostningerne løb op i EUR 110.000.

Det er svært at forestille sig en engelsk sportsvogn, som i helt bogstavelig forstand er mere klassisk end en SS100. Bilens linjer er ikoniske og genkendelsesfaktoren er tårnhøj. En SS100 er nok det rene udtryk for *wind-in-the-hair motoring* – duften af olie og læder kombineret med den kraftige motor leverer ganske enkelt en direkte og kontant oplevelse, som kun en rigtig klassisk engelsk sportsvogn kan.

DKK 3,600,000 - 4,600,000

EUR 470,000 - 600,000

GBP 330,000 - 420,000

USD 525,000 - 675,000

EU Taxes paid

With Danish Registreringsattest



*Rare Short-chassis Example***1927 BENTLEY 6½ LITRE 'BOB-TAIL'**

Chassis no. WK 2658

Engine no. WK 2653

6,597 cc OHV Inline 6-Cylinder Engine
 Twin SU Carburetors, Four Valves Per Cylinder
 160 bhp at 3,500rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- One of 20 11 foot short wheelbase Chassis completed
- Wonderful W.O. Bentley for Tours and Rallies
- Matching numbers Chassis and Engine and other components
- Researched by W.O. Bentley expert Clare Hay
- Powerful and light car with an exciting look

**THE 6½ LITRE BENTLEY**

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3 Litre car, was powered by a four-cylinder single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½ Litre model of 1926.

The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3 Litre was conceived; a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 6½ Litre was produced for four years. Of the 362 Standard 6½ Litre Sixes built, only 20 were on the short 11 foot wheelbase.

THE MOTOR CAR OFFERED

Chassis WK 2658 is an exciting sporting Bentley that has been thoroughly enjoyed as its list of dedicated owners will testify. The car spent many years of its life in Australia, where its first registered owner was a Mr. David MacKay in 1927, followed by a certain Mr. McGill of Molong, New South Wales. According to Clare Hay, a world leading W.O. Bentley authority and historian, WK 2658 was re-bodied for Mr. McGill in the early 1930s. The original taper-tail 2-seater body, finished in mottled aluminium, which McGill's wife found too draughty, was mounted on a 3 Litre chassis which has since been re-bodied yet again. As a result, little trace remains of the first body on WK 2658, although it may exist fitted to a 1924 Sunbeam 20/60. To please his wife, McGill had a close-coupled four-seater Coupe constructed by a coachbuilder in Sydney.

In 1940, he sold WK 2658 to Jack Jeffery with little more than 19,000 miles on the odometer. Jeffery went to Mr. McGill's property and was entertained for a day, during which he was surreptitiously scrutinised so that the owner could be sure that he was the right type to own the Bentley. After Jeffery's acquisition, WK 2658 lay idle for some time while he mulled over what he wanted to do with the car. At some point, Jeffery then removed the body and dismantled the chassis. The engine was completely refurbished, while the chassis was stripped and repainted, and the drivetrain overhauled, including a new prop-shaft, as well as a special outside exhaust system.

Jeffery then wrote to the Bentley Drivers' Club "for a set of photographs from different angles of the famous Forrest Lycett 8 Litre record breaker (chassis YX 5121 bodied by Corsica),







on which he intended to pattern the new body for his car. These duly arrived, but the general shortage of materials and workmen caused by the war caused a further cessation of work until, a couple of years later, Jack...made a clean swap of the Bentley with George Pearse for a speedboat..." Pearse commissioned new coachwork, but sold WK 2658 back to Jack Jeffrey after the car was dubbed "Pearse's Folly" by local wits in the chosen bodyshop due to its size when compared to the Midget racers they normally built. Jack finally completed this enticing Bentley, and the result is the very handsome sporting car that is on offer today.

The earliest known photograph of WK 2658 shows the car in its current configuration and was taken in connection with an article on the car printed in the September 1950 issue of the Australian magazine *Australian Motor Sports*.

In spite of the efforts Jack Jeffrey put into WK 2658, he used the car only little in the ensuing ten years. In 1950, he sold the car to John Barraclough, who re-sold it to a D.M. Pittendrigh in 1951. In 1955, WK 2658 was acquired by A.R Turner, followed by D.C. Mann in 1958. In 1971, the car was in the USA with new owner B. Moser, who sold it to W.E. Blackaby in 1975. From 1982 to 1984, it was in the hands of Barry D. Cooney. That year Jack Goffette became the new owner. The car was later part of the Seattle-based Vintage Racing Motors Collection, before being acquired by Henrik Frederiksen.

According to Clare Hay, the 1927 specification has the dynamo under the scuttle driven off the back of camshaft, plain bonnet sides with two opening panels on each side, a light pattern front axle beam and rod-operated brakes. Bentley Motors converted 1927 models to 1928

specification at the company's expense, and sent out a 1928 pattern radiator and dynamo, but these were never fitted. Hence, WK 2658 is possibly the only remaining unconverted car. It has its original plain bonnet (with the two opening panels to the offside missing due to the temporary outside exhaust fitted by Jeffrey) and its original dynamo driven off the camshaft. The front axle beam is a light pattern, the front brakes are assumed to be the early rod pattern with no brake servo. The car retains its original crankcase, steering box and other major parts.

WK 2658 is a powerful and exciting car that looks just right, irrespective of the angle from which it is contemplated. This is a rare opportunity to acquire a scarce short-chassis Bentley that will provide exhilarating wind-in-the-hair motoring accompanied by the distinctive throaty exhaust note from its big-six engine.





WK2658 in Australia, 1955. ©W.O. Bentley Memorial Foundation



WK2658 in Australia, early 1950s. ©VSCC, NSW.

BILEN DER TILBYDES

Denne spændende Bentley blev eksporteret til Australien og indregistreret dér første gang i 1927. Ifølge Clare Hay, verdens førende W.O. Bentley ekspert, fik chassis WK2658 et nyt karosseri allerede i starten af 1930'erne. Hustruen til bilens nummer to ejer mente, at det var for koldt at køre i det originale åbne topersoners karosseri, så et lukket firepersoners Coupe karosseri blev bygget til bilen i Sydney.

Ejer nummer tre købte bilen i 1940, og nogle år senere fjernede han Coupe karosseriet fra chassiset og gik i gang med at renovere det. Han besluttede sig så for at skifte karosseri endnu en gang, og skrev til *Bentley Drivers' Club* i England for at rekvirere billeder af den berømte Forrest Lycett 8 Litre verdensrekordbil (chassis YX5121 med karosseri af Corsica), som han ville bruge til at lave det nye karosseri

til WK2658. Han fik imidlertid aldrig tilendebragt konstruktionen af det nye karosseri og solgte bilen videre. Den nye ejer satte et lokalt karosseriværksted til at gøre det færdigt, men kort tid derefter solgte han den tilbage til den forrige ejer, som endeligt fik lavet det karosseri, som bilen har i dag.

WK2658 er en spændende Bentley med masser af power, som ydermere ser perfekt ud fra alle vinkler. Auktionen byder på en usædvanlig mulighed for at erhverve en sjælden W.O. Bentley på et chassis med den eftertragtede korte akselafstand. Bilen kommer til at give den nye ejer helt ekstraordinære køreoplevelser ledsaget af det karakteristiske Bentley-bulder fra den store 6-cylindrede motor.

DKK 4,600,000 - 6,000,000
EUR 600,000 - 800,000
GBP 425,000 - 570,000
USD 675,000 - 875,000

EU Taxes paid
 With Danish Registreringsattest



The ex-Maharaja of Patiala and Richard J. Solove

1913 ROLLS-ROYCE 40/50 SILVER GHOST TOURER

Coachwork by H. J. Mulliner

Chassis no. 2517

Engine no. 17P

7,428 cc L-Head Inline 6-cylinder Engine

50 bhp at 1,500 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- Once owned by the Maharaja of Patiala
- Desirable Open Tourer Silver Ghost on Colonial Chassis
- Discovered by Charles Howard in India in 1970
- Extensive documentation from the Rolls-Royce Foundation
- Documented in *The Edwardian Silver Ghost* by John Fasal



THE ROLLS-ROYCE 40/50HP SILVER GHOST

When he developed the Silver Ghost engine, Henry Royce realised that creating a six from three pair-cast cylinder blocks was inferior to combining two three-cylinder units, so he applied that lesson to the 40/50 H.P., which appeared in late 1906. The new power unit was extremely robust with a crankshaft that was almost twice the diameter of the previous 30 H.P. model, and full pressure lubrication was adopted. The chassis was strong too, and Royce's passion for perfection was shown in the way that the brakes were compensated by a miniature differential gearing in an aluminium housing, while the rear axle casing was, in Royce's words, "sewn together with a ring of tiny bolts".

The public launch of the 40/50 H.P. six took place at the 1906 Olympia Motor Show, where a Pullman limousine and a polished chassis were

shown. Late in 1909, the engine was increased in size from 7,036 cc to 7,428 cc and the power output increased to 60 bhp. Around the same time, the overdrive four-speed gearbox was replaced by a three-speed unit with direct drive on top gear in the interests of top-gear flexibility. In 1911, a new pattern car with a tapered bonnet, cantilever rear springs and an increased compression ratio ran from London to Edinburgh using only top gear and then recorded a speed of 78.26 mph at Brooklands. This model went into production as the "London-Edinburgh". In 1913-14, a four-speed transmission with direct drive top was introduced.

By then, Rolls-Royce had established a formidable reputation as "the Best Car in the World", known for incredible reliability as well as for virtually silent operation, smoothness and absence of vibration.

THE MOTOR CAR OFFERED

Silver Ghost chassis 2517 was on tested 30 July 1913 and delivered on 8 December 1913 to Bhupendra Singh, the Maharaja of Patiala. Bhupendra Singh was invested with full powers by the Viceroy of India on 3 November 1910 and ruled until 1938. He served in France, Belgium, Italy and the Palestine during the First World War as an Honorary Lieutenant-Colonel. He married many times and had many children by his wives and concubines. Bhupendra Singh was the first man in India to own an aircraft, which he bought from the United Kingdom in the first decade of the twentieth century. For his aircraft, he had an airstrip built at Patiala.

He was well known for the construction of buildings with bold architectural designs, and according to legend, the Maharaja would at times be driven in a motorcade of as many as 20 Rolls-Royce cars. He had a unique monorail







system built in Patiala known as the Patiala State Monorail Trainways, but he is perhaps best known for his extravagance and for being a cricketer. His cricket and polo teams – Patiala XI and Patiala Tigers – were among the best of India. He was a great patron of sports.

The first Rolls-Royce purchased by Bhupendra Singh was chassis 1697 in 1911, after which he bought a further 25 cars over the years from Rolls-Royce. Chassis 2517, which is the car offered today, was Bhupendra's sixth Silver Ghost, and he was only 22 when he took delivery. Like other Indian Maharajas, he enjoyed almost limitless wealth and consequently lavished whatever it took to have his motor cars made in accordance with his tastes. With regards to 2517, this included £2 for a tool roll (£500 in today's values) and £7 for extra jump seats. The brightwork was specified

on the build sheet as nickel plated, and the car was to have a London-to-Edinburgh style dashboard and bonnet.

2517 was to remain in India for more than six decades before being discovered in 1970 by the famous British dealer and astute automobile sleuth, Charles Howard. In his recent book *An Autobiography*, Howard describes the find and states that it looked much worse than it really was: "...I would very much like to find another early Ghost in similar condition. Incidentally, the nickel plated wheels are correct as they are listed in the factory order sheet."

Howard found the car to be complete and original, but its condition had obviously deteriorated due to the ravages of time and the fact that it had been left on an open porch for 20 years in Calcutta. Charles Howard

purchased 2517 and undertook a lengthy and extensive restoration performed by Jonathan Harley, which brought 2517 back to its former glory in green paint with black wings. In 1972, the car belonged to the Hon. Alan Clark M.P. In 1985, it passed to the famous American Rolls-Royce collector Richard J. Solove.

Since then, 2517 has been freshened and the body repainted in a rich red tone, which complements the tan leather and varnished wood trim to perfection. The polished nickel brightwork adorns the exterior as well as the five correctly plated wire wheels. Altogether, this gives 2517 an enviable sporting appearance. Chassis 2517 represents a sought-after model, and in combination with its interesting provenance and ownership, this car must rank as one of the more desirable Silver Ghost chassis to be offered in recent years.





BILEN DER TILBYDES

Denne Silver Ghost med chassissnummer 2517 blev testet den 30. juli 1913, og leveret til Bhupendra Singh, maharaja af Patiala den 8. december samme år. I alt han kom til at eje 26 stk. Rolls-Royce i løbet af sit liv, og denne bil, som han købte i en alder af 22, var hans sjette Silver Ghost.

Bilen forblev i Indien i mere en seks årtier, indtil den blev fundet i 1970 af kendte engelske classic car handler og biljæger Charles Howard. Bilen var komplet og i original stand, da han fandt den, men den trængte til restaurering efter at have stået udenfor i 20 år under et halvtag i Calcutta. Charles Howard købte 2517 og gav den en omfattende restaurering, hvorefter den blev solgt til en kendt amerikansk samler.

De polerede blanke dele udførte i nikkel og de fem korrekt forniklede trådhjul giver 2517

et sportsligt udseende. Bilen repræsenterer en eftersøgt model, og sammen med dens interessante oprindelse og ejerskab, er den blandt de mere eftertragtede Silver Ghost, som er kommet på markedet de seneste år.

DKK 4,200,000 - 5,600,000

EUR 550,000 - 740,000

GBP 390,000 - 500,000

USD 610,000 - 800,000

EU Taxes paid

With Danish Registreringsattest



10

1937 HORCH 853 SPORT CABRIOLET

Chassis no. 853163

4,494 SOHC Inline 8-Cylinder Engine

Single Solex 35 JFF Carburettor

100 bhp at 3,600 rpm

4-Speed ZF Manual Transmission

Independent Front Suspension - DeDion Rear Axle

4-wheel Hydraulic Drum Brakes

- *Exquisite restoration by Eberhard Thiesen and Co*
- *Powerful and rare eight-cylinder Horch*
- *Elegant Sport Cabriolet with room for four*
- *Eligible for many shows and concours events*
- *One of the finest and most luxurious cars of the 1930s*



THE HORCH 853

One of the founding fathers of the German automobile industry, August Horch was born in Winningen in 1868, and following a technical education at engineering school, he worked for a marine engine manufacturer in Leipzig. His next job was managing Karl Benz's motor works at Mannheim, but frustration with his employer's conservative approach prompted Horch to seek financial backing for his own venture, which would be incorporated as *Horch & Compagnie Motorwagenwerke AG* in 1904 in Zwickau, Saxony.

Horch regarded Benz's rear-engined "horseless carriages" as outdated, and his first automobile which made its debut in 1900 featured a front-mounted, twin-cylinder engine and a shaft-driven rear axle, the first time this latter innovation had been seen in Germany. Larger 4- and 6-cylinder models followed, and Horch

became active in the trials and competitions of the day, though ultimately this policy would bring August Horch into conflict with his fellow directors and force his departure in 1909 to found a new company. Known from 1910 as Audi, Horch's new venture would later be united with his original company as part of the Auto Union. As an interesting aside, while *Horch* means "Listen!" in German, "Audi" is Latin for "I am listening".

In 1932, the company became part of the Auto Union together with Audi, DKW and Wanderer. Horch produced a veritable plethora of model variations in the 1930s, with multiple engine capacities, wheelbases and styles of coachwork being available. However, all were aimed squarely at the prestige end of the market where Horch was the only serious domestic rival to Mercedes-Benz as

the production volume of the super-exclusive Maybach was quite small. Introduced for the 1936 season, the 4.9-litre Type 853 was powered by a Fiedler-designed, single-overhead-camshaft, ten-bearing straight-eight mounted in a solidly built chassis boasting a 4-speed overdrive gearbox and servo-assisted hydraulic brakes. A stylish and fast Sports Cabriolet with a 140 km/h top speed, the 853 was produced up to the outbreak of World War II, by which time only 950 of these exclusive cars had been built.

After World War II, Horch's Zwickau factory ended up on the eastern side of a divided Germany where it would eventually be pressed into service manufacturing the utilitarian Trabant – a sad end to a once noble marque that had ranked among the world's very best.







THE MOTOR CAR OFFERED

The Horch Type 853 Sport Cabriolet is the most instantly recognizable Horch style of the latter part of the 1930s, and also the most eminently usable open model. Like its contemporary competitor, the factory-bodied Mercedes 500/540K Cabriolet B, it is a car that exudes a deep and enduring quality and superior workmanship. A Horch 853 Sport Convertible was no effete French summer-concoction in which to cruise along the Croisette in Nice or the Mediterranean countryside. Quite the contrary. It was a convertible conveyance for everyday use, which would stand up to the vagaries of the weather, and where the fully padded top would provide complete protection, also in the winter time.

The bodies were manufactured to the very highest standards in the Zwickau factory, the finest leathers and materials were used,

and all hardware and accoutrements were designed and engineered with a deep inherent quality, as was demanded by the elite clientele that bought these cars. The massive doors close with the satisfying click of a well-built safe, and the 8-cylinder engine, while not the most highly tuned at the time, provided smooth, seamless power due to its understressed nature.

Chassis 853163 is an early type 853 with the 100 bhp engine. It was discovered by the established and well-known German high-end classic car dealer Eberhard Thiesen in Russia in the early 1990s. According to Mr. Thiesen, the car was largely complete, and it is believed to have had its current Sports Cabriolet body style from new. Mr. Thiesen owned and operated a Horch specialty workshop at the time and undertook a

full restoration. Every item on the car was attended to, with the mechanicals including the engine and gearbox done by the Thiesen shop to a high standard, while the bodywork was finished by a gentleman in Sweden.

Today the quality restoration presents extremely well with a black bonnet, wings and top, with metallic silver flanks and boot lid. It is a felicitous and elegant colour combination which accentuates the technical prowess and serious nature of this quintessentially German Cabriolet. Driver and passengers can luxuriate in the opulent interior upholstered in matte black leather with fine details such as the pretty woodwork, the map pouches on the seatbacks and the Pullman carriage-style grab-handles. Chassis 853163 will be a great tour-car, which is also sure to be welcomed at prestigious shows.





BILEN DER TILBYDES

Horch Type 853 Sport Cabriolet er formodentlig den mest genkendelige og eftertragtede Horch model fra sidst i 1930'erne. Den var samtidig noget så usædvanligt som en brugbar luksusbil, som med sin velkonstruerede mekanik, luksuriøse interiør og fuldt polstrede kaleche var beregnet til at blive kørt hele året rundt og yde fuld beskyttelse til både fører og passagerer, også om vinteren.

Chassis 853163 er en tidlig type 853 med 100 hk motoren. Den blev fundet i Rusland af den velkendte tyske klassiske bilhandler Eberhard Thiesen i starten af 1990'erne. Ifølge Thiesen var bilen stort set komplet, og det formodes, at den har haft et Sports Cabriolet karosseri fra ny. På det tidspunkt drev Thiesen et værksted, som specialiserede sig i klassiske Horch. Det var dette værksted, som blev sat til at udføre

en komplet renovering af bilens motor, chassis og gearkasse, mens karosseriet blev restaureret i Sverige.

Bilen står i fin stand i dag, og dens velvalgte og elegante farvekombination fremhæver denne fuldkomne tysk cabriolet på bedste vis.

DKK 2,200,000 - 2,800,000

EUR 290,000 - 375,000

GBP 205,000 - 265,000

USD 320,000 - 410,000

EU Taxes paid

With Danish Registreringsattest



1934 AUBURN 12-165 SALON CONVERTIBLE

Chassis no. 1091F

Engine no. BB2576U

391.6 cid Flathead Lycoming 45 Degree V-12 Engine

160 bhp at 3,400 rpm

3-Speed Manual Transmission with Overdrive

4-Wheel Leaf Spring Suspension, Dual Ratio Rear Axle

4-Wheel Vacuum Assisted Hydraulic Drum Brakes

- *Auburn-Cord-Duesenberg Club Certified Category I car*
- *Very Desirable V-12 Power*
- *Elegant Salon Convertible coachwork*
- *Beautifully restored example*
- *2008 ACD Festival Artwork Cover Car*



THE AUBURN AUTOMOBILE CO

In 1924, the Auburn Automobile Company was on the brink of bankruptcy. The Chicago banking investors who controlled the brand asked E.L. Cord to run the company. He asked for, and was given, total control of the company, in addition to 20% of the profits and the option to purchase the brand as soon as it broke even. Given the state of the company, the bankers were forced to accept his offer. The 1929 crash affected Auburn and sales ebbed in 1930.

In 1931, sales more than doubled and profits again reached 1929's record levels. This was due to the brilliant Alan Leamy who redesigned the entire Auburn line for 1931. Using some of the cues from the low-slung Murphy-inspired Cord, he applied them to dramatic effect on the taller Auburn chassis.

Auburn hoped for a repeat of previous successes, but that was not to be. The hefty profit of 1931 fell by 97 per cent, and 1933 was worse: just 6,000 cars were sold. 1934 was poorer still, with barely 4,000 produced. 1935, was the last year of the magnificent Twelve.

THE MOTOR CAR OFFERED

Auburn introduced a new top of the line Salon Series for 1933, which was continued in 1934. Extra amenities included additional chrome mouldings on the edge of the fenders, an exclusive radiator design, a unique cowl as well as special front and rear blade bumpers. Interiors were fitted with finer appointments and comfort was increased with plush seats and a dashboard with the classic round instruments beautifully arranged against an art deco metal panel.

Five body styles were offered, with the Salon Cabriolet being one of the most attractive. The exquisitely balanced lines first created by Murphy & Co. in Pasadena in 1929 for the legendary Duesenberg Model J chassis, filtered onto the Auburn chassis, guided by Alan Leamy's sure hand, and the proportions are nothing less than perfect.







1091F has been professionally restored to a high level, and is fitted with dual side-mounts, a fold-down rumble seat, a restored travel trunk mounted on the rear rack and a pair of the desirable Pilot Ray driving lights that pivot. The fit and finish of the gleaming black and silver bodywork is outstanding. The brightwork is excellent, as is the condition of the pleated leather upholstery and the tight-fitting black canvas top.

An important consideration for the buyer is that this car has been thoroughly inspected by officials of the Auburn-Cord-Duesenberg Club who have classified 1091F as an ACD Category #1 car. This confirms that the engine, chassis, and body have been together since the car was assembled in 1934. In addition, 1091 F was selected as the model-car for the Auburn Twelve celebration at the ACD Festival in Auburn, Indiana in 2008.

This 1934 Salon Cabriolet is in every way a striking yet subtle automobile that will do any owner proud. 1934 marked the low-point of the Depression, and it is believed that less than a half dozen of these Cabriolets were produced that year, so 1091F is also a very rare car, sure to please the crowds wherever it may be shown.

BILEN DER TILBYDES

Denne udsøgte cabriolet fra 1934 er en Salon Series – det vil sige Auburns top model. Karosseriet var tegnet af Alan Leamy, og bygget af Auburn. Stilistisk og proportionsmæssigt er det meget lig de meget smukke Murphy & Co karosserier som blev monteret på det legendariske Duesenberg Model J chassis.

Chassis 1091F er blevet professionelt restaureret på et højt niveau og er udstyret med en del tilbehør fra perioden, blandt andet reservehjul monterede i forskærmene på begge sider, svigermorsæde, rejsekuffert og de eftertragtede Pilot Ray kørelys som drejer med forhjulene.

En meget væsentlig detalje omkring chassis 1091F er, at bilen er blevet grundigt og omhyggeligt inspiceret af Auburn-Cord-Duesenberg Club i USA, som har klassificeret





den som en såkaldt ACD Category #1 car. Det bekræfter, at motor, chassis og karosseri har altid været sammen siden bilen blev samlet af Auburn i 1934. Bilen har desuden vundet priser på ACD Festival i Auburn, Indiana. Denne markante, og dog smagfuldt elegante Auburn er yderst sjælden. Det formodes, at færre end seks af disse cabrioletter blev produceret i 1934.

DKK 2,300,000 - 3,600,000
EUR 300,000 - 475,000
GBP 215,000 - 340,000
USD 330,000 - 510,000

EU Taxes paid
 US Import duty exempt
 With Danish Registreringsattest



1948 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7407193
Engine no. C39-66639

5,302 cc L-Head Inline 8-cylinder Engine
Carter Dual Downdraft Carburettor
135 bhp at 3,400 rpm
Fluid Drive 4-Speed Semi-automatic Transmission
IFS with Coil Springs, Semi-elliptic Leaf Springs on Rear
4-Wheel Hydraulic Drum Brakes

- Sought after T&C Convertible on 8-Cylinder chassis
- Top of the line New Yorker model
- Well-preserved example
- Recently serviced
- Carefully restored woodwork



THE CHRYSLER TOWN & COUNTRY

Such was the demand for vehicles in the immediate aftermath of WW II that the 1946 Chryslers – like most other American makes – reappeared looking much the same as they had in 1942. One difference in the model line-up was that the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (8-cylinder) and Windsor (6-cylinder) chassis.

With their contrasting ash framing, mahogany veneer and steel panels, while boasting a level of finish that would be the envy of the finest yachts, these new Town & Country models were certainly very striking. They were also the best-equipped and most expensive models in the Chrysler range. Today they are among the most highly prized American automobiles of their era.

THE MOTOR CAR OFFERED

According to the club registry, this beautiful Town & Country Convertible was sold new in 1948 to a certain Bob Gault from Ontario, Canada. A matching-numbers example, the car retains its correct Newport Blue livery and interior trim tone of blue leather and taupe Bedford Cord, with the convertible hood colour also in taupe. At some time around the late 1980s or early 1990s, this arresting Chrysler went to Italy after which it was purchased in 1998 by another collector for his private collection in Spain.

The Spanish owner used 7407193 to participate in a variety of events in Spain. During his tenure, the car was serviced annually in order to maintain it in excellent running condition. In 2013, the wooden parts were given a restoration, while the paintwork was impeccably maintained. The car was

subsequently put up for sale by a Spanish dealer, and was acquired by Henrik Frederiksen, and is one of his last acquisitions. One of the most glamorous and iconic of post-war American automobiles, this beautiful Town & Country Convertible is offered with period accessories and proper fittings – and importantly, with its difficult to restore external wood in beautiful condition. A lovely example of the rare, desirable and short-lived American woody, this crowd-stopper is sure to provide its owner with countless hours and miles of joy behind the wheel.





BILEN DER TILBYDES

Ifølge klubregisteret, blev denne fine og meget originale Chrysler Town & Country cabriolet solgt som ny i 1948 til Ontario, Canada. Den blev eksporteret til Italien på et tidspunkt i slutningen af 1980'erne eller begyndelsen af 1990'erne. I 1998 blev den en del af en prominent bilsamling i Spanien.

Den spanske ejer brugte 7407193 til at deltage i forskellige bil-events i Spanien. Desuden servicerede han bilen hvert år for at holde den i perfekt køreklar stand. Trædelene, som er meget svære at reparere korrekt, blev restaurerede i 2013, mens lakken er blevet nænsomt vedligeholdt.

Bilen har sin originale farvekombination – Newport Blue lak med interiør udført i blå læder og beige vævet stof, samt beige kaleche. Denne Woody type er en af de

meste glamourøse og ikoniske efterkrigsbiler fra USA. Samtidig er denne Town & Country et unikt velbevaret eksemplar af en sjælden og eftertragtet model, som vil give dens kommende ejer stor glæde bag rattet.

DKK 750,000 - 1,000,000

EUR 95,000 - 130,000

GBP 65,000 - 90,000

USD 105,000 - 140,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



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The ex-McElroy

1927 ROLLS-ROYCE PHANTOM I TOURER

Chassis no. S168PM

Engine no. 21686

7,668 cc OHV Inline 6-cylinder Engine

Single Rolls-Royce Carburetor

113 bhp at 2,300 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *First body a Brewster St. Martin Towncar*
- *Redesigned in 1954 by McElroy*
- *Graceful lines and fully accessorized*
- *Beautiful Springfield Phantom I ready for tours and driving events*
- *A good driving Rolls-Royce with beautiful patina*



THE ROLLS-ROYCE PHANTOM I

Rolls-Royce's "single model" policy had proved an outstanding success for the company, and sales went well immediately after the end of The Great War. However, by the early 1920s there was no denying that the Silver Ghost was ageing in the marketplace. Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668 cc, and adopted a disc-type clutch as well as adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later model, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its Ghost predecessor, the New Phantom was also produced by Rolls-Royce

of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929, production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes. The October 1929 Wall Street Crash and the introduction of the Phantom II – re-tooling for which the US company could not afford – signalled the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas production in American continued until 1931.

THE MOTOR CAR OFFERED

Phantom I chassis S168PM was delivered to its first owner, C. H. Sabin of New York City on 15 September 1927. The first body on the chassis was a St. Martin Towncar no. B-5186, by the famous coachbuilder Brewster which had been bought up by Rolls-Royce in 1925. The St. Martin was a classic and formal style with a roll-down division, a convertible top over the passenger compartment and a canvas canopy that could be extended to protect the driver.

Some years later at an unknown date, the first body was supplanted by a Riviera Towncar no. 5700, also by Brewster. There is no record of what happened to body B-5186 or body 5700. The Riviera was a "lighter" design and an elegant faux cabriolet style with open chauffeur, a slim slanted windscreen and beltline treatment, sliding division and a Fiacre coachline down the bodyside that separated







the passenger compartment from the rest of the body in a manner that harked back to horseless carriage days. It was a dapper conveyance for the big city.

Little is known of the history of S168PM until it turned up in Littleton Massachusetts in the ownership of a certain Mr. McElroy. McElroy was the owner of the McElroy Manufacturing Corporation, a fabricator of high-speed automatic radio-telegraph assemblies. Founded in 1927 in Raymond, Maine, the company had moved from Boston to Littleton sometime around 1945, and it changed its name to the Warren Manufacturing Company in 1955.

It is not known whether McElroy purchased S168PM as a bare chassis or whether it was he who removed the Brewster Riviera

Towncar body. In any event, McElroy proceeded to have a rather lovely phaeton body constructed to his own design and mounted on the chassis. While it is almost certain that this body was built by Brewster, a plaque is mounted on the sill that states "Coachwork by J.S.Inskip Inc". J.S. Inskip headed the Rolls-Royce showroom on Manhattan after Rolls-Royce had taken over Brewster, and it is possible that some Brewster-built cars sold there were given this Inskip plaque.

The lines are clean and graceful, and the lack of a beltline allows the varnished wood that caps the passenger compartment to accent the black coachwork to perfection. The car is comprehensively accessorized, including a chassis-mounted spotlight, a folding second windshield and travelling trunk. S168PM

is reported to be an excellent driver with beautiful patina and a fairly recent top. It will provide luxurious and surefooted motoring for the coming owner, should he desire to participate in classic driving events.





BILEN DER TILBYDES

Chassis S168PM blev leveret til den første ejer den 15. september 1927. Bilen var udstyret med et formelt *St. Martin Towncar* karosseri (dvs. med åben chauffør) af den berømte amerikanske karosseribygger Brewster, som Rolls-Royce havde overtaget i 1925. På et ukendt tidspunkt nogle år senere fik bilen et nyt karosseri også af Brewster. Denne gang i form af en *Riviera Towncar*, som havde et lidt "lettere" design.

Bilens historie er ukendt indtil den blev købt efter Anden Verdenskrig af en vis Mr. McElroy i Littleton Massachusetts, ejer af McElroy Manufacturing Corporation, som fabrikerede automatiske radio-telegraf apparater. Det vides ikke, om McElroy købte S168PM som et nøgent chassis eller om det var ham selv, som fjernede *Riviera Towncar* karosseriet. Under alle omstændigheder gik han i gang med at få

bygget et smukt *Phaeton* karosseri efter eget design, som han fik monteret på chassiset.

Bilen fremstår med stilrene og elegante linjer, og de lakerede trælister som omkranser interiøret komplementerer det sorte karosseri perfekt. Bilen er fuldt udstyret med en projektør monteret på chassiset, et foldevindspejl til bagsædepassagererne og en rejsekuffert. Det siges, at S168PM kører fremragende og denne elegante Rolls-Royce vil utvivlsomt give den kommende ejer mange skønne oplevelser på landevejen.

DKK 700,000 - 900,000

EUR 85,000 - 120,000

GBP 60,000 - 85,000

USD 95,000 - 125,000

EU Taxes paid

With Danish Registreringsattest



The ex-Shirley Carter Burden

1930 DUESENBERG MODEL J DISAPPEARING TOP ROADSTER

Coachwork by Murphy

Chassis no. 2346

Engine no. J330

Body no. 940

419 cid DOHC Inline 8-cylinder Engine

4 Valves Per Cylinder

265 bhp at 4,200 rpm

4-Wheel Hydraulic Drum Brakes

- Owned new by Shirley Carter Burden - Great grandson of C. Cornelius Vanderbilt
- Fully matching numbers and original coachwork with ACD Category 1 certification
- Highly original and desirable disappearing top Murphy Roadster
- Unbroken chain of ownership since manufacture 85 years ago
- Accompanied by extensive history file



THE MODEL J DUESENBERG

Few names in motoring are as redolent of wealth and power as Duesenberg. The ground-breaking company advertising placed in up-market periodicals for the Model J was one of the first campaigns that deliberately did not show the product. A series of soft charcoal drawings portrayed a man in evening dress, seated in front of the fire in a great hall with a minstrels' gallery dominated by a huge pipe organ, or the silver-haired skipper of an America's Cup-type yacht, above a single line of script: "He drives a Duesenberg". Women drivers were not forgotten: under the portrait of an elegant lady giving directions to her head gardener, "She drives a Duesenberg" said it all, eloquently underscoring a scene where one could perceive an additional four gardeners in the distance, tending the immaculate grounds.

America took the new model to its heart and a

new superlative was added to the language: to this day the phrase "It's a Doozy" is a universal term of ultimate approval, just as the Model J has become the ultimate collectors' automobile. Duesenberg unveiled its Model J – the embodiment of company owner E.L. Cord and chief engineer Fred Duesenberg's vision of "The World's Finest Motor Car" – at the New York Auto Salon in December 1928.

Among its remarkable features was a twin-cam race-bred engine – a purpose-built 32-valve Lycoming 6,876 cc straight-eight said to develop 265 bhp. With light bodywork, such as a Murphy roadster, it was possible to achieve 90 mph in second gear with a maximum speed in the region of 110 mph in high gear. Ride and handling were exceptional for the period, matched by 15 inch hydraulic brakes all around. Every chassis built was tested for 500 miles on

the Indianapolis Motor Speedway before being handed over to a leading coachbuilder for the construction of custom bodywork.

Though they were built during the Great Depression and cost more than a Rolls-Royce or a Hispano-Suiza, the Model J Duesenberg had no problems attracting customers in the beginning. Among the rich and famous who drove Duesenbergs were film stars Greta Garbo, Al Jolson, Gary Cooper, Clark Gable and Dolores del Rio, whose husband Cedric Gibbons, famed film art director and creator of the "Oscar" statuette, was also a keen Duesenberg owner. Millionaires like William Randolph Hearst, Phillip K. Wrigley and Howard Hughes, as well as royalty like King Alfonso XIII of Spain, Queen Marie of Yugoslavia, King Vittorio Emmanuel III of Italy and Prince Nicholas of Romania were all members of the exclusive Duesenberg set: in the end, fewer than 500 Model J's were built.





THE MOTOR CAR OFFERED

Chassis 2346/J330 proudly carries the desirable disappearing top Roadster body by Murphy, which is regarded by many as the quintessential Duesenberg look. By far the most prolific builder on the Duesenberg chassis, the Walter M. Murphy Company of Pasadena, California produced roughly 100 Duesenberg bodies, a little more than one fifth of total production. The most popular Murphy style was the two-passenger Convertible Coupe with a rumble seat, now universally dubbed the Murphy Roadster. About 60 were made, although they are not all alike. Initially, about 25 came with a non-disappearing top, followed by a series of interim cars, many of which were one-offs, where the top folded down into a well behind the seat, covered by a snap-on tonneau in leather. The final evolution was the true “disappearing top” model, where a flush-fitting metal lid replaced

the tonneau to create a seamless flat line that ran from the edges of the bonnet to the doors and down over the rear deck.

This elegant solution, coupled with the signature ultra-thin Murphy windshield pillars and disappearing side windows, gave the Convertible Coupe the sporting appearance of a true Roadster. It is by far the most coveted Murphy design and was recognised for its beauty in period, as evidenced by the fact that Errett Lobban Cord had the style copied for the subsequent Cord L-29 model and the Auburn V-12 Salon series. While the previous convertible coupes had often been produced for Duesenberg factory stock, the disappearing top models were fully custom, built to order for their first owner and provided with a 900-series body number. Chassis 2346/J330 carries its original Murphy disappearing top Roadster body number 940.

Chassis 2346/J330 was originally built for film producer, photo essayist and cinematographer Shirley Carter Burden whose mother was a Vanderbilt, making him a great grandson of Commodore Cornelius Vanderbilt. Burden's father's family owned the Burden Iron works of Troy, New York, and he married Flabelle Fairbanks, niece of Douglas Fairbanks, Sr. In the early days of Hollywood, Burden became known for his still photographs in several national magazines and was displayed in the Museum of Modern Art in New York. After working as an assistant producer on the films *The Silent Enemy* and *She* in the late 1920s and early '30s, he produced training films for the military during World War II and after the war did photographic essays on American subjects including Ellis Island and the Vanderbilts.

Burden took delivery of the car on 23 June 1930. According to a 1983 letter from the noted







collector Robert J. Gottlieb who corresponded with Burden, 2346/J330 was purchased from the factory by his mother and given to him as a present. Burden kept 2346/J330 for a little more than three years. By 28 July 1934 the car was for sale at the Duesenberg showroom in New York City, from where it was purchased on 20 September 1934 by Donald La Sala (or La Salle in some accounts) of Massachusetts. In 1935, Walter Groff in New Jersey became the third owner. Groff kept 2346/J330 for twenty years, before selling it to Raymond de Vos, also of Trenton, New Jersey in May 1955. By that time, the odometer showed approximately 34,000 original miles.

Raymond de Vos was the original Model J Duesenberg historian for the ACD Club preceding Ray Wolff, and he took exceptionally good care of the car, performing a sympathetic

and sensitive restoration. In the files for 2346/J330, there is a touching letter written to Wolff by Raymond de Vos' widow of the Château Perigord in Monaco responding to Wolff's request for information about the car. In January 1958, 2346/J330 won first place at the CCCA 6th Annual Meet, in Buck Hill Falls, Pennsylvania. In December 1959, de Vos sold the car for the then princely sum of USD 6,000 to sometime dealer George Huguely of Washington, DC, who sold the car in April 1967 for a rather more princely USD 28,000 to Harry Resnick of New York. In June 1970, 2346/J330 passed to the legendary Duesenberg collector and dealer Leo Gephart in Ohio, and then to Walter Cunny III of Genoa, Illinois in March 1971.

Cunny was another long term owner. The car was precisely forty years old when he acquired it, had 43,030 original miles certified

by the ACD club and remarkably, the engine, chassis and body remained all original and had never been taken apart. Cunny kept the car until his death in 1986, when it was inherited by his sister Mary-Ann Garrett and brother-in-law Carl Garrett of Cincinnati, Ohio. In 1997, the car passed to James King, who sold it to the noted collector Charles B. Key of Dallas, Texas in May 1999.

In recent years, 2346/J330 has won a number of awards, including Best of Class at the 2000 Keels and Wheels Concours, Premier Crown Award at the May 2002 CCCA Spring Classic and the first place premier award with 98¼ points at the CCCA 50th Grand Classic. In February 2003, the car was featured in the centre spread of the ACD newsletter. A large amount of information comes with the car, including an envelope of maintenance





bills spanning the period 1950 - 1994. Quite extraordinarily, 2346/J330 also comes with a tool kit. In addition, the car has been fitted with a removable electric fan to assist cooling. The original fan comes with the car.

Of the utmost importance for the provenance of 2346/J330 is the fact that the car was inspected on 7 September 1983 by the Auburn Cord Duesenberg Club. Main reviewer of the car was the prominent Duesenberg Historian Fred Roe, author of the rare book *Duesenberg, the Pursuit of Perfection*. The club officials concluded that 2346/J330 with its original body number 940 qualified for certification in Category 1, the highest possible accolade.

This Duesenberg not only represents the supreme classic expression of the Model J, it is also one of the most deeply original

examples left in the world today and gifted with an unbroken chain of ownership since it left the Duesenberg factory 85 years ago. In addition, the body, chassis, engine and mechanical components have never been apart. When standing next to 2346/J330, there is an emotional sense of history emanating from the car, and with it comes the realisation of what an incredible privilege it will be to become the next custodian of this fabulous automobile. As Walter E. Cunny stated when he owned this most magnificent of Duesenbergs: "It's having something someone else doesn't have and watching their heads turn when you drive by". Well said.

BILEN DER TILBYDES

Denne Duesenberg er udstyret med et *disappearing top* Roadster karosseri af Murphy, der anses af mange for at være den mest klassiske Duesenberg type. Chassis 2346/J330 er fuldt dokumenteret fra dag ét og har sit originale Murphy karosseri med nummer 940.

Bilen blev oprindeligt bygget til filmproducent, foto-skribent og filmfotograf Shirley Carter Burden, hvis mor var medlem af Vanderbilt familien og hvis hustru var niece til den store amerikanske skuespiller Douglas Fairbanks, Sr. Bilen blev leveret til Burden den 23. juni 1930. Ifølge et brev fra 1983 fra den anerkendte amerikanske bilsamler Robert J. Gottlieb, som korresponderede med Burden, blev 2346/J330 købt af Burdens mor som en gave til sønnen. Burden beholdt bilen i lidt over tre år. I juli 1934 var bilen til salg hos Duesenberg forhandleren





i New York City. Den har derefter haft en lang række ejere, som alle er fuldt dokumenterede.

Med bilen følger en kuffert med mapper, dokumenter og billeder, som ligeledes dokumenterer bilens komplette historie og gør rede for dens uafbrudte ejerskab frem til i dag. Der er også en mappe med fakturaer, som dokumenterer vedligeholdelsen af bilen fra 1950 - 1994. Som den eneste Duesenberg den er, har bilen vundet en række priser på adskillige concours og træf i USA. Af den allerstørste betydning for bilen er dog, at den blev inspiceret den 7. september 1983 af den amerikanske Auburn Cord Duesenberg Club, som konkluderede, at 2346/J330 med sit originale karosseri, chassis og motor som aldrig havde været separerede var kvalificeret til at blive certificeret som en *Category 1* bil, hvilket er den højest mulige klassificering.

Denne Duesenberg repræsenterer ikke blot det mest rene og klassiske udtryk for en Model J, den er også et af de mest originale eksemplarer, som overhovedet eksisterer i dag med en uafbrudt historie siden den forlod Duesenberg fabrikken for 85 år siden. Salget i dag er en enestående mulighed for at blive den kommende kustode for denne bil og på bedste vis videreføre dens helt ekstraordinære historie.

DKK 17,000,000 - 21,000,000
EUR 2,300,000 - 2,800,000
GBP 1,600,000 - 2,000,000
USD 2,500,000 - 3,100,000

EU Taxes paid
 US Import duty exempt
 With Danish Registreringsattest
 Registered as model year 1931



1905 WOODS ELECTRIC QUEEN VICTORIA BROUGHAM

Chassis no. 2843

Style 214A Battery-powered Electric Motor
4-Wheel Full Elliptic Leaf Spring Suspension
Rear Drum Brakes

- A pioneering electrical car
- The only example known to exist
- Formerly owned by James E. Cousens
- Fitted with an updated fast-charging system
- Functional and recently driven



THE WOODS MOTOR CAR

The Woods Motor Vehicle Company was formed in Chicago in 1899. The backers of the company consisted of a wealthy group of investors, which included several highly placed executives from Standard Oil as well as a number of high-powered businessmen from Toronto, Canada. August Belmont, a prominent New Yorker, and Samuel Insull from Chicago also participated in the venture. Both were weighty sponsors to have on board: Belmont had built the Belmont Park racetrack, while Insull had been Thomas Edison's personal secretary and a co-founder of Edison General Electric, which is now General Electric, a household word if ever there was one.

As a result, The Woods Motor Vehicle Company went into business with no less than USD 10 million in capital stock, an amount which should have secured rapid growth for the company.

The investors then purchased the patents of Clinton Edgar Woods, an inventor who had created his first electric vehicle designs in 1897. The goal was to challenge the Electric Vehicle Company on the East Coast, but it was slow work to get production going. Clinton Woods was hired as superintendent of the new company, but he displayed little commercial talent and was eased out in 1901. He went back to designing and manufacturing his own designs and went into receivership shortly thereafter. He ended up a car dealer. In 1902, the Woods Company was reorganized and a new plant constructed on 25th Street in Chicago.

From that time, The Woods Motor Vehicle Company manufactured about 500 vehicles annually, including a popular rear-entrance Tonneau that resembled a gasoline car. The

products were high quality and expensive for the era, with prices in the USD 3,000 range. In 1916, Woods introduced a line of gasoline powered and early gas-electric hybrid cars, which were called Dual Power (U.S. Patent # 1244045). But it was too late. Woods went out of business in 1918, having lost market share to companies which focused exclusively on gasoline cars that had become too powerful and durable for the complex gas-electric hybrids to be able to compete.





THE MOTOR CAR OFFERED

The car on offer is an extremely rare survivor. It is believed to be the only 1905 Woods Electric Style 214A Queen Victoria Brougham in existence. The cab is removable for open-air touring and seats two passengers in close comfort when closed. The wheelbase is a short 73 inches, the advertised weight was 2,600 pounds and the silent top speed is in the region of 30 mph. The car has been fitted with a modern charging mechanism and lightweight batteries which provide a useful touring range.

Due to its rarity and technical novelty, this 1905 Woods will provide a fascinating conversation piece in any collection, as well as insight into early electrical motoring.

BILEN DER TILBYDES

Denne bil er yderst sjælden og menes at være det eneste eksisterende eksemplar af en 1905 Woods Electric Style 214A Queen Victoria Brougham. Kabinen kan afmonteres hvis man ønsker at køre åben, og når den er lukket er der plads til to passagerer som sidder rimeligt tæt. Den korte akselafstand er på 185 cm, vægten var opgivet til 1.180 kg og tophastigheden er omkring 48 km/t - lydløst. Bilen er blevet udstyret med en moderne opladningsmekanisme og letvægtsbatterier, som giver en god rækkevidde.

På grund af dens sjældenhed og innovative teknik, vil en Woods som denne skabe opmærksomhed i enhver samling og vække interesse som et eksempel på en tidlig elbil.

DKK 550,000 - 650,000

EUR 70,000 - 85,000

GBP 45,000 - 60,000

USD 75,000 - 95,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



A superb Franz Prah!-built

1935 MERCEDES-BENZ 500K 'SPECIAL ROADSTER'

Coachwork in the Style of Sindelfingen

Chassis no. 113688

Engine no. 113688

Kommissionsnummer 203108

5,018 cc OHV Supercharged Inline 8-Cylinder Engine

100 bhp or 160 bhp with Supercharger Engaged

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- The pinnacle of 1930s automotive technology
- Legendary supercharged straight-eight engine
- Coveted "long tail" Special Roadster body
- Matching numbers chassis and engine with Cabriolet C body from new
- Masterfully recreated coachwork by Franz Prah!



THE MERCEDES-BENZ 500 AND 540K

Designed for the network of high-speed Autobahns that was spreading across Germany in the 1930s, the Mercedes-Benz 500K represented the ultimate in automotive engineering in its day. Technically, it was fitted with all-round independent suspension by swing axles and an unusual gear shift, with the direct drive top semi-automatically engaged. The unique system of supercharging used by Mercedes-Benz was derived from the company's experience in aero-engine design, where a system of "at will" supercharging had enabled World War I German aircraft to gain a performance advantage by boosting engine power at altitude.

Uniquely, the Mercedes supercharger was only clutched in at full throttle, rather like the "kick-down" on an automatic transmission, to give a short power boost for overtaking

or hill climbing. Pushing the gas pedal to the floor engaged the train of gears that drove the Roots-type blower, unleashing up to 50 per cent more power and a banshee shriek. Few experiences in motoring can match the sound and fury of a supercharged Mercedes-Benz in full flight: "One's foot goes hard down, and an almost demoniacal howl comes in...the rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger," wrote H.S. Linfield of *The Autocar* in 1936: "This is a master car for the very few. The sheer insolence of its power affords an experience on its own."

The straight-eight 5,018 cc 500K, which was a development of the supercharged *Kompressor* line that had begun with the 380K of 1932, was an exclusive and powerful

model for an equally exclusive and powerful clientele. Developed by chief engineer of Mercedes-Benz, former racing driver Dr. Hans Nibel, the 500K was introduced in 1934 and only 354 chassis were built of all styles before the model was superseded by the 540K: 105 in 1934, 190 in 1935 and 59 in 1936.

While the 500K line carried some of the most dazzling coachwork of its day, undoubtedly the crowning glory was the *Spezial Roadster* body, custom built by Mercedes-Benz's own coachworks, the *Karosserie Sindelfingen* to the designs of the gifted Hermann Ahrens. Compared with the standard Roadster version at 22,000 *Reichsmark* (USD 8,800), the Special Roadster had a basic price of 28,000 *Reichsmark* (USD 11,200). At that price, Mercedes was willing to incorporate any demands the customer might have. As





a result, the Special Roadster came in a number of subvariants, where the model with an extended rear deck, the so-called “long tail”, remains the most coveted.

Writing of Ahrens’ flowing roadster designs in particular, the late respected historian Griffith Borgeson said: “There is a harmony and balance of line and mass...which very simply defies any conceivable improvement. They are sculptural perfection... For many people of taste, more beautiful cars will never be designed and built.” Certainly that was a view shared by some of the most powerful men in 1930s Germany, like the portly Reichsmarschall Hermann Goering, whose famed eggshell-blue Special Roadster was captured by US paratroops at the fall of Germany and nicknamed “The Blue Goose” when it was subsequently used as command car by General

Maxwell Taylor before being sent to the United States in October 1945. Another keen user of the Special Roadster was the unsmiling head of Nazi motorsport, *Korpsführer* Adolf Hühnlein of the *NSKK*, whose backing enabled the Mercedes and Auto Union racing cars to dominate the major races of the 1934 - 1939 era; he owed his unique position to the fact that it was his shock troops who had protected the first meeting held by rising politician Adolf Hitler back in 1919.

THE MOTOR CAR OFFERED

Production of the Special Roadster was extremely limited, and only 29 of the 58 roadsters built on both 500K and 540K chassis qualified for the *Spezial* nomenclature. The car offered here, originally built as a Cabriolet C, was re-bodied as a Special Roadster during the course of a meticulous rebuild to the highest standards by the respected German restorer, the late Franz Prah of Waldstrasse 3, Preussisch Oldendorf in Lübbecke, Germany.

The factory Cabriolet came in a variety of styles: Cabriolet A, B, C and D with desirability generally in that order. According to the archives of Mercedes-Benz Classic in Stuttgart, the chassis on offer today was originally delivered as a model 500K Cabriolet C on 12 November 1935. The *Kommissionsnummer* was 203108, pertaining to chassis number 113688 and engine number 113688. The factory-built Cabriolet C body was







given number 817114, and the completed car was shipped to Brussels.

The bodyshop of Franz Prah! first became known in the early 1990s when he began to restore Iso Grifo and Bizzarrini cars. These Italian thoroughbreds had not been held in high regard, and as a result, many had received poor quality restorations which quickly deteriorated. Prah! saw that these dramatic sports cars would soon come into their own and helped change the market for them dramatically by restoring them to a world class standard that simply had not been seen before.

In the early 2000s, Prah! began creating Special Roadsters on original Mercedes 500K and 540K chassis – at a snail's pace which became perfectly understandable once Prah!'s forensic attention to detail became apparent. From about 2002,

visitors at the Technoclassica car show in Essen, Germany could admire these recreations on the Franz Prah! stand, as they took shape, ever so slowly. One year the wooden frame could be admired on the restored chassis. The next, the perfectly recreated brushed metal skin would be shown on the wooden frame, complete with the exactly manufactured brass fittings. And finally, the year after, the perfect completed car would be on the stand, dazzling the onlookers and defying them to be able to tell the difference between the almost manic quality of Prah!'s creation and one of the cars built by Sindelfingen in the mid-1930s.

Chassis 113688 is one of these cars and it was bodied by Franz Prah! in 2008-2011 to these incredible standards. He bought the partly-restored chassis with matching engine from the well-known restoration company Reifen-Wagner in 2008. After completion, Wagner performed a

thorough service and installed an electric power steering unit in the summer of 2011. Henrik Frederiksen acquired the car in the fall of that year.

Resplendent in deep, glossy black paint, complemented by a tasteful interior upholstered in saddle leather which offsets the striking and exquisite mother-of-pearl dashboard perfectly, this car is in every way an absolute show stopper. If any car of the 1930s can be said to be the stuff of legend, surely it is the Mercedes-Benz 500K Special Roadster. The flowing wings and flamboyant external exhausts epitomize the technical prowess of the Third Reich, while the incredibly lean and slinky lines make it clear that some objects of enduring beauty were still being created in Germany, even as the Nazi regime was hurtling the world towards all-out War. This stunningly-presented car offers a rare opportunity of entering into that legend.







BILEN DER TILBYDES

Ifølge arkiverne hos Mercedes-Benz Classic i Stuttgart, blev denne bil oprindeligt leveret med et fabriksproduceret Mercedes Cabriolet C karosseri. *Kommissionsnummer* 203108 hører til chassisnummer 113688 og motornummer 113688. Det fabriksbyggede karosseri fik nummer 817114, og den færdige bil blev eksporteret til Brussel.

I 2008 købte nu afdøde Franz Prahls chassis 113688 i semi-restaureret tilstand. Prahls var kendt for at anvende pinligt nøjagtige metoder med henblik på at skabe helt nøjagtige re-kreationer af Special Roadster's på originale 500K og 540K chassis. Han brugte tre år på at bygge bilen som tilbydes her. Det færdige resultat vidner om den næsten maniske præcision, som kendetegner en bil bygget af Prahls. Efter bilen var færdigbygget, blev den sendt til de prominente Mercedes-

Benz eksperter hos Reifen-Wagner i Landshut, som udførte en omfattende gennemgang af bilen og installerede en elektrisk servostyring.

Det er vanskeligt at forestille sig en bil fra 1930'erne som er mere legendarisk end en Mercedes-Benz Special Roadster. Karosseriets ekstremt lange og kraftfuldt svungne skærme og de imponerende udvendige udstødningsrør repræsenterer indgrebet af det Tredje Riges teknologiske overlegenhed, mens de utroligt fine og elegante linjer er bevis på der trods alt også blev produceret smukke objekter med varig skønhed i Tyskland i denne periode, selv om Nazisterne marcherede taktfast mod krigens ødelæggelser. Denne fantastiske bil er en unik mulighed for at tage del i denne historiske legende.

DKK 6,500,000 - 9,000,000

EUR 875,000 - 1,200,000

GBP 610,000 - 840,000

USD 950,000 - 1,325,000

EU Taxes paid

With Danish Registreringsattest



1951 HUDSON HORNET BROUGHAM CONVERTIBLE

Chassis no. 7A71472

Engine no. F10480

308 cid L-Head Inline 6-Cylinder Engine

Twin H-Power Carter Carburetor Set up

160 bhp at 3,800 rpm

3-Speed Manual Transmission

IFS with Coil Springs, Semi-elliptic Leaf Springs on Rear

4-Wheel Hydraulic Drum Brakes

- *Legendary "Step-Down" design*
- *Rare Twin H-Power dealer-installed option*
- *Quality restoration that presents extremely well*
- *American automotive icon*
- *Fabled 160bhp Hudson big six engine*



THE HUDSON HORNET

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the footwells recessed between the widened chassis rails. This was an early expression of the "unit body" concept which merged the body and frame in a single, welded unit. The rear chassis rails passed outside the rear wheels, so as opposed to other American automobiles of the era, the Hudson's rear fender skirts were functional, and not stylistic embellishment. The model was marketed as the "step-down" Hudson, and the cars were only five feet high. They were the fastest, best handling cars around, combining Hudson's competent 6 and 8-cylinder engines with the low centre of

gravity and relatively light weight of the "step-down" design.

Hudson highlighted the 1951 model year with the new Hornet model, empowering the already dramatic step-down design with a larger engine. The heart of the Hornet was an evolution of the new Super Six engine which had been introduced in the step-down model in 1948, but enlarged to 308 cid. The most powerful six on the market, it was soon campaigning on the stock car tracks, rolling up six first-place finishes on the NASCAR circuit.

Hudson Hornets were available as a two-door coupe, four-door sedan, a convertible and a hardtop coupe. The models were priced the same as the Commodore Eight, at USD 2,543 to USD 3,099. Available from November 1951, "Twin H-Power" was a Dealer installed option

(part number SP 306216) that cost USD 85.60 and consisted of a dual manifold, plus a twin one-barrel carburetor induction system that increased power from 145 to 160 bhp.







THE MOTOR CAR OFFERED

When tested by the legendary Tom McCahill in *Mechanix Illustrated*, the special "Twin H-Power" setup allowed the Hornet to reach 60 mph in 12.1 seconds and achieve a top speed of 107 mph. These were very impressive numbers at the time.

The well-known author Richard M. Langworth has discussed the origins and uses of Twin H-Power in his book *Hudson: The Postwar Years*, and according to him, it was a response to the four-barrel carburetor then coming into use on competitive V-8s: "Hudson claimed that Twin H-Power was the first instance of dual-carb, dual-manifold induction on an American-made six. The secret of the amazing results which Twin H-Power provides is that it so accurately measures the gasoline, so evenly distributes it to each cylinder, and so thoroughly vaporizes the fuel with air

that it provides what the engineers call far better 'breathing' and combustion than had heretofore been obtainable."

To Langworth, it was the ruggedness of the Hudson engine which was the deciding factor in the development of Twin H-Power. The oversize bearings, the extreme rigidity and hardness of the block, as well as the weight and stiffness of the crankshaft were what made it possible to utilize the extra power, and to him there was no doubt that what he called "The Fabulous Hudson Hornet" was the most hairy-chested and impressively performing six the American industry had ever created. It was no coincidence that Pixar elected to have an old NASCAR racer and one of the most poignant characters in the animated movie "Cars" be precisely a Hudson Hornet.

Today, this exciting Hudson presents in superb restored condition. The golden metallic paint brings out the smooth rounded lines of the step-down design to perfection, while the massive chrome trim pieces in the early 1950s idiom accentuate the svelte lines of the body and bring a Flash Gordon space ship to mind. And this Hudson is not all show and no go. The Twin H-power installation ensures that the driver will always be mindful of why these cars were so successful on the racetracks. This is a car in which to enjoy American '50s motoring to the fullest.





BILEN DER TILBYDES

Hudson var blandt de første amerikanske bilproducenter, som introducerede nye modeller efter Anden Verdenskrig, og der er ingen tvivl om, at udseendemæssigt var de nye Hudson blandt de mest dramatiske efterkrigsmodeller. Teknisk set var den store Hudson nyhed for 1948, det såkaldte "step-down" chassis, en forløber for det selv bærende karosseri, hvor karosseri og chassisramme smeltede sammen. Resultatet var en vogn der bare var længere, lavere og smartere end alle de andre. Den hurtige Hornet model blev introduceret i 1951 med en forstørret 6-cylinder motor, som var den mest kraftfulde sekser på markedet.

Denne Hornet har såkaldt *Twin H-Power*, et sjældent forhandlermonteret ekstraudstyr som består af en dobbelt manifold plus dobbeltkarburatorer. Med *Twin H-Power* steg

effekten til 160 hk, og med en 0-100 tid på 12,1 sekunder og en tophastighed på over 170 km/t var der seriøs smæk for skillingen. Med dens runde strømlinjede former og Jens Lyn-agtige kromlister er denne Hudson simpelt hen indbegrebet af en fed og usædvanlig amerikanerbil fra begyndelsen af 1950'erne.

DKK 1,000,000 - 1,300,000

EUR 125,000 - 175,000

GBP 90,000 - 120,000

USD 140,000 - 180,000

EU Taxes paid

With Danish Registreringsattest



18

1930 HISPANO-SUIZA H6C CABRIOLET DE VILLE

Coachwork by Kellner

Chassis no. 12401

Engine no. 320137

7,983 cc SOHC Inline 6-cylinder Engine

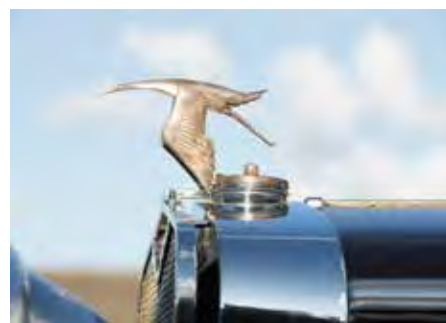
160 bhp at 3,000 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Servo-Assisted Mechanical Drum Brakes

- *Exclusive Kellner body modified by Hibbard & Darrin in period*
- *Sumptuous Art Deco interior with reclining rear seats*
- *Extensive restoration work completed*
- *Toured on the Pebble Beach Motoring Classic*
- *Classic example of a luxurious long distance continental touring automobile*



THE HISPANO-SUIZA H6

The choice of European Royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza marque was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers.

The post-war Hispano H6 was powered by a Marc Birkigt-designed, 6,597 cc, overhead-camshaft six derived from one half of a proposed V-12 aero engine. A seven-bearing design enjoying the benefit of pressure-fed lubrication, the latter was built in unit with the 3-speed gearbox and featured aluminium-alloy pistons running in steel cylinder liners screwed into the light-alloy block. Maximum power was a heady 135 bhp produced at just 2,400 rpm, and the almost flat torque curve afforded walking-pace-to-85 mph performance in top gear.

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid chassis with four-wheel-brakes that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence. The H6 combined performance with flexibility, comfort with good handling and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and even Duesenberg, Marmon and Packard. Large enough to accommodate formal coachwork, Europe's finest coachbuilders vied to construct their most luxurious bodies on this genuinely thoroughbred chassis. The finish of the Hispano-Suiza was superlative and the car's inherent glamour was such that it was featured in two popular novels of the early 1920s, *l'Homme à l'Hispano* and *The Green Hat*.

The original H6 had been superseded in 1921 by the H6B, which retained the original 6.6-litre engine, but at the behest of André Dubonnet of aperitif fame, a version was produced which was bored out to 110 mm for a capacity of 7,982 cc. This more powerful unit was adopted for the successor H6C model, introduced in 1924. The world's most advanced automobile at the time of its introduction and for many years thereafter, the H6 was catalogued until 1933, by which time 2,158 chassis of all types had been completed.





THE MOTOR CAR OFFERED

Hispano-Suiza H6C chassis 12401 was built in 1930 and fitted with a luxurious Kellner Cabriolet de Ville body bearing number 18062, which design bears a close resemblance to the elegant Hispano H6 Cabriolet de Ville shown by Kellner at the 1930 Paris Salon. According to Hispano-Suiza historian Nelson Thorpe, signature Kellner touches also found on 12401 include the stylish swirl on the polished aluminium beltline at the leading edge of the chauffeur's door and the grab handle mounted on the C-pillar between the trailing edge of the passenger door and the convertible top. An interesting feature of this handle is that at one end it can be disconnected so as to allow the handle to pivot around the bottom contact point and then be used as a hook to fasten the top when it is folded down. The loose end of the handle can then be connected to the bottom hinge of the landau bar.

According to renowned collector Hugo Moddermann, the first owner may have been a Paris-based member of the Vanderbilt family, had the body modified to fit front side windows and a fixed roof for the chauffeur. It is believed that this work was performed by the exclusive coachbuilders Hibbard & Darrin, formed in 1923 by Thomas Hibbard and Howard "Dutch" Darrin after they had been sent on a scouting trip to Paris by LeBaron in New York. Pointers include that Kellner seldom used hinges for the doors, while the current hinges as well as the door handles on 12401 are in the style Hibbard & Darrin was using in the early 1930s.

In 1946, the car was purchased by Gordon Grant, Jr. at a Vanderbilt family sale on Long Island, New York. Gordon Grant drove the car intensively and finally sent it to the noted restorer Francisco Pueche in Spain for a full

restoration in order to bring it back to the original body style. Grant subsequently sold 12401 to the well-known British collector Jack Tattersall, who embellished the car with the posh step plates now mounted on the running boards, the Guynemer stork on the leading edge of the chauffeur's canopy and the classic carriage lamps on the B-pillars. Tattersall also had new upholstery done and commissioned a repaint to the current distinctive brown shade over black top and wings.

In 2004, Hugo Modderman acquired the car and discovered that it had deteriorated mechanically. Moddermann had new cylinders made by the respected marque specialist Eric Limpalaer. 12401 was then given a mechanical restoration in order to bring it back to perfect running condition. Subsequently, this lovely Hispano completed





the 2012 Pebble Beach Motoring Classic without problems and was shown on the field at Pebble Beach that same year. The Cronos Bumpers are new original specification items fitted by Hugo Moddermann, who also had proper Kellner badges mounted on the body. Note that a hydraulic servo mechanism for the steering has been fitted, hidden under the front splash apron.

Today, 12401 remains a classic example of the luxurious long distance touring automobile that is the quintessence of a Hispano-Suiza motor car. A magnificent machine with sufficient engine capacity to think nothing of whisking its chauffeur, passengers and a full complement of luggage from Paris to the *Côte d'Azur*, with a little detour to Monaco and back. Comfortably ensconced in the sybaritic back seat, chic passengers

could enjoy the exquisite woodwork and accoutrements that ensured comfort on long trips. A future owner will be able to re-experience the thrill of elegant 1930s travel, as the smooth 8-litre engine silently propels this great car along the tree-lined routes of Southern France.

BILEN DER TILBYDES

Hispano-Suiza chassis 12401 blev bygget i 1930 og forsynet med et imponerende *Cabriolet de Ville* karosseri af Kellner, en af de mest eksklusive franske *carrossiers*. Det menes at bilens første ejer, som måske var et medlem af den berømte Vanderbilt familie som boede i Paris, fik karosseriet modificeret med sideruder foran og et fastmonteret tag over chaufføren. Det menes endvidere, at denne modifikation blev udført af den lige så eksklusive *carrossier* Hibbard & Darrin, grundlagt i Paris i 1923 af amerikanske Thomas Hibbard og Howard "Dutch" Darrin, som også havde grundlagt LeBaron i New York.

I 1946 blev bilen købt af en vis Gordon Grant, Jr. Som boede på Long Island, New York. Grant brugte bilen en del i adskillige år og sendte den sluttelig til Francisco Pueche i Spanien, som udførte





en komplet restaurering, blandt andet for at bringe karosseriet tilbage til dets originale konfiguration. Derefter solgte Grant 12401 til en vis Simon Tattersall, en kendt engelsk samler, som udstyrede bilen med en del ekstra detaljer, såsom de fine trinplader på trinbrætterne, den forkromede *Guynemer* stork bag chaufføren og de klassiske vognlygter på B-stolperne. Tattersall fik også lavet et nyt interiør til bilen og lakerede bilen i dens nuværende farvekombination.

Bilen blev købt i 2004 af Hugo Moddermann, en samler fra Monaco som fik motoren restaureret med en nye cylindere. Det mekaniske arbejde blev udført af Hispano-specialisten Eric Limpalaer. Denne skønne Hispano deltog i Pebble Beach Motoring Classic i 2012 uden problemer og blev vist på Pebble Beach Concours d'Elegance samme år.

12401 er et klassisk eksempel på en luksusvogn, som er egnet til at transportere sin ejer over lange distancer i sus og dus fra Paris til Côte d'Azur, et lille smut til Monaco og tilbage...

DKK 3,000,000 - 4,300,000
EUR 390,000 - 560,000
GBP 270,000 - 390,000
USD 425,000 - 610,000

EU Taxes paid
 With Danish Registreringsattest



19

1931 CHRYSLER IMPERIAL DUAL COWL SPORT PHAETON Coachwork by LeBaron

Chassis no. 7803303

Engine no. CL1002

385 cid Flathead L-Head 8-Cylinder Engine

Stromberg DD-3 Carburettor

125 bhp at 3,200 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *Very early example, well-known in Chrysler circles*
- *Exquisite restoration*
- *Lovely Dual Cowl Phaeton coachwork*
- *AACA and CCCA Award winning example*
- *Designed by Ralph Roberts of LeBaron for Briggs*



THE CHRYSLER IMPERIAL

When Walter P. Chrysler's up-market Imperial model made its debut in 1926, the marque he founded was just two years old. Nevertheless, by the end of that year, Chrysler would be the seventh-ranked US automaker. Produced in the old Chalmers plant in Detroit, the first Chrysler was an innovative, medium-priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. The range soon expanded to encompass a four, a smaller six and the Imperial, a larger and more expensive automobile that was intended to compete with the likes of Cadillac, Lincoln and Packard.

Chrysler joined the multi-cylinder "club" in 1931 with the introduction of two models with straight-eight engines: the CD Eight and the Imperial CG Eight. Displacing 384.84 cid

(6.3-litres), the latter's nine-bearing engine produced 125 bhp at 3,200 rpm, which was good enough to propel the 2.5 tonne Imperial to a top speed in excess of 95 mph, truly world-class performance for the era. Notable features included hydraulic brakes, adjustable seats and steering column, as well as hydraulic shock absorbers. Chrysler's "Floating Power" engine mounting and a 4-speed synchromesh manual transmission contributed to the powertrain's smoothness and flexibility.

Long and dramatically low-slung, the all-new 1931 Chrysler Imperial drew obvious inspiration from the front-wheel-drive Cord L-29 that Errett Lobban Cord had sprung on the market in 1929 to widespread acclaim. Reportedly, L-29 designer Alan H. Leamy actually contributed to the Imperial design,

during a hiatus from his employment as chief designer for Auburn and Cord automobiles. The Imperial's streamlined, swept-back radiator shell was overtly Cord-like, and as with the L-29, the Imperial windshield was set far back on the chassis, permitting a very long hood/cowl line and gracefully sweeping front fenders. With its 145 inch wheelbase chassis being even longer than the L-29, the Imperial's proportions were all the more breath-taking.





THE MOTOR CAR OFFERED

The new Imperial was offered in two sub-series, a standard line with production Briggs-built bodies and a more prestigious Custom line featuring semi-custom bodies, finished to order. LeBaron designed and built all but one of the Imperial “catalog custom” styles.

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders.

In 1924, Edsel Ford had lured Ray Dietrich to Detroit as he wanted him to design bodies exclusively for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner in LeBaron. In 1927, the Briggs Body Company in approached him to acquire LeBaron. Roberts sold out and moved to Detroit to manage LeBaron from there. The captivating lines of this 1931 Imperial Custom are therefore the work of Ralph Roberts, and as such must be ranked as one of the most pleasing and graceful designs ever to come out of Detroit. Both beautiful and practical, the dual cowl LeBaron Sport Phaeton features front and rear compartments that are essentially individual “cockpits”. The effect is evocative of sporty mahogany speedboats of the period. A wind-up rear-compartment windscreen is mounted in the slim panel that forms the rear cowl.

Imperial chassis CL1002 shipped to New York on 3 January 1932, and it is believed that the car was painted a special colour, namely pearl grey although the build sheet simply says grey. It is likely that the car went to Simon, Stewart & Co., the Chrysler distributor in New York. The car was in a private collection in Oklahoma for many years and was given an early restoration sometime around or before 1970. At that time the Imperial was given a yellow/cream body with brown wings.

Sometime in the 1980s, chassis CL1002 was purchased by Dan Phenicie of Tipton, Indiana who proceeded to give the car its second restoration. A letter from Mr. Phenicie states that the car was stripped all the way down to the bare metal, while every component of the frame was taken apart, restored and reassembled. The chassis was painted in a





maroon colour, while black was chosen for the body, complemented by deep red leather upholstery and carpets that match the chassis rails. According to Mr. Phenicie, "It was a fabulous car with zero rust, and thus made a pretty easy restoration." Mr. Phenicie states that the car was subsequently shown in AACA and CCCA events: "My memory says we received three National First Place Awards with the Chrysler". A folder with comprehensive photographic documentation of the restoration comes with the car.

This Imperial is one of the first chassis built, and is therefore regarded as a significant car in Chrysler circles. One of the grandest of all American classics, the Imperial CG LeBaron Sport Phaeton is renowned for its style, power and handling. The offered car embodies a classic design considered by many to be

the singular most beautiful and desirable of all Chrysler Imperials, allied to a tasteful and restrained, yet striking colour combination. It is certain to draw admiring crowds in the course of any public exhibition.

BILEN DER TILBYDES

Denne Imperial, som var Chryslers nye top model for 1931, blev sendt fra fabrikken til New York den 3. januar 1932. Den var formodentlig en bestillingsvare til Simon, Stewart & Co., som var Chryslers hovedforhandler i New York. Det menes, at bilen var lakeret i en specialfarve, som hed *pearl grey* (perlegrå). Bilen er udstyret med et såkaldt *catalog custom* karosseri, hvilket vil sige at det var et karosseri tegnet af Ralph Roberts fra LeBaron, men bygget af Briggs Body Company i Detroit. Dual Cowl LeBaron Sport Phaeton designet er både smuk og praktisk. I praksis har bilen to separate kabiner – én for og én bag – som minder om de separate cockpits på en mahognispeedbåd fra perioden. Bagsædet har et separat vindspejl som kan rulles op og ned.

Bilen var del af en privat bilsamling i Oklahoma i mange år, og den blev restaureret omkring





1970. På et tidspunkt i 1980'erne blev den købt af en mand fra Indiana, som gik i gang med at restaurere bilen endnu en gang. Herefter deltog han med den i flere træf i USA, hvor den vandt *National First Place Awards* mindst tre gange.

Denne bil er en af de første Imperial bygget af Chrysler i 1931, og den betragtes af samme grund som vigtig bil i amerikanske Chrysler kredse. Som en af de helt store amerikanske klassikere, repræsenterer denne Imperial CG LeBaron Sport Phaeton, der samtidig er kendt for sin stil, kraftfulde motor og gode køreegenskaber, en enestående mulighed for at erhverve et betydningsfuldt klenodie til samlingen.

DKK 3,600,000 - 4,300,000

EUR 475,000 - 575,000

GBP 330,000 - 390,000

USD 520,000 - 620,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest

Registered as model year 1932 and with chassis no. CL1002



The ex-Robert Barrymore

1914 ROLLS-ROYCE 40/50 SILVER GHOST SKIFF

Coachwork by Schapiro-Schebera

Chassis no. 54PB

Engine no. 45J

7,428 cc L-Head Inline 6-Cylinder Engine

50 bhp at 1,500 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- *Featured in the iconic Twenty Silver Ghost book*
- *Beautifully re-bodied in the period*
- *An iconic and rakish skiff in the European style*
- *Lightweight body for improved handling and speed*
- *Long chain of ownership dating back to 1925*



THE ROLLS-ROYCE SILVER GHOST

The 40/50 H.P. Silver Ghost chassis is regarded by many as the model that earned Rolls-Royce the sobriquet "the best car in the world". The model remained in production in England until 1925, 6,173 chassis being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made. It was the longest production run of any model from this celebrated company.

THE MOTOR CAR OFFERED

Silver Ghost chassis 54PB was first tested on 29 April 1914 and subsequently delivered to Rolls-Royce France. It then passed to the Garage Majestic in Brussels, and in June 1919 it was with a certain Mr. A. Lanser, also in Brussels. It appears that 54PB received its current skiff body by the esoteric Berlin coachbuilder Schapiro-Schebera after the Armistice in 1919 and not later than 1923. Some historians have speculated that the chassis may have been delivered to Schebera prior to the War, but not finished until 1919. However, in their book *The Edwardian Rolls-Royce*, John Fasal and Bryan Goodman state that the car was reportedly fitted when new with enclosed drive coachwork by an unknown builder.

Ernst Schebera had founded the *Carrosserie Schebera GmbH* in Berlin in 1911. The company quickly placed itself at the head of

the market, building luxury bodies for wealthy customers on chassis from well-established marques such as Benz, Daimler, NAG and Protos. The cars were beautifully finished, and during the War, Schebera received contracts for staff cars and ambulances for the German Army. In 1919, Jakob Schapiro joined Schebera as managing director.

Jakob Schapiro was a wealthy businessman and on the board of directors of major German companies such as Benz, BMW, Cyklon and NSU. He lost a fortune due to stock speculation during the crisis of 1922 -1923, and NSU took over the coachbuilding business. They changed the name to *Karosseriewerke Schebera AG*, and Shapiro left the company.

The coachbuilder plaque on 54PB reads "Shapiro – Schebera". Since Jakob Shapiro did







54PB as pictured in the legendary book
Twenty Rolls-Royce Silver Ghosts.



not join the firm until 1919 and industrial giant NSU took it over in 1923, it is likely that 54PB was bodied a second time sometime during those four years. As it seems that the unusual and exciting coachwork clothing chassis 54PB cannot have been constructed after 1923, it is a highly desirable period rebod.

In 1925, 54PB was acquired by Messrs. A. Souraty & Cie of Cairo, Egypt. They may have been automobile dealers, as soon after in 1926, a certain Bey (or "Sir") Ahmed Naguib owned the car in Cairo. 54PB stayed there, and in 1947 it was in the hands of Mr. Gregory Malacos, before passing to H. Williamson in 1949 and then finally to a Mr. Platt. All were Cairo residents.

In the 1971 book *Twenty Rolls-Royce Silver Ghosts* with text by Phil May and paintings

by Melbourne Brindle, 54PB is featured in a double spread. According to the book, Dr. Robin O. Barnard of Chiddingfold, Surrey and Mr. H. Vivian of London learned of the existence of 54PB in 1956. They tracked down Mr. Platt in Cairo. Unusually, he offered that Barnard and Vivian loan the car, provided they shipped it to the UK and performed any necessary restoration work. As the restoration progressed, it was ascertained that 54PB remained in exceptionally good condition, where the dry Egyptian climate had contributed to its state of preservation. As the engine seemed to be in largely original condition, it was deemed that the car was a low mileage example.

At the time when Barnard and Vivian received 54PB, the bodywork was original and solid, with no wood rot, again as a result of the dry climate in Cairo. Some small damage to the wood

decking on the skiff rear end was repaired, and some minor accessories were replaced. After the work was completed, Mr. Platt visited the two "curators" in London. Pleased with the result, he sold them the car, which they kept for nearly three decades until 1985 when 54PB passed to the famous collection of Robert Barrymore in California.

Today, 54PB presents beautifully with lovely patina and a high degree of originality. The body and side panels appear to be mahogany, while the deck is cherry or a similar wood with well-preserved stain and varnish. The brightwork in general appears unrestored, while the C.A. Vandervell headlamps, tail lights and side lights match. It is therefore likely that they were originally fitted to 54PB, although it should be noted that the headlights have now been converted to electricity. The gauges are period





BILEN DER TILBYDES

correct, including a coveted Elliot Brothers speedometer, as are the Boa Constrictor horn and four-speed gearbox.

The chassis, underbody and running gear of 54PB appear largely original, and it is possible that the body has never been taken off the chassis rails, although this cannot be verified. Additional parts that appear to be original to the car include the stamped springs as well as a set of belly pans. The top and sidemount covers were renewed in 2004. At that time, the engine bay was detailed and all aluminium, brass and copper parts were polished. Some mechanical work was done, the fuel and electrical systems, transmission and engine.

With its very light and rakish coachwork, 54PB must rank as one of the most sporting Silver Ghosts ever built, and it may well be the only

existing Ghost with a wooden skiff body. 54PB will be eligible for the most desirable of the early car tours, and with its superior power to weight ratio, will provide pleasing handling and performance. A series of knowledgeable collectors have allowed 54PB to age gracefully while ensuring that the mechanicals have been well maintained. It is a well-known, charismatic and tasteful automobile that will enhance any collection, not to mention a collection of great Edwardian Rolls-Royce.

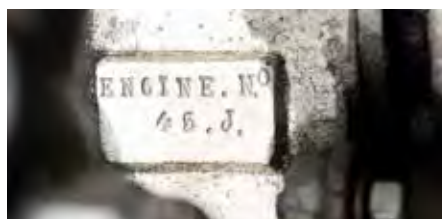
Chassis 56PB blev testet den 29. april 1914, og derefter leveret til Rolls-Royce France. Herefter kom bilen til Bruxelles, hvor ejeren i 1919 efter afslutningen af Første Verdenskrig fik konstrueret det nuværende karosseri af den esoteriske karosseribygger Schapiro-Schebera i Berlin. I bogen *The Edwardian Rolls-Royce* står der, at chassiset efter sigende oprindeligt var udstyret med et lukket karosseri af en ukendt karosseribygger.

I 1925 fandt bilen vej til Ægypten, og i mere end tre årtier sørgede en række ejere samt det tørre ægyptiske klima for bilens fine, velbevarede tilstand, da den endelig kom til England i 1956. De nye engelske ejere beholdt bilen i næsten 30 år, og den blev solgt til en amerikansk samler i Californien i 1985.

I dag fremstår 56PB smuk med dejlig patina







og en høj grad af originalitet. Karosseriet og sidepanelerne er formodentligt lavet af mahogni, mens dækket er lavet af kirsebærtræ med en velbevaret bejdse og lak. Generelt forekommer de blanke dele at være ikke-restaurede. Chassis, undervogn og de mekaniske dele forekommer for det meste originale, og det er muligt, at karosseriet og chassiset aldrig har været adskilte.

Bilen er formodentlig en af de mest sportslige Silver Ghost som nogensinde er bygget, og det er måske det eneste eksisterende eksemplar med skiff karosseri i træ. 56PB er en kendt, velproportioneret og spændende vogn, som vil berige enhver samling af betydning.

DKK 7,200,000 - 9,200,000
EUR 950,000 - 1,225,000
GBP 675,000 - 875,000
USD 1,050,000 - 1,350,000

EU Taxes paid
 With Danish Registreringsattest



1937 ALVIS 4.3 LITRE SPECIAL DROPHEAD COUPE

Coachwork by Wilkinson in the style of Vanden Plas

Chassis no. 14315

Engine no. 142063148

4,387 cc OHV Inline 6-cylinder Engine

Three SU Carburettors

137 bhp at 3,600 rpm

4-Speed Synchronized Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Large and elegant open tourer suitable for many events*
- *Lovely Vanden Plas-style coachwork*
- *Nut and bolt restoration that presents beautifully*
- *Exquisitely detailed engine compartment*
- *Exciting and impressive color combination*



THE ALVIS 4.3 LITRE

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3 Litre in August 1936. The 4.3 Litre was based on the 3½ Litre Speed Twenty-Five introduced the previous year and was powered by an enlarged version of Alvis's new seven-bearing, overhead-valve engine producing 137 bhp.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3 Litre was certainly one of the few pre-war saloons capable of a genuine 100 mph, and the short chassis open cars were even faster. Well built and endowed with a generous wheelbase, the Alvis Six attracted some of the finest examples of the prewar coachbuilders' art, though the 4.3 Litre's chassis-only price of GBP 750 meant that ownership was necessarily confined to wealthy connoisseurs. Only 198 cars had been delivered when the outbreak of World War II stopped production.

THE MOTOR CAR OFFERED

This Alvis 4.3 Litre short chassis with Vanden Plas-style tourer coachwork was delivered in 1937 as a Standard Saloon with UK registration number ABT322. The first owner was Mr. Harold Hall Esq. of Walkington Hall, Walkington, near Beverley in the East Riding of Yorkshire.

Around the year 2000, chassis 14315 was in need of a complete restoration. The British owner at the time had the car dismantled and stripped back to the bare chassis. Mechanically everything was extensively overhauled. This included the fitting of refurbished front and rear axles, a reconditioned gearbox, re-cored radiator, new clutch and a new wiring loom. Using the crankcase from another 4.3 Litre engine (number 14206) as its basis, the replacement straight-six was treated to a new cylinder block, new cylinder head, new water

pump, re-metalled bearings, new pistons and refurbished carburettors.

As the project progressed, the owner decided to have the car re-bodied. Respected coachbuilders Wilkinson & Son of Derby were given the honour of reconstructing new coachwork for the car using a period Vanden Plas design as their template. Although far from universal, the use of metallic paint was well established by the late 1930s. The Aubergine metallic tone used on 14315 combines beautifully with the handsomely executed dove-grey leather interior, the superb brightwork and the machined dashboard. A comprehensive photo file with invoices documenting the restoration comes with the car.

14315 was imported to the Netherlands some years ago. It was subsequently sold by Lex





BILEN DER TILBYDES

van Lammeren of Lex Classics, a well-known continental specialist trading in English sport cars and other exclusive classics from whom Henrik Frederiksen purchased this car and it has seen minimal use since. The restoration presents as fresh, including the exquisitely detailed engine compartment. This capable and impressive Alvis is an opportunity for the astute collector to acquire a large grand touring car at an attractive price that will be suitable for any number of touring events.

Bilen blev leveret i 1937 og var udstyret med et *Standard Saloon* karosseri, på det korte 4.3 Litre chassis. Omkring år 2000 trængte chassis 13415 til en total restaurering. Den engelske ejer fjernede bilens karosseri og restaurerede hele chassiset. En erstatningsmotor blev konstrueret ved at genanvende krumtaphuset fra en anden 4.3 liter motor (nummer 14206). Det velrenommerede engelske firma Wilkinson & Son i Derby fik æren af at rekonstruere et nyt karosseri, som var baseret på et tidsskorrekt Vanden Plas design.

14315 blev importeret til Holland for nogle år siden, inden den kom til Danmark til Frederiksen Samlingen. Bilen står stadig i nyrestaureret tilstand og er klar til at bringe glæde til en skarpsindig samler, som ønsker en stor *Grand Touring Car* til en fordelagtig pris.

DKK 900,000 - 1,100,000
EUR 110,000 - 140,000
GBP 80,000 - 100,000
USD 125,000 - 160,000

EU Taxes paid
 With Danish Registreringsattest



1934 CADILLAC V-16 SERIES 452 CONVERTIBLE SEDAN

Coachwork by Fleetwood

Chassis no. 5100040

Engine no. 5100040

452 ci OHV 45 Degree V-16 Engine

Dual Detroit Lubricator Updraft Carburetors

185 bhp at 3,400 rpm

3-Speed Synchromesh Manual Transmission

IFS Coil Spring Suspension, Leaf Sprung Rear Axle

4-Wheel Vacuum Assisted Mechanical Drum Brakes

- *Fascinating history*
- *Exquisite restoration performed by expert restoration shops*
- *Pebble Beach Concours d'Elegance Second in Class*
- *Previously owed by prominent US collectors*
- *Stylish and powerful American Classic*



THE V-16 CADILLAC

The incredible Cadillac V-16 engine was sprung on an unsuspecting market in late 1929 in a flurry of announcements, dealer presentations, previews for privileged clients and public auto shows. The surprise was complete, and while competitors publicly scoffed at the V-16's size and complexity, privately they marvelled and quickly retired to their drawing boards.

Hidden from public view but very important to Cadillac in conveying the sleek, refined, subdued image of the V-16's quiet, confident power, the V-16 engine was as much a triumph for the stylists as it was for Cadillac engineering. Everything suggesting the minutiae of function was hidden. The spark plug wires travelled from the distributor to the plugs under covers. The valve covers, manifolds and even carburetors were monochromatic with only carefully selected details and highlights. There were

no exposed oil lines. It was a sleek, modern statement of machine age design, carefully detailed and refined.

The first Cadillac V-16s were enthusiastically received but soon ran into the reality of the Depression. Production ran virtually unchanged through 1931, while 1932 ushered in a redesign with longer, lower bodies and freestanding headlights among other changes. Cadillac built only 300 V-16s during 1932, a huge drop from the nearly 3,000 built in the enthusiasm of 1930. Production never recovered, making the 1934 model a rare automobile.

THE MOTOR CAR OFFERED

In 1934, Thomas Stonborough a well-to-do stockbroker purchased Cadillac 452-D Series 5780 five passenger convertible sedan with engine number 5100040 through a Cadillac agency in New York. Priced at a heady USD 7,850, the car was a special order, with a division between the driver and passenger compartments, the goddess hood ornament specified in silver and no heater, as 5100040 was intended to be a chauffeur-driven summer car. The livery was a distinguished black over black with black interior and a unique black leather victoria top. Stonborough kept the car for more than a decade. He left the USA shortly after the Second World War, and it is believed that he disposed of his giant Cadillac convertible at that time.

Archie Marcotte, a railroad worker and racecar driver of Dickinson, North Dakota, bought





5100040 in 1949. He and a friend named Richard Wehner removed the 16-cylinder powerplant from the Cadillac chassis and dropped it into a 1937 Ford frame. The sixteen was given a Harmon and Collins three-quarter race cam, a special intake manifold, eight Stromberg 97 downdraft carburetors and three fuel pumps enabling it to burn an intoxicating mixture of gasoline, water, alcohol and castor oil. This mean machine was then given a homemade streamlined body and christened "Sweet Sixteen".

While this multi-cylinder rocket was fast in a straight line, the engine was too much for the simple Ford underpinnings, so Marcotte constructed a tubular space frame, removed the transmission and clutch and coupled the engine directly to a Mercury rear axle and fitted this new Mad-Max style concoction with

the pilot's seat from a B-29 Stratofortress bomber. The chassis and body of 5100040 was given a Mercury flathead V-8 and the elegant convertible was used to tow the dirt track racer.

It is not known whether the racer was successful. Marcotte moved to Glendive, Montana and left the cars that were bought by Monty Holmes of Washington State in 1974. He gave both cars to his son Monty Holmes, Jr. in 1975, exhorting him to "Keep the dream alive." The young man did, but it would be more than two decades before he took on the job of bringing 5100040 back to its former glory. Holmes had made sure that all the original parts had been retained, while also collecting up over the years whatever happened to be missing. The fabulous V-16 engine was removed from "Sweet Sixteen" and restored to original

specification along with the rest of the V-16 chassis and gearbox, and then reunited.

In 2001 the bare chassis was displayed in all its glory in Class X on the field at the Pebble Beach Concours d'Elegance. The compromised wood supporting the sheet metal was replaced by Cadillac V-16 expert Sonny Elliott in Kansas City, while the leather upholstery and convertible top were redone to exacting standards in Michigan. Upon completion in 2009, this significant motor car was invited back to Pebble Beach, where it took second in class. In August 2012, Monty Holmes, Jr. consigned his carefully executed Cadillac to the Pebble Beach Auction, where it was acquired by Henrik Frederiksen.

There are various new old stock and restored parts available with this car including a radiator grille, distributor cap and rotor arm, ignition





BILEN DER TILBYDES

coils, horn relay, dimmer switch, headlamp lenses, Jack, radio assembly and power unit.

Chassis 5100040 is one of the largest and most impressive convertibles ever built, attractively equipped with the fittings appropriate to such a fine, luxurious automobile. It is a car that exudes luxury and privilege. The staggering attention to detail and authentic presentation of this car is singular and seldom encountered. With its gleaming coachwork accentuated by tasteful Art Deco brightwork, it is a multi-cylinder 1930s convertible that speaks directly to the knowledgeable collector who is looking for the very best to enhance his collection.

Denne imponerende 16-cylindrede Cadillac blev leveret i 1934 og var en specialordre, som blev bestilt af en velhavende børsmægler i New York. Den var udstyret med adskillelse mellem fører og passagersædet, samt den såkaldte gudinde kølerfigur udført i sølv. Bilen var tænkt som en sommerbil med chauffør, hvorfor den var bestilt uden varmeapparat. Karosseriet var sortlakeret, interiøret var også i sort, og den havde en speciel kaleche i sort læder.

Den første ejer havde bilen i mere en ti år og solgte den kort efter Anden Verdenskrig. 5100040 blev købt af Archie Marcotte fra North Dakota, som afmonterede den smukke 16-cylindrede motor og monterede den efterfølgende i et chassis fra en 1937 Ford. Denne Ford fik et hjemmelavet strømlinjekarosseri og blev døbt *Sweet Sixteen*. Chassiset og karosseriet fra den

oprindelige Cadillac fik en Mercury V-8 motor transplanteret, hvorefter den elegante cabriolet blev brugt til at bugserer *Sweet Sixteen* til *dirt track* racerløb.

I 1974 blev begge køretøjer købt af Monty Holmes fra staten Washington på Vestkysten. Han forærede dem til sin søn, hvorefter der gik tyve år inden sønnen gjorde noget ved bilerne. Han havde imidlertid beholdt alle de originale dele mens han forberedte restaureringen af motoren, chassiset og gearkassen. Da alt var restaureret og samlet på chassiset, blev det nøgne chassis vist på Pebble Beach Concours d'Elegance i 2001. Herefter blev karosseriets træramme og metalplader restaureret, og interiøret og kalechen blev reproduceret som nøjagtige kopier af de originale. Den færdige bil blev vist igen på Pebble Beach i 2009, hvor den blev nummer to i sin klasse.





Denne storslåede 16-cylindrede Cadillac taler til den indsigtfulde samler, som ønsker et nøjagtigt og autentisk eksemplar af en af de mest imponante Cabrioletter der nogensinde er bygget.

DKK 3,000,000 - 4,000,000
EUR 390,000 - 510,000
GBP 275,000 - 375,000
USD 425,000 - 585,000

EU Taxes paid
 US Import duty exempt
 With Danish Registreringsattest
 Registered by engine number



23

1937 MAYBACH SW-38 'SPECIAL ROADSTER'

Coachwork in the style of Spohn

Chassis no. 1834

Engine no. 11294

3,790cc OHC Inline 6-cylinder Engine

Two Solex MMO VS 35 Carburetors

140 bhp at 4,000 rpm

5-Speed Maybach DS G 35 Manual Transmission

4-Wheel Independent Suspension

4-Wheel Mechanical Drum Brakes

- *Exceptionally well restored example of the luxurious SW-38*
- *Magnificent re-created coachwork in accordance with period Spohn design*
- *Highly correct in proportion and detail*
- *A star car at any event*



THE MAYBACH SW-38

Gottlieb Daimler and Wilhelm Maybach can be considered two grandfathers of mechanical transportation, and both the *Daimler Motoren Gesellschaft* and the *Maybach Motorenbau* had great impact on the early history of the automobile. Wilhelm Maybach worked closely with Gottlieb Daimler during the development of the very first automobile at roughly the same time that Karl Benz was developing his *Patentmotorwagen*.

Maybach was an incredibly gifted engineer, who among his many inventions could count the honeycomb radiator and the atomising carburetor. Prior to and during World War I, he performed development work on a number of aircraft engines, while perfecting his own large displacement V-12 used to power the dirigibles invented by Count Zeppelin. Maybach's original intention was to remain an engine manufacturer,

but he had difficulty finding a market for his technically superior, but always expensive and complex products.

The first Maybach W3 automobile was introduced in 1921, and development over the ensuing years culminated with the fabulous V-12 type DS-7 and DS-8 in the early 1930s. While the absolute pinnacle of engineering at the time, these models were, on the one hand, very large, usually requiring a chauffeur, and incredibly expensive, exclusive and heavy on maintenance on the other with their many cylinders and 8-speed pre-selector vacuum assisted gearboxes. Few had the need for such an over-the-top machine, and even fewer could afford it.

The smaller type SW-38 was introduced in 1936. This was the final model to be

released before the war and was available in three versions with straight-six engines of 3.5 litre, 3.8 litre and 4.2 litre capacities. The engineering was a tour-de-force, and the automotive world was stunned by this 6-cylinder car, which was capable of reaching speeds close to 100 mph, a bench-mark velocity during the era. The build quality remained on par with the DS cars, and the exquisite manufacture of even the smallest accessories left absolutely nothing to be desired. Customers were captivated by this new lighter and more agile model. It was a deserved commercial success for the marque and sold well in consideration of its exclusivity. A total of 520 chassis were built between 1936 and 1939, which was a substantial number in Maybach terms. Only around 152 of these fabulous Maybachs are known to exist today, so ownership continues to be very exclusive.







THE MOTOR CAR OFFERED

While the SW-38 was meant to be a new smaller Maybach, “small” is a relative value, and it is only in relation to its gargantuan siblings that the SW-38 can be considered a compact automobile. By any other standard, the SW-38 *Special Roadster* on offer today is a large, imposing two-passenger convertible, graced with the shapely and supple lines that only a substantial car on a long chassis can possess.

Chassis 1834 was discovered in Hungary some years ago by the well-known German classic car dealer Eberhard Thiesen. The chassis was originally fitted with Pullman Limousine type coachwork, which while practical from a people-mover stand point, did the exclusive chassis no favors in the looks department. Since the original body was in a poor state, it was decided to construct the current body based on period Spohn drawings of another

car. The mechanicals and the chassis were restored as correctly as possible and to a high standard. The cream leather interior was also trimmed to a luxurious standard. A correct type engine is fitted, although according to Mr. Thiesen, it may possibly not be the original engine first installed in the chassis. The work was performed over a period of years by UAB Motorai in Vilnius, Lithuania under the close supervision of Mr. Thiesen.

Everything about this car speaks of the craftsmanship and attention to detail that was par for the course during its construction. In period, the *Special Roadster* was the most sporting bodywork available on the most sporting Maybach chassis. With its two-tone light and dark blue paint and many chrome accents, blue top, the striking sweep of its well-proportioned wings and the long slope of the

rear deck which carries the continental spare, it is in every way a breathtaking car which will be a tough act to follow, irrespective of where it may be shown. This is an incomparable opportunity to acquire an exceptionally unique and aristocratic motorcar.





BILEN DER TILBYDES

Denne Maybach SW-38 er Maybachs såkaldt "lille" model – dog må størrelsen betragtes som relativ i forhold til de enorme, 12-cylindrede luksusbiler som Maybach også er kendt for. I enhver anden sammenhæng er denne SW-38 *Special Roadster* en stor, imponerende topersoners cabriolet med netop de smukke og velproportionerede linjer som kun en imponant bil på et langt chassis kan opnå.

Chassis 1834 blev fundet i Ungarn af den velkendte tyske klassiske forhandler Eberhard Thiesen for nogle år siden. Chassiset var oprindeligt udstyret med et *Pullman Limousine* karosseri. Da dette originale karosseri var i faldefærdig stand, og der ikke var meget positivt at sige om det ud fra en æstetisk betragtning, blev det besluttet at kreere det karosseri, som bilen har i dag. Designet er baseret på en Spohn tegning fra perioden.

Chassiset blev samtidig restaureret til en høj standard, og en motor af den korrekte type blev monteret. Arbejdet blev udført af UAB Motorai i Vilnius, Litauen under Thiesens opsyn. Thiesen solgte den færdige bil til Frederiksen samlingen i december 2013.

Denne Spohn kreation er ekstremt korrekt hvad angår både proportionerne og detaljerne. *Special Roadster* var det mest sportslige karosseri på det mest sportslige Maybach chassis. Denne bil repræsenterer muligheden for at kunne erhverve en helt unik og aristokratisk bil med sportslige præstationer.

DKK 8,500,000 - 10,000,000

EUR 1,100,000 - 1,310,000

GBP 790,000 - 940,000

USD 1,225,000 - 1,450,000

EU Taxes paid

With Danish Registreringsattest



The unique Pietro Frua

1973 ROLLS-ROYCE PHANTOM VI CABRIOLET

Coachwork by Frua

Chassis no. PRX4705

6,230 cc OHV V-8 Engine

Twin SU Carburettors

4-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *One of the most extravagant Convertibles ever built*
- *Built for Consul van Kempen of Switzerland and Monaco*
- *Striking Pale Green metallic over White livery*
- *One of the most luxurious coachbuilt cars of the era*
- *Unique one-off body by Pietro Frua*



THE ROLLS-ROYCE VI

Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145 inch wheelbase as the IV, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. Now built by the combined firm of H.J. Mulliner, Park Ward Ltd., the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

374 Rolls-Royce Phantom VI were built. All but six received bodies by Mulliner Park Ward. Out of this number, 355 were limousines

plus eleven landaulettes using the Mulliner body. Four chassis-cum-engine assemblies were supplied to the funeral trade. The only exception was two chassis that were bodied by Pietro Frua.

THE MOTOR CAR OFFERED

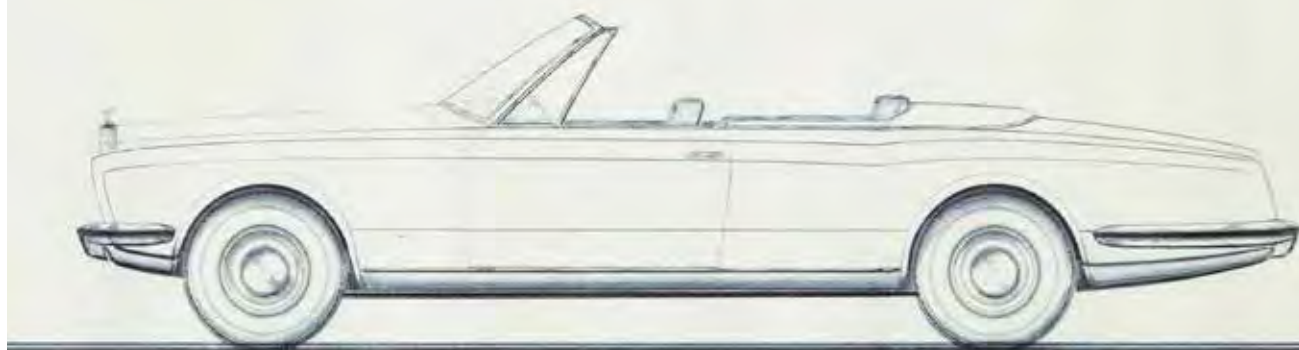
PRX4705 may quite simply well be the largest and most imposing two-door convertible existing in the world today – and most likely one of the largest two-door convertibles ever built. Although it has a four-door sibling that at some point was owned by the famous Blackhawk Collection in California, the car on offer today is a unique one-off in every respect. It was created by the world famous Maserati designer Pietro Frua in his crisp signature style to a special order received in 1971 from H.E. Consul Simon van Kempen of Switzerland and Monaco. It remains an automobile that will stop passers-by in their tracks wherever it is shown.

The chassis was dispatched to Switzerland on 24 November 1971 with a declared value of GBP 6,265 plus GBP 492 for various accessories – a massive amount at the time. It was delivered to the Garage de l'Athenee in Geneva that





The final design renderings for the magnificent Frua Phantom VI Cabriolet. ©Frua



*Studio di Cabriolet a 4 posti su "ROLLS-ROYCE PHANTOM VI":
espressamente eseguito per il Sig. "SIMON v. KEMPEN"*



had the task of assisting Pietro Frua during the construction of the one-off body. Frua had worked for the Swiss coachbuilding company Ghia-Aigle, which may explain why he was chosen to design Consul van Kempen's car. His initial rendering was numbered 869, but after some alterations to the wheel arches, the final design was labelled 870 and shows the car as built.

It took two full years to complete this stunning convertible, the process being endlessly delayed by the Italian-English language barrier between Frua and Rolls-Royce, while a British chassis measured in inches did not make life easier for the metric Italians. The fact that Consul van Kempen decided in the middle of everything that he wanted the classic Rolls-Royce radiator inclined at an angle, thereby fundamentally changing the front end design of the car, did not spur matters along either.

The seats were trimmed with specially selected leather of finest quality, the luggage compartment and floors received light leather-bordered carpets, the steering wheel received hand-stitched leather trim, and the horn button was engraved with the owner's initials. Frua sprinkled the bodywork liberally with R-R logos above the taillights and on the side trim. Tool compartments were not in the trunk, but in neat receptacles on both sides of the engine under the bonnet, which is piano hinged and opens separately in the classic manner. As delays mounted, door locks and other mechanisms were sourced from Mercedes-Benz. In the end, Consul van Kempen threatened to cancel the whole thing.

The final Rolls-Royce inspection of the finished car, which was necessary in order to receive the warranty papers, took place in Italy on 5 September 1973. Although he did not take delivery

until that time, Consul van Kempen was delighted with his giant convertible and kept it until 1997, using it extensively. It was subsequently acquired by Walter Steinemann, a second long-term owner, who retained PRX4705 until it was purchased by Henrik Frederiksen. The car remains in wonderful condition today with pale green metallic paint, complemented by a luxurious off-white leather interior. It is ready to provide its new owner with glamorous top-down motoring on the open road.

Very few Phantom VI chassis were sold to the trade. Chassis PRX4705 is one of these extremely rare examples, and therefore presents a remarkable opportunity for the dedicated Rolls-Royce collector. The combination of its absolutely stunning size and presence, coupled with Pietro Frua's unique and compelling Italian bodywork, makes the possibility to purchase PRX4705 an absolutely unique occasion, not to be missed.





BILEN DER TILBYDES

Denne bil er formodentlig den største og mest overdådige todørs cabriolet i verden, og måske en af de største todørs cabrioletter der nogensinde er bygget. Den oprindelige ejer som også bestilte bilen, var Hans Excellence, Consul Simon van Kempen, som boede i Schweiz om vinteren og i Monaco om sommeren.

Chassis PRX4705 er det store Phantom VI chassis, som normalt blev udstyret med et omfangsrigt Rolls-Royce limousinekarosseri til statsbrug. PRX4705 blev eksporteret uden karosse den 24. november 1971 fra Rolls-Royce til Garage de l'Athenee i Geneve. Derefter gik chassiset til italienske Pietro Frua i Torino, kendt for sine vidunderlige Maserati og Monteverdi kreationer. Frua gik omgående i gang med at bygge det ekstraordinære cabriolet karosseri efter et eget design, afstemt med Konsul van Kempen. Det tog mere end

to år inden den gigantiske og unikke kreation stod færdigbygget! Rolls-Royce udførte den garantimæssige slutinspektion på bilen den 5. september 1973 i Italien.

Consul van Kempen var så glad for bilen, at han brugte den flittigt frem til 1997, hvor den blev solgt til ejer nummer to, som også beholdt bilen i mange år indtil Henrik Frederiksen købte den i 2013. Bilen står stadig i fantastisk stand og er klar til en ny ejer, som kan se frem til særdeles glamourose køreoplevelser.

DKK 2,000,000 - 2,600,000

EUR 255,000 - 340,000

GBP 180,000 - 240,000

USD 290,000 - 375,000

EU Taxes paid
With Danish Registreringsattest



The ex-Richard Solove

1910 ROLLS-ROYCE 40/50 SILVER GHOST 'BALLOON CAR'

Coachwork by Wilkinson & Sons in the style of H.J. Mulliner

Chassis no. 1513

Engine no. 14F / 1513

7,428 cc L-Head Inline 6-cylinder Engine

50 bhp at 1,500 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- Faithful recreation of the lost Charles Rolls Balloon Car
- Beautifully presented inside and out
- Previously part of the respected Richard Solove Collection
- Ex-Millard Newman, and the Prestley Blake Collection
- Fitted with Barker Landauette body when new



THE ROLLS-ROYCE SILVER GHOST

Although the 40/50 H.P. model would have earned its "The Best Car in the World" sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the "Silver Ghost". Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Henry Royce and entrepreneur the Honourable Charles Stewart Rolls after they first met in 1904, had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V-8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50 H.P. The latter had first appeared at the 1906 Motor Show and became known as the "Silver Ghost" the following year, when chassis number 60551 was exhibited wearing silver-painted tourer coachwork by Barker.

Charles Stewart Rolls spent much of his time marketing the cars to other well-heeled clients, especially by entering Tourist Trophy races in the UK and on the Continent. Both Henry Royce and Claude Johnson took a dim view of these daredevil exploits. Rolls then turned to lighter than air flying, which Royce and Johnson must have deemed less dangerous for some reason. As early as 1906, Rolls participated in a balloon race in Massachusetts and he quickly grew passionate about his new sport, also becoming an early airplane pilot in the process. He eventually made more than 130 balloon flights, before crashing to his death in Bournemouth in a flying exhibition event in July 1910 piloting a Wright Brothers aeroplane.

THE MOTOR CAR OFFERED

Never one to do things by halves, in 1908 Charles Stewart Rolls had the prestigious coachbuilder H.J. Mulliner create a very special body that was originally termed a *Victoria de Luxe* on 40/50 H.P. Silver Ghost chassis no. 60785. The body was conceived as a Roadster with a cape top and a long platform behind the seats, where Rolls' balloon basket could be loaded at the conclusion of a flight. The soft and flexible rear fenders were made of patent leather, so that there would be no damage when the balloon basket was loaded and unloaded. In short order; this bespoke concoction became known as the famous Balloon Car.

Chassis 1513, which is the car on offer, was first fitted with Landauette coachwork by Barker and was first sold via J.B. Ferguson to Mrs. William T. Carter of 2116 Walnut Street, Philadelphia, Pennsylvania. By 1960, the car





had passed to an M. George in Massachusetts, and in 1969, 1513 was with the late Rolls-Royce connoisseur Millard Newman in Florida. Charles Rolls' original Balloon Car passed through a number of hands and was lost around 1923. Since then, a number of replicas of varying quality have been built over the years. Around 1970, Millard Newman supervised the construction of two extremely accurate Balloon Car replicas, one of them on chassis 1513. The first car went to the famous Harrah Collection in Reno, Nevada, while Newman kept the second car, which is the car offered today.

The two faithful replicas commissioned by Millard Newman of the Mulliner Balloon Car Roadster bodies are believed to have been constructed by Wilkinson & Sons of Derby, England. Wilkinson & Sons had been established in 1904 to manufacture and repair

horse-drawn vehicles, and by the 1920s, the company had graduated to coachbuilding for the motor trade. Wilkinson & Sons continues to construct and restore bodies using old fashioned techniques and craftsmanship.

In 1973, Newman sold 1513 to S. Prestley Blake, co-founder of Friendly Ice Cream and an early major collector of prestigious antique and classic cars. Blake kept 1513 until August 1991, when he sold it to fellow Rolls-Royce enthusiast Richard J. Solove, who maintained the car with fastidious care. It has earned AACA National First honours and took first place in the Early Ghost class at the Rolls-Royce Owners Club annual meet in Monterey, California in 1991.

The most notable feature of the coachwork is the long platform to the rear where Rolls would have mounted his balloon basket. In addition,

there is a dickey for occasional passengers, a raked brass-framed windscreen and cane-work on the body side by the front seat. Since 2011, the car has been repainted in elegant dark blue, while its beige leather adds a note of luxury. Coupled with the sheer size of the car and the many brass accoutrements, the total effect is dramatic to say the least.

Fittings include a brass bulb horn, Elliott double speedometer-odometer, fuel and oil pressure gauges and copious lighting and Rudge-Whitworth wheels. It should be noted that 1513 has been fitted with a generator and an electrical outlet. The radiator cap wears an Automobile Association badge – Charles Stewart Rolls was an early and prominent member. 1513 is an outstanding Edwardian Rolls-Royce which captures the excitement Rolls must have felt when returning from one of his balloon races.







BILEN DER TILBYDES

Chassis 1513 er udstyret med en nøjagtig replika af det berømte Silver Ghost Balloon Car karosseri. Charles Stewart Rolls deltog i konkurrencer for varmluftsballon, og i 1908 fik han H.J. Mulliner til at lave et specialbygget karosseri med en kort kaleche og en lang platform bag sæderne beregnet til at Rolls kunne transportere ballonkurven til hans varmluftsballon. De bløde og fleksible bagskærme var lavet af laklæder for at undgå skader under af- og pålæsning af luftballonen. Mulliner kaldte karosseriet for Cape Victoria, men det blev hurtigt kendt som Balloon Car. Den oprindelige Balloon Car gik tabt omkring 1923.

Chassis 1513 som sælges i dag, var oprindeligt udstyret med et landaulette karosseri af Barker. Omkring 1970 blev Balloon Car karosseriet replikeret i to eksemplarer, hvoraf det ene blev monteret på 1513. Det menes at Wilkinson &

Sons i Derby, England fik opgaven, fordi firmaet var kendt for at anvende traditionelle teknikker og håndværk. Resultatet er smukt, og bilen har vundet en række priser i USA.

Med det overdådige tilbehør i messing samt rørfløet på karosseriet fremtræder denne store bil mildest talt dramatisk. Chassis 1513 er et fremragende eksempel på en Rolls-Royce fra før Første Verdenskrig, hvor den fremtidige ejer kan genopleve den begejstring, som Charles Stewart Rolls må have følt når han transporterede ballonkurven tilbage efter konkurrencerne.

DKK 4,600,000 - 6,200,000
EUR 610,000 - 820,000
GBP 425,000 - 575,000
USD 670,000 - 910,000

EU Taxes paid
 With Danish Registreringsattest



26

The ex-Alexander Kennedy Miller 1933 STUTZ DV-32 ROADSTER Coachwork by LeBaron

Chassis no. DV241505
Engine no. DV33210

322 cid DOHC Inline 8-cylinder Engine, 4-valves per Cylinder
Dual-Throat Stromberg EE-3 Carburettor
156 bhp at 3,900 rpm
3-Speed Warner Transmission with Freewheeling
4-Wheel Lockheed Hydraulic Brakes

- *Rare unmolested example, CCCA #2464*
- *One of two DV-32 LeBaron Roadsters built in 1933*
- *Beautiful restoration by Steve Babinsky*
- *From the legendary Alexander Kennedy Miller Stutz hoard*
- *Powerful and technically advanced DV-32 engine*



THE STUTZ DV-32

As a result of the emerging “cylinder wars” of the early 1930s, Stutz became aware of the need to create something new to attract attention. Being a small company that did not have the resources to develop a complex V-12 or V-16 engine, Stutz nevertheless had experience in motorsports, particularly with 4-valve engines. Based on this, Stutz decided that with the higher-revving Vertical Eight engine, which had been introduced in 1926, the benefits from this valve arrangement would outweigh the cost of developing a multi-cylinder engine.

Stutz adopted twin-overhead camshafts with a Link-Belt silent chain to drive them and a cross-flow design with near hemispherical combustion chambers. This new DV-32 engine would boost power from around 125 hp to nearly 160 hp, and save for the Duesenberg J, this design had not previously been seen on any other American passenger car.

THE MOTOR CAR OFFERED

The story of this rare Stutz DV-32 LeBaron Roadster is very much the story of the eccentric miser Alexander Kennedy Miller of East Orange, Vermont. Son of a wealthy stockbroker, he had bought his first Stutz while still in high school and continued to buy Stutz Bearcats for a fraction of their worth at bankruptcy sales. To neighbors, Miller and his wife, Imogene, were recluses. They had no children, lived frugally, dressing in ragged clothing and rarely socialized beyond church affairs. The house had no central heating, little electricity and antiquated plumbing.

Over the decades, as he grew increasingly eccentric and taking on a shabby appearance, Miller assembled a comprehensive collection of 35 Stutzes. On 23 October 1993, at the age of 87, he fell from a ladder while putting a storm window on his house. But the strange story of Alexander Kennedy Miller did not end

there. Investigators for the estate uncovered a million dollar pirate's hoard of gold and silver. This included USD 800,000 worth of gold bars and coins found in the woodpile, USD 200,000 worth of silver coins in the crawl space under the building, as well as USD 700,000 worth of promissory notes and USD 200,000 of stocks and bonds that were found after drilling Miller's safe, buried deep in mud under the floorboards of a schoolhouse on the property.

It was said that the IRS guarded the property for three months prior to the auction. Miller never paid Social Security or income taxes, and claims were brought against the estate totaling USD 7.3 million by the Federal Government and USD 899,742.45 by the State of Vermont. To help pay off the debts, on 7 and 8 September 1996, Christie's held one of the first historic barnfind auctions on Miller's 81-acre property.







Collectors flocked to the cluttered, unheated barns and sheds, thick with cobwebs, in which Miller had stored his vehicles for decades. The cars were complete down to their flower vases but dulled and faded as only time will do.

One of the cars hiding in Miller's barn was the powerful Stutz DV-32 LeBaron roadster, chassis DV241505, which is being offered today. At the auction, the car was acquired by Calvin G. High, who had driven 500 miles to be on-site. When he inspected the car, High found that it was an original complete car in good condition, with what was believed to be 46,000 original miles. All of Miller's cars had been placed on 10 cm jacks, which had allowed them to survive the Vermont winters better than could be expected.

Calvin G. High has recounted that "... I was so excited about the 1933 DV-32 Stutz that I just

held up my paddle until it was knocked off to me. When the bidding was over and payment made, I turned to my restorer, Steve Babinsky of Automotive Restorations, Bernardsville, New Jersey, and said, 'It is all yours.' He just happened to have an empty trailer there. By 5pm on auction day it was on the trailer, ready to go for an 11-month total restoration."

The restoration has been performed with great attention to originality and authenticity. Since its completion in 1997, DV245105 has won several awards at Meadowbrook and Hershey. The restoration still presents beautifully. Subsequently, the car was acquired by the noted collector Charles B. Key and acquired latterly by Henrik Frederiksen. A very comprehensive file documenting the discovery and restoration of DV245105 comes with the car.

Only 110 cars were produced by Stutz in 1933, and DV245105 is one of two LeBaron Roadsters produced that year. It is finished in what are believed to be the original colours, two shades of tan with light tan upholstery and top. DV245105 presents a seldom encountered opportunity to acquire a very rare and unmolested example of a classic American icon – with that wonderful 8-cylinder four-valve twin cam engine to power it all. A rare opportunity indeed.





BILEN DER TILBYDES

Denne sjældne Stutz DV-32 med Roadster karosseri af LeBaron var del af en omfattende bilsamling, bestående af 35 Stutz plus det løse, som tilhørte en excentriker i Vermont på Østkysten af USA. Den blev solgt på en af de første historiske bilmåder eller ladefundsauktioner i September 1996. Bilen var i komplet og original tilstand og havde formodentligt kun kørt ca. 74.000 km. Den havde overlevet de hårde Vermont vintre i årevis, fordi ejeren havde sørget for at klodse den ordentligt op.

På auktionen blev chassis DV241505 købt af en mand fra Pennsylvania, som straks igangsatte en komplet restaurering af bilen ved Steven Babinsky. Efterfølgende har bilen vundet priser på Concours d'Elegance i blandt andet Meadowbrook og Hershey. Herefter blev bilen en del af den berømte Charles B. Key Samling, inden den blev købt af Henrik Frederiksen.

Bilen står stadig i smuk restaureret tilstand. Stutz producerede kun 110 biler i 1933, og DV245105 er én af blot to som blev udstyret med et letvægts Roadster karosseri af LeBaron. Dette er en unik mulighed for at erhverve et meget sjældent og helt autentisk klassisk amerikansk bilikon – med den magtfulde 8-cylindrede Stutz DV32 rækkemotor med fire ventiler per cylinder og dobbelt overliggende knastaksler.

DKK 3,300,000 - 4,600,000

EUR 430,000 - 600,000

GBP 300,000 - 425,000

USD 475,000 - 675,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



The ex-Peta Fisher - Blue Train challenging

1933 ROLLS-ROYCE PHANTOM II CONTINENTAL

OWEN SEDANCA COUPE

Coachwork by Gurney Nutting

Chassis no. 64PY

Engine no. PW15

7,668 cc OHV Inline 6-Cylinder Engine

120 bhp at 3,000 rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- Raced against the Blue Train from Calais to Antibes by Mrs. Peta Fisher
- One of only 12 PII Continental Owen Sedan Coupes built
- Expertly restored matching numbers car
- Exceptionally rare and elegant coachwork
- Offered with extensive history file including Rolls-Royce factory records



THE ROLLS-ROYCE PII CONTINENTAL

During the development of the Phantom II, the majority of the long distance testing was carried out on the long straight roads surrounding Chateauroux in France. This fact and Mr. Henry Royce's many journeys between the South of England and the South of France no doubt opened his eyes to the type of motoring not available upon England's narrow and windy roads. With long distance high-speed motoring in mind, the Phantom II Continental chassis was created, the project being personally overseen by Henry Royce with assistance from Ivan Evernden.

The whole car was conceived by Royce to be a more sporting and compact four-seater owner/driver motor car when compared to the long wheelbase standard Phantom II. Just 281 such chassis were produced and they differentiated themselves from their standard

cousins with thicker springs and a 6 inch shorter chassis, measuring 144 inches. With lightweight coachwork being fitted, the final result was a motor car capable of carrying four people in comfort at high speeds for many hours at a time over great distances.

The Continental is rightly considered by many to be one of the finest pre-war Rolls-Royces. The majority of Phantom II Continentals were fitted with close-coupled four-door closed coachwork. However, a small number were fitted with more stylish designs and few possessed the exquisite elegance of the Owen Sedan Coupe by Gurney Nutting of Chelsea in West London. Gurney Nutting are considered by many to be one of the premier pre-war coachbuilders, with their stylish and graceful designs retaining timeless appeal.

THE MOTOR CAR OFFERED

According to all known records, just twelve Owen Sedan Coupe bodies were built by Gurney Nutting for the Phantom II Continental chassis. Chassis 64PY is one of these twelve cars, which makes this particular Continental an exceptionally collectable automobile.

According to the noted Phantom II Continental historian André Blaize, 64PY first went to Sir Arthur Smith-Bingham in 1933, although this was struck off on the copies of the Rolls-Royce chassis records. Smith-Bingham sold 64PY on 4 December 1934 to a Ralph O. Phillips, who only kept it a few months, as by 26 March 1935, it was with the well-known Rolls-Royce dealer Jack Barclay. According to RROC records, 64PY went from here to Mr. Kenneth Fisher. Mr. Fisher's wife, Peta Fisher, is said to have had two great passions in life: Gambling and racing fast cars. According to various





sources and the Fisher family, Peta Fisher was in the late 1930s challenged by Binkie Beaumont to race the famous Blue Train, or *Le Train Bleu*, from Calais to Antibes. For the high-speed journey she is believed to have driven this very car, 64PY. On 20 February 1942, chassis 64PY was in the hands of Squadron Leader Archibald George Dunlop-Mackenzie, before passing back to Jack Barclay in late 1944. At the end of 1944, 64PY was sold to a Leonard A. Potter of Lantern Cars, situated both in the UK and New York, USA. It was possibly he who exported the car to the United States. From 1979 to 1982, it was owned by a Mr. Bellin, after which it passed through a number of owners before being acquired by the noted collector Alexander S. Andreadis in 1996.

Andreadis returned 64PY to Europe from the United States and kept the car in his

most prestigious collection until 2011.

Upon its arrival in London, the car was fully checked and reviewed by one of London's most knowledgeable and respected pre-war mechanics who maintained the car on behalf of Mr. Andreadis. In the late 1990s, it also underwent a cosmetic restoration, which included a bare metal re-paint, a new soft top, re-chroming work, woodwork restoration and interior improvements. The works carried out at that time are all still in very good condition, complemented by work carried out in 2012 by the noted London classic car dealer Frank Dale & Stepsons. The car has seen very little use since, and the result is a car in wonderful condition throughout.

The on-road performance of 64PY is wonderful, with ample power available to the driver, complemented by silky smooth transmission

through the gears. 64PY comes complete with a wide range of small tools which are stowed in a tray secured to the ceiling of the tail-mounted trunk and released with the original coach key. The car also has picnic tables fitted to the back of the driver and passenger seats along with his and hers vanity sets fitted in the rear compartment.

The Gurney Nutting Owen Sedan on the Phantom II Continental chassis captures the elegant flair of European influenced styling, in combination with a dignified restraint of line which is quintessentially English. In its dark blue over black livery, chassis 64PY is a superb pre-war Rolls-Royce motor car. It is rare, handsome, correct and welcome at any prestigious concours or driving event. It is considered to be one of the very best built, and would be an exceptionally worthy addition to even the very best car collection.







Peta Fisher and 64PY near Cannes during the Blue Train-challenge.

BILEN DER TILBYDES

I henhold til det kendte arkivmateriale, blev der kun bygget 12 Owen Sedan Coupe karosserier af Gurney Nutting på Phantom II Continental chassiset. Chassis 64PY er en af disse 12, og det gør netop denne Continental til et usædvanligt samlereobjekt.

Ifølge Phantom II Continental historiker André Blaize, blev 64PY købt af Sir Arthur Smith-Bingham som ny i 1933, hvorefter den blev brugt som demobil. Den 4. december 1934 blev 64PY handlet første gang, og næste gang den 26. marts 1935. Bilen var i slutningen af 1930'erne ejet af Kenneth og Peta Fisher, og det er ment at 64PY blev brugt af Fru. Peta Fisher i et vædeløb fra Calais til Antibes imod *Le Train Bleu*. På et tidspunkt kom bilen til USA, og vendte tilbage til England i 1996.

Henover de sidste 20 år har bilen fået omfattende service og er blevet passet og plejet

af en af Londons mest kyndige og respekterede førkrigsmekanikere. 64PY har fået en kosmetisk restaurering, som omfattede omlakering ned til det bare metal, en ny kaleche, omforkromning, restaurering af træværket og diverse forbedringer til interiøret. Bilen fik også en opfriskning i 2012 af den anerkendte klassiske bilforhandler Frank Dale & Stepsons i London. 64PY er blevet kørt ganske lidt siden, og fremstår smukt.

Bilen er udstyret med et værktøjssæt, som opbevares i en bakke gemt i låget på rejsekufferten. Passagerer på bagsædet bliver forkælede med klapborde og vanity sæt til ham og hende.

Denne sjældne, smukke og korrekt bil kan betragtes som en af de mest interessante PII Continental og vil være et værdigt midtpunkt i enhver bilsamling.

DKK 5,600,000 - 7,200,000
EUR 740,000 - 950,000
GBP 510,000 - 660,000
USD 810,000 - 1,050,000

EU Taxes paid
 With Danish Registreringsattest



28

The ex-Ben Moser, Bill Evans and Richard Paine

1914 MERCEDES 28/95 PHAETON

Coachwork made for C.L. Charley

Chassis no. 15979

Engine no. 22781

Kommissionsnummer 16835

7,280 cc SOHC Inline 6-Cylinder Engine

Two Zenith Updraft Carburetors

95 bhp at 1,800 rpm

4-Speed Manual Transmission

- FIVA preservation-award winner
- A well-known and historically important Mercedes
- Powerful and advanced aircraft-derived engine
- Offered with copies of Mercedes factory records
- Pebble Beach Concours d'Elegance award winner



THE MERCEDES 28/95

Readied in 1914 to replace the four-cylinder 37/90, for all intents and purposes, the Mercedes 28/95 did not reach production until after World War I. By the time it did reach its customers, the big 7,280 cc 90 bhp overhead-camshaft six-cylinder engine had been fitted with a cover to enclose the previously-exposed shaft-and-bevel gear driven valve-gear.

Two Zenith updraft carburetors and individual intake passages to each cylinder ensured exceptional breathing for the period. The large six was closely related to the Daimler DF80 aircraft engine and mounted in a chassis which was quite stiff for the period. Six forged steel cylinders, set inline in pairs and wrapped with pressed steel water jackets, provided substantially more strength than conventional cast cylinders. The water pump was driven by a bevel gear connected to the vertical gear drive for the valve train.

The 28/95 was the first model to feature the soon-to-become-classic vee-shaped grille on a Mercedes, as well as the exhaust pipes wrapped in flexible metal hoses. The beefy frame consisted of two U-shaped beams connected by cross members. A forged steel front axle and steering knuckle are testament to the engineering excellence relentlessly pursued by Paul Daimler, Technical Director of the *Daimler-Motoren-Gesellschaft* and eldest child of Gottlieb Daimler who had founded the company. Solid axles were fitted fore and aft, with shaft drive to the rear wheels. Springing was by semi-elliptic leaf springs, with rear brakes only on early chassis.

Later, a short wheelbase version became available, as did a supercharged engine. In this way, the 28/95 was the first of Mercedes' sporting six-cylinder cars and pointed the way

down the path that eventually resulted in the much vaunted S, SS, SSK and SSKL models. That this was indeed a sporting car was left in no doubt when company engineer Max Sailer drove a short-chassis 28/95 to overall victory in the Coppa Florio and a second place finish in the concurrently run Targa Florio in Sicily. With skimpy bodywork, the Sailer car looked much like the SSK and SSKL models that would follow in years to come.





The outlandish Mercedes Palace at no. 70 Champs Élysées, early 1900s. ©Mercedes-Benz Classic Archives



THE MOTOR CAR OFFERED

The archives of Mercedes-Benz Classic state that the file for *Kommissionsnummer* 16835 indicates that Mercedes 28/95 chassis number 15979 was correctly fitted with engine 22781. The destination for the chassis was New York, and the date of delivery was 30 September 1920. The archive further lists that in 1921, a Sindelfingen-built bodyshell of a four-seater open tourer was delivered to New York for this chassis. According to a 2004 article by David Newhardt, the *Daimler-Motoren-Gesellschaft* built a total of 5,985 cars in 1914, which made the company one of the world's largest carmakers. The article goes on to state that commission number 16835 was ordered in July 1914, that the car was intended for shipping to Paris and that the factory fitted the chassis with a handsome wood-planked body.

It should be noted that the wooden body now mounted on 15979 carries an extremely

rare plaque indicating "C.L. Charley, 70 Champs Élysées, Sole Agent". The sales network in France of the *Daimler-Motoren-Gesellschaft* had been in turmoil from 1904 to late 1910. During that time, a certain Charley Lehman, using the moniker C.L. Charley, had been the general agent for France, Belgium and America for the *Daimler-Motoren-Gesellschaft*. He operated a rather stupendous showroom at number 70 Champs-Élysées called the Mercedes Palace with architecture like something out of one of Sheherazade's tales in the *One Thousand and One Nights*. The famous coachbuilder Jacques Saoutchik worked closely with Charley Lehman. Early orders for Mercedes bodies were placed with Saoutchik by Lehman in the 1904 - 1906 period before the *Carrosserie de Luxe, J. Saoutchik* was incorporated and continued until about

1910. Chassis with these *carrosseries* were sold from the Mercedes Palace without a coachbuilder plaque as having been bodied by Mercedes. Saoutchik styles were very advanced. The C.L. Charley plaque dates the original body to the 1907 - 1910 period, and it could possibly have been constructed to a C.L. Charley order by Jacques Saoutchik, who was a carpenter by trade.

According to the auction description for 15979 when it was sold in 1993 as part of the Estate of Ben Paul Moser, the car was ordered in 1914 by Mercedes Paris, but the order was cancelled due to the outbreak of World War I. Then in 1917, a Berlin banker ordered the car but cancelled it for reasons unknown. On 15 December 1919, Mr. Alfred Bourne of the Mercedes Repair Company, 218 East 54th Street, New York City ordered the car and it





was shipped as a chassis one year later. In essence, there is some difficulty in determining an exact date of manufacture for this car.

Perhaps the discrepancy or confusion in dates of manufacture can be explained by the repeated order cancellations or interruptions at the works because of the war. Commodore Moore of the New York Yacht Club bought the car from Alfred Bourne, after which the car was then owned by a succession of sportsmen, and in 1932 was bought by Kirk Gibson who drove it for a year as a commuter car between Cape Cod and his classes at Harvard University.

In the 1940s, the car became part of the George Waterman collection in Rhode Island. Waterman kept 15979 until the 1960s, when it went to Richard Paine of Seal Harbor, Maine. Sometime later the car was acquired by Tom

Barrett of Barrett-Jackson auction fame, who sold it to Santa Barbara antique car sleuth and sometime dealer Ben Paul Moser. Moser kept 15979 until his death, whereupon it was purchased by Richie Clyne at the 1993 auction. Clyne in turn sold the Mercedes to antique car collector and hotelier Bill Evans of San Diego.

Evans recognized that the chassis, engine and body of 15979 remained original and unrestored. Over the long years, the car had often been just another car in large collections and had therefore luckily managed to escape a ground up restoration. When Evans first got the car, he soaked the wooden body in linseed oil for three years, while cleaning up the rest. It received a new set of tires, while the original top and upholstery were covered by protective canvas. A close examination of the wood at the rear reveals that the body was likely a

French boat-tail type skiff originally, and that the pointed rear has been abbreviated at some point in order to create space for the antique luggage set. It is believed that at some point the original D.F. 80 engine, or parts of it, was replaced with a similar unit, and the original carburetors replaced with Zenith Detroit. This information stems from a note in the 1993 auction catalogue; however, the engine tag carrying number 22781 affixed to the engine today appears to be the original one.

Bill Evans used his powerful Mercedes, driving it about 1,000 miles a year and he likened the brutish car to being something of an E63 AMG of its day. In August of 2003, Evans showed 15979 in the preservation class at the Pebble Beach Concours d'Elegance. He drove the car much of the way to and from his San Diego home. At Pebble, it won the FIVA





Award for most original car, which underlines that the value of originality and preservation is becoming more and more appreciated. Henrik Frederiksen subsequently acquired 15979 and it was refurbished for EUR 28.000 by the noted Mercedes specialist Reifen-Wagner, which included a rebuild of the magneto. The engine originally required hand-cranking, but an electric starter has now been fitted. A folder comes with the car with numerous photographs of the engine renovation work that has been carried out. In addition, a photocopy of the extremely scarce 28/95 instruction manual is included in the files.

The 28/95 stands as one of the most powerful and sporting of all post-WWI automobiles. Irrespective of where in the world it was put to use, the Mercedes 28/95 was a sophisticated, fast, robust and powerful automobile of the

finest quality. It was very expensive, and its merit and the elite clientele who bought the model ensured that the 28/95 more than any other, cemented Mercedes as a maker of quality cars. While it has not been possible to precisely determine when the chassis and the lovely wooden body were united, both are highly original, and today this 28/95 provides a unique look backward at how the *Daimler-Motoren-Gesellschaft* built luxury cars close to 100 years ago. Chassis 15979 is an automobile of the utmost rarity, and when the amazing aircraft-derived engine is thunderously fired up, birds in the surrounding trees take flight.

BILEN DER TILBYDES

Denne bil har Mercedes *Kommissionsnummer* 16835. Ifølge arkiverne hos Mercedes-Benz Classic i Stuttgart, hørte *Kommissionsnummer* 16835 til Mercedes 28/95 chassis nummer 15979, som fik motor nummer 22781. Destinationen for dette chassis var New York, og leveringsdatoen var den 30. september 1920. Der står endvidere i arkiverne, at et 4-personers åbent Sindelfingen *tourer* karosseri til dette chassis blev afskibet til New York i 1921. I dag står bilen med et trækarosseri af typen *phaeton*. Dette karosseri er formodentligt fra et chassis fra før 1914, som var blevet sendt til Paris, idet plaketten på karosseriet henviser til C.L. Charley som var generalagent i Frankrig for *Daimler Motoren Gesellschaft* indtil 1907.

Selv om det ikke har været muligt at konstatere, hvornår chassiset og den nuværende karosse blev forenede, er begge





dele i høj grad originale og forsynet med en smuk patina. Bilen har tilhørt en række kendte samlere i løbet af de sidste 90 år.

Denne 28/95 repræsenterer et unikt kig tilbage i tiden, og viser hvordan *Daimler-Motoren-Gesellschaft* byggede luksusbiler for cirka 100 år siden. Den næste ejer bliver kustode for denne bil, og det vil tilkomme ham at udføre den ærefulde opgave det er at passe på chassis 15979 i en periode i dens lange levetid.

DKK 10,000,000 - 13,000,000
EUR 1,300,000 - 1,700,000
GBP 925,000 - 1,225,000
USD 1,450,000 - 1,900,000

EU Taxes paid
 With Danish Registreringsattest



The ex-Art Doering

1909 RENAULT V-1 20/30 CAPE TOP VICTORIA

Coachwork by Brewster

Chassis no. 14985

Engine no. 2351

4,400 cc Inline 4-cylinder Engine

20/30 bhp at 1,800 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- *Rare early luxury Renault*
- *Superb older restoration that presents well*
- *Beautiful brass-era Motor Car*
- *Restoration performed on low mileage original car*
- *Fully equipped with scarce and correct period accessories*



RENAULT

Renault was founded by Louis Renault and his brothers Marcel and Fernand in 1898. From the outset, Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1907, Renault automobiles were being successfully built and marketed worldwide. In the USA, Renault distributorships were in New York, Boston and Los Angeles.

Like most of the early luxury automobile companies, Renault built and sold a running chassis assembly and the buyer or distributor fitted the chassis with a coachbuilt body. Most Renaults imported into the United States were fitted with coachbuilt bodies by some of the premier American coachbuilders, such as Holbrook and Brewster.

THE MOTOR CAR OFFERED

This magnificent 1909 Renault Series B Type V1 is one of the larger Renaults built and is fitted with a 4.4-litre 20/30 hp 4-cylinder engine coupled to a 4-speed transmission. Built on a 130 inch wheelbase chassis, it is fitted with a Cape Top Victoria body by the Brewster Company of Long Island, New York. Brewster was one of the foremost American carriage builders during the 19th Century. With the advent of the automobile in the early 20th century, Brewster naturally used their designs and talents to outfit many European and American luxury cars of the pre-World War I period. It is therefore not surprising that many early Brewster automobile bodies resembled carriages. This particular Cape Top Victoria is one such example.

This car has a rearward flowing body design where the back seat is higher than the front. The top assembly is made to protect the rear

passengers from sun and it is likely that the original intention of this vehicle was to be used as an owner-driven sporting car during warm weather months. In typical Brewster fashion, the fenders are patent leather and are free-flowing from the body. The result is a majestic and towering automobile which stands nearly eight feet tall at the rear.

While the early history of this Renault is currently unknown, this vehicle was purchased by the noted collector Art Doering of Grand Rapids, Michigan from B.J. Barney Pollard in the early 1970s. When Doering acquired this imposing Renault, it proved to be completely intact and in very well-preserved condition. At the time, Doering had a Renault limousine undergoing restoration. The Cape Top Victoria was often used as a point of reference due to its originality and completeness, and was also studied by







other early Renault owners as it was such an undisturbed example.

Doering finished the restoration of the Cape Top Victoria in about 1996, after which the car was shown on a limited basis. It received its Junior and Senior National First Prize Awards by the Antique Automobile Club of America in 1997, and that same year was shown at the prestigious Meadowbrook Concours d'Elegance where it also won an award. After this, the car was carefully stored in a vault-type setting and maintained. After Doering's passing, the car was privately sold to another collector who kept the car hidden but continued to maintain the car in the exquisite condition that it is in today.

Although the restoration was completed nearly 20 years ago, this Renault presents

extremely well. The overall condition is not only attributed to the quality of the restoration, but to the well-preserved condition in which the vehicle was first discovered. The wood body and the dark blue paint are in lovely condition: the gloss is even and bright throughout the entire body. The diamond tufted burgundy leather interior remains excellent, as does the leather folding cape top, which is cloth-lined. The Brewster patent leather fenders are in a similar excellent condition, as are the leather splash aprons between the body and running boards.

When the car was first discovered it was found to have traveled very few miles from new. It was nevertheless given a complete mechanical restoration and has been driven few miles since. The 20/30 hp 4-cylinder engine retains its proper Renault ancillaries,

the radiator coils have been renewed, and the engine compartment remains immaculate. The car has its original metric-sized wood artillery wheels with correct clincher rims and has a near-new set of Michelin tires. It is fully equipped with many desirable and scarce period accessories, including a set of large Blériot headlamps which have been converted to electric power. Additional brass accessories include a pair of oil side lamps and matching tail lamp, a large-faced bulb horn as well as a hand-crank Klaxon horn. The car retains its original wood and brass-folding windshield. The original brass identification plate and the original Renault export plate remain on the dashboard. This magnificent Renault will be a sought after and welcomed contender at any of the world's leading concours as well as for Edwardian and brass-era driving events.





BILEN DER TILBYDES

Denne exceptionelle 1909 Renault Series B Type V1 er en af de store Renault'er med en 4,4-liter motor der yder 20/30 hestekræfter og en fire-trins gearkasse.

Akselafstanden måler 330 cm, og karosseriet er en såkaldt *Cape Top Victoria* bygget af Brewster Company i Long Island, New York. Brewster var en af de førende amerikanske karosseribyggere, som både tegnede og byggede karosserier til mange europæiske og amerikanske luksusbiler før Første Verdenskrig. Denne Cape Top Victoria er et storslået eksempel herpå.

Bagsædet er højere end forsædet, og denne majestætiske og imponerende bil måler næsten 2,4 meter i højden.

Kalechen beskytter bagpassagererne mod solen, men bilen er sandsynligvis tænkt som

en sportsbetonet vogn, hvor ejeren selv kunne finde på at sætte sig bag rettet i de varme sommermåneder.

Da en kendt amerikansk samler købte denne Renault i begyndelsen af 70'erne, var den stadig fuldstændig intakt og i velbevaret tilstand. Dog blev det besluttet at restaurere den henover de efterfølgende 20 år såvel kosmetisk som mekanisk. Derefter blev den vist på forskellige concours i USA, hvor den blev præmieret adskillige gange.

Bilen har mange eftertragtede detaljer samt sjældent og tidstypisk tilbehør såsom de store Blériot messingforlygter, olielamper og horn. Denne storslåede Renault vil være en markant deltager på nogle af verdens førende concours, samt events og rallies for biler fra før Første Verdenskrig.

DKK 1,200,000 - 1,500,000

EUR 150,000 - 200,000

GBP 110,000 - 140,000

USD 170,000 - 225,000

EU Taxes paid

With Danish Registreringsattest



1937 CORD 812 SUPERCHARGED 'SPORTSMAN'

Chassis no. 31631F

Engine no. FC2136

289 cid Lycoming Flathead V-8 Engine

Single Stromberg Carburettor

170 bhp at 4,250 rpm

4-speed Pre-selector Electric Manual Transmission

IFS, Live Rear Axle

4-wheel Drum Brakes

- *Gorgeous example of the iconic "Coffin-nose" Cord*
- *Powerful supercharged engine and innovative pre-selector gear shift*
- *Previously owned by well-known collector Jules Heumann*
- *30 year build by Cord enthusiast*
- *Exceptional condition inside and out*



THE "COFFIN-NOSE" CORD

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The 810's arrival marked the end of a hiatus in Cord production, as the L-29 model had disappeared in 1931. Errett Lobban Cord had introduced the L-29 in 1929 as a gap-filling model priced between the Auburn and Duesenberg lines of the Cord Corporation.

Powered by a Lycoming straight-eight, the Cord L-29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-wheel-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

A front-wheel-drive car like the L-29, the 810 differed from its predecessor by virtue of its more compact Lycoming V-8 engine and 4-speed, pre-selector electric gearbox, modelled on the French Cotal. Set further back in the chassis, the new powertrain gave the 810 improved balance and came with 125 bhp in standard trim or 170 bhp when supercharged.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase

joined the range, although it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be distinguished from the normally aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.





THE MOTOR CAR OFFERED

By far most of the about 3,000 Cord 810/812s were closed cars, called the Westchester when built as a fastback, and the Beverly when fitted with a bustleback trunk. Of the open models, the most common was the four-passenger Phaeton. Only 195 examples were manufactured of the supremely elegant two-seat convertible coupe later called the Sportsman, and according to the factory records, a mere 64 of these were supercharged.

According to previous owner and famous Hispano-Suiza expert Jules Heumann, 31631F is a three decade long effort by one of the most respected Cord enthusiasts, namely Henry Portz of Arroyo Grande, California. This car never left the factory officially in its present configuration, but was assembled over a thirty year period using original Cord 810/812 parts. Faults of the original design, such as slipping

out of gear and vapor lock were corrected. The build of the car is fully authentic and it is probably the finest one extant. The rich maroon colour is an original Cord colour as well.

Although the Auburn-Cord-Duesenberg club were unable recognize the car as being originally delivered by the factory in its current state, it nevertheless allowed it entry to one of its national meets. It has the reputation of being one of the finest Cord 812 supercharged convertible coupes from a technical point of view. Jules Heumann acquired 31631F from Henry Portz in late 2011, as he had never previously owned an American classic. He kept the car for a little over a year, but sold the car to Henrik Frederiksen in late 2012 as he felt unfamiliar with the front wheel drive configuration, having previously owned a number of Hispano-Suiza automobiles.

When this car was shipped, it had a standard coolant, but not long after reaching Denmark low temperatures were encountered and the engine was damaged by freezing. Amazingly, Henrik Frederiksen was able to acquire a rebuilt supercharged Cord 812 engine from Mark Tomei in January 2013, which was then fitted to the car. Chassis 31631F is reported to drive and shift well and remains in outstanding fully restored condition.

This example represents the second generation front wheel drive Cord in its ultimate 812 supercharged configuration. In addition, this car has the rarest open body type, which is very sought after due to its clean and exquisite style with fully disappearing top, unencumbered by the frivolous ornamentation plastered on so much of its competition at the time.





BILEN DER TILBYDES

Denne smukke Cord er forsynet med den mest sjældne og eftertragtede 810/812 karosseritype, nemlig det elegante topersoners cabriolet karosseri, som fabrikken kaldte Convertible Coupe, men som sidenhen er blevet kendt under betegnelsen Sportsman. Der blev kun produceret 195 Sportsman, og ifølge fabriksarkiverne var blot 64 af disse udstyrede med kompressor, eller *supercharged*, som det hedder på engelsk.

Denne Cord med chassis 31631F er resultatet af en enorm restaureringsindsats, som strakte sig over hele tre årtier og blev udført af en af de mest respekterede Cord entusiaster, nemlig Henry Portz fra Californien. Chassis 31631F forlod ikke Cord fabrikken i sin nuværende konfiguration, men er blevet skabt og samlet af originale Cord 810/812 dele gennem 30 år. Selve lakken er en original Cord farve.

Selv om den amerikanske *Auburn-Cord-Duesenberg Club* ikke kan anerkende bilen som værende originalt leveret af fabrikken, har den fået lov til at deltage i nationale træf, hvor den anses af eksperter for at være en af de fineste 812 *supercharged* Sportsman udfra et teknisk synspunkt.

Da bilen kom til Danmark i slutning af 2012, var den påfyldt almindelig kølervæske, som ikke kunne leve op til de lave temperaturer i en dansk vinter, og motoren blev derfor beskadiget. Utroligt nok lykkedes det for Henrik Frederiksen at fremskaffe en genopbygget Cord 812 motor med kompressor. Denne motor sidder i bilen nu. Denne Cord repræsenterer muligheden for at erhverve en fantastisk bil, som bare venter på at blive sluppet løs på den åbne landevej.

DKK 1,000,000 - 2,000,000

EUR 125,000 - 260,000

GBP 90,000 - 160,000

USD 140,000 - 290,000

EU Taxes paid
US Import duty exempt
With Danish Registreringsattest





30A

CIRCA 1937 CORD

810/812 ENGINE

A refurbished Cord Lycoming 289 ci Flathead V-8 Engine. The engine is fitted with exhaust manifolds, and has run approximately 500kms since it was refurbished.

Engine no. FB 1479

DKK 100,000 - 130,000

EUR 13,000 - 16,000

GBP 9,000 - 12,000

USD 14,000 - 18,000



The 1940 New York Auto Show

1939 LAGONDA LG6 RAPIDE DROPHEAD COUPE

Factory Coachwork Designed by Frank Feeley

Chassis no. 12372

Engine no. 12372

4,453 cc OHV Inline 6-Cylinder Engine

Twin SU Carburettors

140 bhp at 4,800 rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- *The US Lagonda Importer's 1940 New York Auto Show Centrepiece*
- *One of only six LWB LG6 Rapides built*
- *Totally restored in 2007*
- *Striking colour combination*
- *2008 Pebble Beach Concours d'Elegance double-trophy winner*



THE LAGONDA LG6

"The much improved '4½'... comes up to expectations... It is doubtful whether a fast car has ever been made so steady and yet so comfortable. It is almost uncannily easy to take this car round bends at high speeds and at the same time the insulation offered to passengers is of the highest order." – *The Autocar*, 17 June 17, 1938.

By the mid-1930s, cars using the proprietary Meadows engine were seen as the way forward for Lagonda. The first of these – the M45, introduced in 1934 – deployed Meadows' 4.5-litre, twin-plug six to good effect, with saloons being capable of reaching 90 mph and tourers the "ton" under favourable conditions. Under the great W.O. Bentley's technical direction, the big Lagonda became more refined, gaining synchromesh gears, flexible engine mounts and centralised

chassis lubrication among many other improvements. The ultimate expression of the big, Meadows-engined Lagonda – the LG6 – arrived in 1937 with a new crossflow cylinder head and twin magneto ignition.

Announced at the same time as the Bentley-designed V12, the LG6 used a similar, diagonally cross-braced chassis featuring independent front suspension by means of unequal length wishbones and torsion bars. Two chassis lengths were made (standard and long, those of the six-cylinder cars being longer than the V12's), and both models came with Lagonda's own coachwork, designed by the young and hugely talented Frank Feeley. (Feeley would go on to pen the beautiful Aston Martin DB3S). Regardless of the style of body fitted, the LG6 was good for around 100 mph, with lighter types capable of considerably more.





THE MOTOR CAR OFFERED

The LG6 was introduced at the 1937 London Motor Show, and production began in 1938. Until September 1939, a total of 64 LG6 were manufactured, including 18 long wheelbase cars. Around 50 of these are believed to have survived. Some 25 in all are thought to be Drophead Coupes. However, when World War II broke out, no more than six LG6 Rapide models had been manufactured, and no more would be made. So not only is the LG6 Rapide Drophead Coupe on offer today lovely to look at – it is also an exceedingly rare motor car. As *The Motor* magazine rightly pointed out in 1938: “This car is a perfect combination of pure beauty and speed.”

According to the factory build sheets, chassis 12372 was shipped in January 1940 to the US main dealers, Allerton-Hickmott of Hartford, Connecticut. They displayed

the car as the centrepiece on their stand at the 1940 New York Auto Salon. Horace Ridgely Bullock, an important Connecticut businessman, purchased 12372 and traded in his 1929 PI Rolls-Royce. Bullock, who used the car to commute between his homes in Glen Cove, Long Island and Northeast Harbour, Maine, named 12372 *The Green Hornet*, a fictional character created by George W. Trendle and Fran Striker in 1936. Since his radio debut in the 1930s, the Green Hornet has appeared in numerous serialised dramas in a wide variety of media.

Connoisseur of the good things in life, Horace Ridgely Bullock was a yachtsman and jazz fan, and he kept his pretty sporting Lagonda for 22 years – a testament to the enduring charm and staying power of this matchless motor car. In 1961, he sold it

to Richard Roy from New Jersey who had made his fortune in lumber and was an early classic car aficionado. The deal was closed over lunch at the Racquet Club in Ardmore, Philadelphia. Roy retained 12372 even longer than Bullock had – an astounding 46 years, until he eventually sold it in 2006 to Skip Barber, founder of the Skip Barber racing school and owner of the Lime Rock, Connecticut racing circuit. After close to seven decades of loving use, 12372 was ready for a ground up restoration. In 2007, Barber commissioned a complete “nut and bolt” restoration on this exceptionally original car. A photo-file documenting the restoration comes with the car.

Barber felt that the original green colour was too close to that of a John Deere tractor and selected a blue/green “teal” shade for the





paint, which truly accentuates the luscious curves of the Frank Feeley-designed body. Complemented by a textured “pigskin” Connolly leather interior in Cognac and the medium tan tone of the convertible top, 12372 truly cuts a dashing figure. Like an exquisite moth of flawless yet subtle beauty, 12372 emerged from its chrysalis after seventeen months and was immediately accepted as an entry for the 2008 Pebble Beach Concours d’Elegance. There it won a second in class and was awarded the single *Beaulieu Cup* as the most significant English car in the venue. Small wonder, with its inlaid wood interior, free flowing semi-aerodynamic wings and cheeky curved spats covering the rear wheels.

Skip Barber has been quoted as saying: “My Lagonda Rapide is a very attractive

combination of late 1930s styling in the French manner, but without the overdone chrome accents, with a postwar car feeling of drive-ability. It goes, steers and stops really well like a modern car and believe me, it is not slow – the top end is well over 100 mph! But it doesn’t display your minimal sports car cockpit – instead, it has comfortable seats and a spacious and luxurious interior.”

Today, LG6 Rapide Drophead Coupe chassis 12372 is a superb example of a very rare motor car. The fact that it is a thing of beauty, elegance of taste only adds to the heady mix. That 12372 is also highly original and a superior driver makes this an opportunity that simply cannot be missed.

BILEN DER TILBYDES

Chassis 12372 blev eksporteret direkte til USA af Lagonda i januar 1940, hvor den var trækplaster på den amerikanske importørs stand på New York Auto Salon i 1940. Bilen blev døbt *The Green Hornet* af den første ejer, en markant forretningsmand i Connecticut, som beholdt bilen i 22 år. Herefter blev den købt af ejer nummer to, en tidlig klassisk bilsamler fra New Jersey, som ejede bilen i hele 46 år. I 2006, blev den solgt til Skip Barber, grundlægger af Skip Barber racerskole og Lime Rock racerbanen i Connecticut.

Efter næsten 7 årtiers brug, var 12372 klar til en komplet restaurering. RM Restorations i Ontario, Canada fik opgaven til at udføre en concours restaurering ned til mindste detalje. Barber valgte at skifte bilens farve fra den originale grønne farve til en mørk grønblå farve, som fremhæver bilens dramatiske linjer. Til interiøret









valgte han præget "svineskind" i cognacfarvet Connolly læder. Efter den 17-månedes lange restaurering, blev 12372 inviteret til Pebble Beach Concours d'Elegance i 2008, hvor den blev nummer to i sin klasse og modtog *Beaulieu Cup* prisen for *The Most Significant English Car in the venue*.

Denne Lagonda er et fremragende eksemplar af en meget sjælden bil, og dens høje grad af originalitet og fortræffelige køreegenskaber gør denne bil til noget helt særligt.

DKK 3,400,000 - 4,200,000

EUR 440,000 - 530,000

GBP 310,000 - 390,000

USD 490,000 - 620,000

EU Taxes paid

With Danish Registreringsattest



The 1957 Goodwood Concours winning
1929 ISOTTA FRASCHINI TIPO 8A LANDAULETTE
 Coachwork by Castagna

Chassis no. 1390 (see text)
 Engine no. 1390

7,370cc L-Head 8-cylinder Engine
 110 bhp at 2,500 rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Dewandre Mechanical Drum Brakes

- *Beautiful older restoration that presents well*
- *Won first Goodwood concours in 1957*
- *Elegant Landaulet coachwork by Castagna*
- *Luxuriously appointed interior*
- *Contender at quality concours events*



THE ISOTTA FRASCHINI TIPO 8A

There can be no doubt that the Fabbrica Automobili Isotta Fraschini was Italy's noblest car maker prior to World War II. Cesare Isotta and Oreste Fraschini founded their company in 1900, displaying their first primitive 5hp, single-cylinder car at the Milan Exposition in 1901. In 1910, Isotta Fraschini introduced the world's first motor car with four-wheel brakes. Like its contemporaries, Hispano-Suiza and Rolls-Royce, Isotta Fraschini built engines for the aircraft industry and were favoured with government orders for their aero engines, providing the motive force for Mussolini's indomitable Savoia-Marchetti seaplanes.

Chief engineer Giustino Cattaneo focused on a one-model policy for Isotta Fraschini in the 1920s, launching the world's first production straight-eight motor car, the Tipo 8, in 1920. This mirrored the then current one-model

policy of Rolls-Royce in England. Early Isotta engines featured pushrod/operated overhead valves and had a capacity of 5.9-litres. Manufacturing standards were of the highest order, and 80hp was produced. Announced in 1925, the Tipo 8A was more sophisticated with a larger 7,372 cc engine, vacuum-assisted braking and was offered in different engine specifications, the Spinto and Superspinto developing a massive 150hp. The 8A was unashamedly expensive and the chassis received superb coachwork from the most prominent coachbuilders of its day.

THE MOTOR CAR OFFERED

Chassis 1390 was first registered in England in 1929 and is thought at one stage during its life to have been owned by a former Mayor of Portsmouth. The first owner shown in the old log book, which has since disappeared, was G.G. Dell of Purbrook in Hampshire. The complete early history is not recorded, but in 1957 it remained in show condition and is reported to have won the Premier Award at a Concours d'Élégance event at Goodwood.

Thereafter it sank into some neglect prior to discovery in the 1980s by Bonhams consultant and barn discovery detective Michael Worthington-Williams. Bert Fielding was the owner and proprietor of a garage in Borth, a sleepy seaside town just north of Aberystwyth in Wales. Fielding had first owned the car in the 1950s, sold it and bought it back a couple of years later when the new owner went bankrupt.





When Worthington-Williams prised open the garage doors, the car was found to be in a forlorn state. The radiator, headlights, bumpers and massive Eagle mascot had been removed and stored safely in the house, the aluminium coachwork was encrusted in surface corrosion and the car had not been started or run for some years. Worthington-Williams reported that twenty-five years of neglect had not altered its handsome lines.

Careful checking of the chassis and engine numbers clearly displayed on the car with factory records confirmed coachwork by Castagna, although they recorded it incorrectly as a tourer. Further information has now come to light suggesting that the chassis number of this car may be 1349. In the 1980s, Michael Worthington-Williams had the opportunity to inspect an old registration document which

indicated that the car was a Type 8A 1349. The same document quoted chassis and engine number as 1390. It appears that the chassis number was incorrectly quoted, and in our opinion the chassis number is most likely to be 1349. Sadly, this old registration document was not passed on to the current owner and its whereabouts are not known. Isotta Fraschini factory records are at best sketchy and incomplete, however it is known that consecutive chassis number 1348 was dispatched on 22 March 1929. It is known from Worthington-Williams' notes that the old registration document recorded the first registration of the car offered today as 12 April 1929, which seems consistent with a batch produced in March-April 1929. It must be pointed out that car no.1390 with engine no.1413 survives in a private collection in Europe. This car is not currently licenced.

Records also suggested that the car may originally have been fitted with engine number 1413, although we feel that this is unlikely and possibly a clerical error in the Milan office.

No matter what the answer to the numbers conundrum is, there was no doubt that here was an exceptionally original car of outstanding quality. After 1390 was acquired in its run-down state, a painstaking restoration was initiated in order to return the car to the standard in which it was presented at Goodwood in 1957—indeed perhaps even better. The Landaulette coachwork was removed from the chassis and a detailed chassis restoration undertaken. The engine, believed to be the Sport model, was completely rebuilt, and the Castagna coachwork carefully dismantled. Much of the wooden framing, still retaining its Castagna stampings, had served its usefulness and





was carefully replicated in minute detail by master craftsman joiner Enrique Llinares. The upholstery was entrusted to the trim shop at Plus Four Motors, carefully following the original pattern with black leather to the front and bold patterned cloth upholstery to the rear.

Although with an older restoration, 1390 still presents to a very high standard and is liveried in blue and black with fine coachbuilt lines. It is generously equipped with Twolite headlamps, twin side-mounted spare wheels, triple bar front bumper and Willocq & Bottin indicators, leather spring gaiters and highly polished aluminium wheel discs. The towering Isotta radiator is protected by a contoured stoneguard and dashboard equipment includes the finest instruments, Jaeger speedometer and clock, a Fournier thermometer and Le Nivex fuel gauge. Notable features from the distinguished

Milan coachbuilders include the curved glass passenger division, each side winding down separately, running board foot-scrapers, a long-distance luggage carrier, windscreen visor and twin scuttle ventilators.

Since restoration, this powerful Italian motoring icon has covered few miles and has been carefully maintained in exclusive private collections in heated garages. 1390 is offered with a current Danish registration document and a detailed photographic record of the restoration. Please note that a concealed hydraulic servo mechanism has been installed on the front steering.

This imposing Landauet is guaranteed invitations and acceptance to the world's most prestigious motoring events and the best-manicured lawns of the finest Concours d'Élégance shows.

BILEN DER TILBYDES

Chassis 1390 blev første gang indregistreret i England i 1929. Bilens komplette historie findes ikke, men den blev vist på det første Goodwood Concours i 1957, hvor den vandt. Efterfølgende blev 1390 fundet i forladt tilstand i England i 1980'erne.

Grundig kontrol af chassis- og motornummer på bilen bekræfter at karrosseriet er af Castagna. Yderligere oplysninger tyder på, at chassisnummeret på denne bil kunne godt være 1349. I 1980'erne fandtes der et registreringsdokument, hvoraf det fremgik, at denne bil var en Type 8A 1349 med motornummer 1390. Motornummeret var sandsynlig forkert nedskrevet, og det er vores opfattelse, at chassisnummeret formodentlig er 1349. Desværre findes dette gamle registreringsdokument ikke længere.





Både karrosseri og motor på 1390 blev sidenhen restaureret for at bringe bilen tilbage til den smukke tilstand den havde på Goodwood i 1957. Motoren, som menes at være en Sport version, blev fuldstændig renoveret, og karrosseriet blev forsigtigt skilt ad. Trærammen var præget af Castagna, og en del af den blev fornyet af mesterhåndværker Enrique Llinares. Plus Four Motors stod for interiøret, som følger det oprindelige med sort læder foran og fint mønstret stoffetræk bag.

DKK 3,800,000 - 4,600,000
EUR 500,000 - 615,000
GBP 340,000 - 410,000
USD 540,000 - 670,000

EU Taxes paid
 With Danish Registreringsattest



1913 SUNBEAM 25/30HP TORPEDO

Chassis no. 5320

Engine no. 5358

6,105 cc 6-Cylinder Engine
 Single Claudel Hobson Carburetor
 Approximately 75 bhp at 3,000 rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 Rear Drum Brakes

- *Powerful 6.1 litre Engine*
- *VCC Dated*
- *Formerly part of the prominent Sword Collection*
- *Offered with comprehensive restoration file*
- *Rare survivor*



THE SUNBEAM 25/30

Founded by John Marston, a God-fearing Victorian industrialist who foresaw the growth in demand for private transport, Sunbeam was first associated with beautifully made, though expensive bicycles. Although comparative latecomers to motor car manufacture, the Wolverhampton-based Sunbeam factory quickly established a fine reputation alongside Lanchester, Wolseley, Austin and Daimler at the heart of the expanding Midlands motor industry. Apart from the curious Sunbeam-Mabley cycle car, Sunbeam's production centred mainly around 4-cylinder models, which have survived in greater numbers than any of its aforementioned contemporaries.

The company's first conventional car was largely conceived by T.C. Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at

the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque to establish a formidable reputation prior to WWI; its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter.

By the outbreak of WWI, the Sunbeam range consisted of 4-cylinder 12/16 H.P. and 16/20 H.P. models plus the rare 25/30 H.P. Powered by a 6.1-litre six, the Sunbeam 25/30 was one of the fastest and most durable production cars of its day, as evidenced by its setting a new 12-hour record at Brooklands

in 1911 at an average speed of 75.7 mph. In its edition of 13 April 1913, The Autocar described the 25/30 as follows: "The car affords a most delightful combination of speed, power and smoothness of running, having all the efficiency that one associates with a Sunbeam with the smoothness and silence that one, as naturally, associates with a six-cylinder engine. The engine is quite devoid of vibration, though no damper or other such device is fitted. Praise indeed."





THE MOTOR CAR OFFERED

First registered on 9 August 1913 at Argyll Motor Taxation Office in Scotland, chassis 5320 first belonged to a certain George Clark Hutchinson who resided on the Isle of Eriska, Ledaig, by Oban in Argyllshire. Like many Scottish-registered cars of quality, the Sunbeam later found its way into the renowned Sword Collection. Sold at the first Sword dispersal sale in 1962, it subsequently passed through the hands of several Veteran Car Club luminaries including Roger Firth, Brian Moore and Charles Smith. A wealth of accompanying invoices testifies to its continued use and upkeep.

The previous owner has used 5320 extensively, both in the UK and Europe, winning numerous prizes in concours competitions. The car is well equipped with period Sunbeam factory fittings including a rear Auster screen, CAV (Sunbeam-branded) electrical equipment and

an easy-to-operate hood with one-man Rotax fittings. Electric lights, an electric fuel pump, hydraulic rear brakes and an alternator have been incorporated to facilitate long distance rallying. An older restoration, the car is very appropriately finished in green with black wings and tan interior. With its powerful engine designed by Louis Coatalen, it is a rare and powerful driver for its vintage.

Chassis 5320 comes with a VCC dating certificate (number 1384), Sunbeam Register entry, old-style logbook and a large file documenting the restoration. It is estimated that less than 500 chassis were manufactured from 1912 to 1914, and less than ten survive.

This wonderfully preserved 6.1-litre Sunbeam constitutes a wonderful opportunity to acquire a car representing the pinnacle of engineering

excellence in the Edwardian era. Its continued use and fine condition testify to the quality of workmanship used in its production. Eminently suitable for a variety of driving and rally events, it exudes period charm and would be the perfect Edwardian addition to any motor house.







The Sunbeam at the Sword collection, 1962. ©The Sunbeam Register

BILEN DER TILBYDES

Chassis 5320 blev registreret første gang den 9. august 1913, og den første ejer var en herre fra Isle of Eriska i Argyllshire. Som så mange andre biler fra Scotland, blev denne Sunbeam en del af den berømte Sword Collection. Sword Samlingen solgte bilen i 1962, og den er efterfølgende blevet handlet flere gange og er passeret gennem hænderne på en del fremtrædende medlemmer af den engelske Veteran Car Club (VCC), blandt andet Roger Firth, Brian Moore og Charles Smith. En mængde dokumenter som følger med bilen bekræfter kontinuerlig brug og vedligehold gennem årene.

Bilen er udstyret med korrekt og tidstypiske Sunbeam tilbehør, blandt andet et Auster vindspejl til bagsædet, CAV (Sunbeam-mærket) elektrisk udstyr og en letanvendelig kaleche med Rotax beslag. Elektriske lygter,

en benzinpumpe, hydrauliske bagbremser og en generator er også blevet installeret med henblik på langturskørsel og rallyløb. VCC datocertificering (nummer 1384) følger med bilen, og det samme gælder registrering i Sunbeam Register i England, en gammeldags kørebog og en stor mængde arkivmateriale, som dokumenterer bilens restaurering.

Det anslås at færre end 500 chassis blev bygget mellem 1912 og 1914, og færre end 10 eksisterer i dag. Denne herligt præserverede Sunbeam repræsenterer en fantastisk mulighed for at erhverve en bil, som er eksponent for højt teknisk niveau og mekanisk kompetence fra før Første Verdenskrig.

DKK 1,200,000 - 1,600,000

EUR 150,000 - 215,000

GBP 105,000 - 140,000

USD 170,000 - 220,000

EU Taxes paid

With Danish Registreringsattest



The ex-Hedy Lamarr and Fritz Mandl

1937 ROLLS-ROYCE PHANTOM III DROPHEAD COUPE

Coachwork by Vanden Plas

Chassis no. 3BT185

Engine no. K68R

7,340 cc OHV V-12 Engine

180 bhp at 4,000 rpm

4-Speed Manual Transmission

4-Wheel Drum Brakes

- *Fascinating early history*
- *Elegant Vanden Plas Drophead Coupe Coachwork*
- *Quality 10 year restoration that presents well*
- *Pebble Beach Concours d'Elegance and CCCA Award winner*
- *Offered with Rolls-Royce Factory records*



Hedy Lamarr in her Hollywood days. ©Frederiksen Collection

THE ROLLS-ROYCE PHANTOM III

Perhaps the most outstanding luxury car of the 1930s was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340 cc V-12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life. The choice of a V-12 configuration was a logical one, as there was the need to match the multi-cylinder opposition, notably the Cadillac V-16 and the Hispano-Suiza J12.

A state-of-the-art design employing advanced materials and techniques, the PIII V-12 produced 165 bhp in its debut form. The maximum output was subsequently raised to 180 bhp, which was sufficient to propel later examples to 100 mph. The Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total

of 710 had been manufactured when WW2 halted production, of which around 300 exist worldwide today. The Rolls-Royce Phantom III was an exclusively coachbuilt automobile. Most of the great British coachbuilding firms, as well as a number of prestigious European houses offered designs, many of them unique, on the Phantom III chassis.

THE MOTOR CAR OFFERED

Few cars have histories with as much intrigue, infamy or glamour as this particular Phantom III. On 7 April 1937, Hoffmann & Huppert, the Vienna Rolls-Royce agency, ordered a Phantom III chassis to be sent to coachbuilder Vanden Plas with a commission to build a four-door cabriolet. On 16 July, this elegant convertible on chassis 3BT185 was delivered via Hamburg to the Austrian arms manufacturer, Friedrich "Fritz" Mandl. The car was elegantly finished in blue with a blue fabric top and deluxe upholstery in rich Connolly leather. In addition, the specification included a number of extras, such as dual side-mounts, a louvered bonnet, continental instruments calibrated in kilometers and litres, a division and an internal telephone.

Owner of the Hirtenberger Patronen-Fabrik and a big munitions supplier to the Axis powers, Mandl moved in the highest social circles in





Austria and Germany, which included Adolf Hitler and Benito Mussolini. Not an easy balancing act for a man of Jewish descent, in spite of a recent conversion to Christianity. In 1933, Mandl married the much younger Austrian-born actress Hedwig Kiesler, later to become famous in Hollywood as Hedy Lamarr. The arranged marriage may have been an act of punishment for young Hedwig, who had cavorted semi-naked in the provocative Czech movie *Extase*. Possessively jealous, Mandl bought-up all copies of the film and refused to let his 14 year younger wife pursue her acting career. After her aborted escape attempt in Paris, he kept Hedwig "prisoner" in Castle Schwarzenau while insisting she play lady of the house for Facist and Nazi arms customers.

A very intelligent woman, Hedwig was present in secret meetings with military leaders and

armament manufacturers. There she garnered knowledge about radio-guided torpedoes which she later developed into a U.S. patent for an advanced guidance system. Hedwig never made any money from her patent because it expired before modern technology caught up with it. Ironically, it is now universally used. In 1937, Mandl used Reichsmark earned from his nefarious munitions activities to pay when he took delivery of 3BT185. Meanwhile, a desperate Hedwig drugged her maid-cum-guardian, grabbed some of the maid's clothes to disguise herself and fled through the servant's entrance of the Castle Schwarzenau. One may wonder how many times she sat in the back seat of 3BT185 pondering the details of her escape.

Hedwig fled to London where she met Hollywood film mogul Louis B. Mayer. She took

the stage name Hedy Lamarr and promptly hopped on a boat to the United States. Once in Hollywood, she became world famous as a film noir femme fatale and never saw Fritz Mandl again. In 1938, the Nazis discovered Mandl's Jewish extraction and he lost his social standing and holdings. With rare foresight, he had shipped 3BT185 to South America before it could be confiscated. Mandl then fled via Brazil to Argentina where he died in 1977 after a career that included film production, manufacturing and even some prison time.

At the time of his death, Mandl no longer owned the Phantom III. Paperwork dating from 1971 shows that a Jose Ruano had purchased the Rolls and the car apparently remained in Argentina until it was brought to the United States in the 1980s by Don Girard. In the early 1990s, Ty and Anne Long purchased the car





from Don Girard. At that time, 3BT185 was mostly complete, but in sad shape due to poor storage. A major restoration was embarked upon that took the better part of a decade. 3BT185 was completely stripped-down and then meticulously reassembled and restored requiring the use of many NOS (New Old Stock) Rolls-Royce parts. Finished in dark blue with light grey upholstery and a blue fabric top, the car was completed in 2002.

In 2003, chassis BT185 was presented at Pebble Beach where it won the special Lucius Beebe Trophy. After this, the car went on to score 99 points at the Classic Car Club of America 2004 Summer Grand Classic where it was awarded Senior Badge #2657. James and Sherry Raisbeck entered 3BT185 at the 2008 CCCA Annual Meeting where it was awarded 100 points and judged FIRST in

the Senior Custom Class. This magnificent Rolls-Royce has seen little use since, and presents in superb restored condition. With its fascinating early history and elegant sweeping lines by Vanden Plas, this large and imposing twelve cylinder convertible will draw crowds wherever it is shown.

BILEN DER TILBYDES

PH III chassis 3BT185 blev bestilt af Roll-Royce agenten i Wien den 7. april 1937, og sendt til den berømte karosseribygger Vanden Plas, som fik til opgave at bygge en firedørs cabriolet. Det elegante resultat blev leveret den 16. juli til Friedrich "Fritz" Mandl, en Østrigsk våbenproducent.

Mandl ejede Hirtenberger Patronen-Fabrik og var storleverandør til aksemagterne. Han bevægede sig i de højeste kredse, hvilket omfattede Adolf Hitler og Benito Mussolini – ikke nogen let balanceakt for en kristen konvertit af jødisk afstamning. Han var gift ved den meget yngre skuespillerinde Hedwig Kiesler, som senere blev kendt i Hollywood som Hedy Lamarr. Ægteskabet var arrangeret og langt fra lykkeligt, og i 1937 flygtede Hedwig til USA, hvor hun blev en verdenskendt film noir femme fatale. Fritz Mandl og Hedwig Kiesler så aldrig hinanden igen.





I 1938 blev Mandls jødiske oprindelse opdaget af nazisterne. Med sjældent fremsyn havde han fragtet 3BT185 til Sydamerika, inden den kunne blive beslaglagt. Derefter flygtede Mandl selv til Argentina via Brasilien, hvor han døde i 1977.

Da han døde, ejede Mandl ikke denne Phantom III. Dokumenter fra 1971 viser, at den var ejet af en anden i Argentina, indtil den blev importeret til USA i 1980'erne. Bilen var i dårlig stand og den fik en komplet restaurering i 1990'erne. Restaureringen tog knap ti år og var færdig i 2002.

3BT185 blev vist på Pebble Beach i 2003, hvor den vandt den specielle Lucius Beebe Trophy. Bilen har også vundet forskellige andre priser i USA. Det er en pragtfuld 12-cylindret Rolls-Royce og dens imponerende karosseri af Vanden Plas står i fantastisk stand i dag. Bilen og dens historie vækker altid stor opmærksomhed når den bliver vist.

DKK 4,000,000 - 5,200,000

EUR 520,000 - 700,000

GBP 370,000 - 490,000

USD 575,000 - 775,000

EU Taxes paid

With Danish Registreringsattest



1925 AHRENS-FOX MODEL N-S-4 FIRETRUCK

Chassis no. 1641

998 cid T-Head Inline 6-cylinder Engine
3-Speed Manual Transmission
Semi-Elliptic Leaf Springs Front and Rear
Mechanical Rear Brakes

- *Just three owners from new*
- *1,100 gallon per minute pump capacity*
- *Concours restoration by Firefly Restorations*
- *Wonderful engineering*
- *Previously owned by noted collector William Ruger, Jr.*



AHRENS-FOX

The origins of Ahrens-Fox go back to 1852, when Alexander B. Latta constructed a steam-powered fire engine in Cincinnati. This was early in the era of the steam-powered fire engine, and the development was followed closely by a young apprentice in the works named Chris Ahrens.

In the beginning, a few horse-drawn and steam-driven fire engines were manufactured, but production quickly switched to a type powered by a two-wheeled tractor unit which had been developed by the great American inventor Walter Christie, who had also pioneered his giant V-4 FWD racing cars in 1909.

The pumping power of an Ahrens-Fox is legendary, and they are instantly recognizable. Today, the reliability, quality and performance of Ahrens-Fox pumpers continue in the 21st century on fire apparatus built by the HME Corporation.

THE FIRETRUCK OFFERED

This 1925 Ahrens-Fox pumper, chassis 1641, was purchased new by the city of Dover, New Hampshire, where it fulfilled its duties for almost four decades. In 1960, this imposing machine was sold to Dr. Peter Lampesis of Rollinsford, New Hampshire. In 2002, chassis 1641 was acquired by the prominent American collector, William Ruger, Jr., who became the third owner. Mr. Ruger researched the history of the vehicle, and in the process received a letter from Dr. Lampesis that stated, "I purchased her at auction from the city of Dover to keep a junkie from getting her for the brass, like he did an older four-cylinder Fox several years before." In the letter, Lampesis also listed three major fires where 1641 was involved, demonstrating the quality and reliability of an Ahrens-Fox.

When William Ruger, Jr. acquired 1641, the Ahrens-Fox had been given a mechanical

overhaul, but the cosmetics were no longer in good shape. Andy Swift, of Firefly Restorations in Hope, Maine, was commissioned by Ruger to perform the restoration. Additional well-known experts in the restoration of fire-fighting machinery were called upon, such as gold leaf artist Peter Achorn, of FireGold in Tenants Harbor, Maine. Both he and Andy Swift are regarded as some of the best specialists for this kind of work.

Three years later in 2005, the work on 1641 was completed, and this grand machine emerged in concours condition. Irrespective of the angle from which 1641 is contemplated, a wealth of detail and beautifully fabricated ancillaries meet the eye. The gold leaf work of Peter Achorn is visible on almost all sheet metal surfaces, and the sophisticated filigree work on the major surfaces is no less than astounding.





BRANDBILEN DER TILBYDES

Denne brandbil blev erhvervet ny af myndighederne i Dover, New Hampshire på Østkysten af USA, hvis brandvæsen brugte den i næsten fire årtier. I 1960 solgte bystyret denne imponerende maskine til en vis Peter Lampesis i Rollinsford, New Hampshire. Han beholdt brandbilen indtil 2002, hvor den blev solgt til den prominente samler William Ruger, Jr., som blev brandbilens tredje ejer.

Efter salget i 2002 fik denne Ahrens-Fox en komplet mekanisk renovering, og hele karosseriet samt brandslukningsapparatet blev restaureret af førende eksperter indenfor antikt brandslukningsmateriel med dets påsatte bladguld og filigranarbejder. Det tog tre år at gennemføre den grundige restaurering.

Brandbilen er fuldt funktionsdygtig, og alle brandslukningsaggregater er som nye. Alle som

ser denne brandbil bliver dybt imponerede, dels af de fascinerende detaljer og den komplekse mekanik, dels størrelsen og den mægtige 6-cylindrede motor. For den bilsamler som leder efter en kronjuvel til samlingen, slutter eftersøgningen her.

DKK 1,300,000 - 2,000,000

EUR 160,000 - 260,000

GBP 110,000 - 160,000

USD 185,000 - 290,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



1932 PACKARD TWIN SIX SPORT PHAETON

Chassis no. 900202

Engine no. 900205

445.5 cid L-Head V-12 Engine

Single Stromberg Dual Draft Carburettor

160 bhp at 3,600 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension, Dual Ratio Rear Axle

4-Wheel Mechanical Drum Brakes

- *Rare survivor, documented since 1959*
- *Attractive body style and Twelve Cylinder Power*
- *Classic Car Club of America Full Classic*
- *Owned by many prominent US collectors*
- *Older restoration with an engaging light patina*



THE PACKARD TWIN SIX

In the automotive market, the marques that suffered the most during the Great Depression were in the luxury car segment that catered entirely to the upper class. Competition became very fierce as luxury brands began dropping prices and offering a wide variety of options just to entice buyers. At the top of the luxury car market was Packard, who introduced some of their greatest classic automobiles during this time.

In response to economic downturn and the mounting competition from other marques, Packard introduced their V-12 Twin Six with a classic multi-cylinder large-displacement engine, designed for silent running, longevity and the ability to provide oodles of torque so that gear-shifting was kept to a minimum. Rated at a very respectable 160 bhp, power was sufficient to propel the quality Packard chassis

with authority, irrespective of the size of the coachwork mounted on it.

While a wide range of elegant custom bodies were offered, coachbuilding was also brought in-house so that Packard could control cost, quality and design. This allowed Packard to increase margins as well as operating efficiency. Nevertheless, many of the designs were still outsourced to such prominent design studios as Dietrich Inc.

The V-12 Twin Six was marketed to the few remaining customers of wealth, and continued Packard's tradition of creating large, powerful, stylish and luxurious automobiles. Packard weathered the Great Depression in better form than some other marques because it was in good financial standing and had a good cash position. By the close of the 1930s, Franklin,

Marmon, Ruxton, Stutz, Peerless, Duesenberg, Stearns-Knight and Pierce-Arrow had all gone out of business.





THE MOTOR CAR OFFERED

The earliest history of this well-balanced and very pretty 12-cylinder Packard remains unclear, but the car is believed to have been delivered new through the Detroit-based Packard branch in September of 1932. From 1956 to 1959, it belonged to David Perry of Brookfield, Wisconsin, and it is believed that the car was still in its original green paint at that time. Dale Bliss, a later owner, was informed by David Perry that he surmised that the Packard was purchased new by someone in the Macy's department store family of New York, possibly R.H. Macy. Unfortunately, when Mr. Bliss spoke with David Perry, forty years had passed since he owned the car, and he could no longer remember who he had purchased it from.

In the winter of 1959, chassis 900202 was purchased by Ronald Parham of Dallas,

Texas. Parham drove the car from Wisconsin to Dallas without any major mishaps. However, he felt that the car needed major attention, so he disassembled the engine and transmission completely and rebuilt them. It was still green when acquired by Parham, but he had it painted maroon and installed burgundy upholstery along with a new top and side curtains.

Mr. Parham freely admitted that the restoration was amateur, stating that it was the kind of restoration which was common at the time among early collectors of limited means: it was designed to keep 900202 a running automobile as there would otherwise have been the danger that it could have been left derelict and scrapped. We can be thankful that Parham saved this wonderful and rare 12-cylinder convertible for posterity.

Parham subsequently sold the car to Bill Jones, an early collector who worked for Charles F. Urschel. Urschel owned the Urschel Oil Company of San Antonio, Texas. He took the car over and retained Bill Jones to oversee a second restoration in 1968, when it was given its present cream over maroon livery. Urschel enjoyed his classic Packard and kept the car until 1983. From 1983 to 1991, it passed through a succession of high level classic car dealers, each of whom retained 900202 for shorter periods of time.

Urschel sold the car to Dick Barbour of San Diego, California, whereupon it went to Don Williams, the famous owner of the Blackhawk Collection in Danville, California. In turn, Williams sold the car to Leo Gephart, the legendary early collector of Duesenbergs. At one point, Gephart was the owner of more than 30 Duesenbergs.





In 1991, chassis 900202 found yet another owner, namely Matteo Trotto, of Shrensbury, Massachusetts. In 1993, the car appeared in a classic car calendar and photos for that were taken during Trotto's tenure.

In 1991, this grand automobile found another long-term owner. Chassis 900202 had been consigned to the Leake Antique Automobile Auction in Tulsa, Oklahoma in June of 1991. The car failed to sell on the block, but Dale Bliss, an astute and well-known collector, purchased the car after the auction. The owner agreed to ship it to Bliss' residence in Oklahoma City and have Packard expert C. A. Leslie inspect and verify all aspects of the car before the purchase was completed.

According to Bliss, Leslie had previous knowledge of the car, having seen it at the

"HemisFair '68" which was the official 1968 World's Fair (or International Exposition) held in San Antonio, Texas, from 6 April through 6 October 1968. During the fair, Bill Jones had brought Leslie to an airport hangar where the car was stored with a Duesenberg. After Leslie had verified the car, Bliss finally purchased it: "I owned the car for 22 years, drove it in several car outings, showed it a few times and used it in parades. It never failed, always started very easy and ran great". Chassis 900202 presents a rare opportunity to acquire a senior Packard with an inviting patina, ready for enjoyable tour work.

BILEN DER TILBYDES

Denne smukke og meget velafbalancerede Packards tidlige historie er ukendt, men fra 1956 til 1959 blev den ejet af en David Perry fra Brookfield, Wisconsin udenfor Milwaukee. Det antages, at bilen stadig havde sin originale grønne lak på det tidspunkt. Perry fandt frem til, at bilens første ejer var medlem af den prominente Macy familie i New York, som ejede stormagasinet Macy's. Der er muligt at det var R.H. Macy selv, som ejede bilen.

I vinteren 1959 blev chassis 900202 købt af Ronald Parham fra Dallas, Texas. Den nye ejer kørte bilen hele vejen fra Wisconsin til Dallas uden problemer, altså en tur på 1.600 km. Dog mente Parham, at bilen trængte til en mekanisk gennemgang, så han skilte motoren og gearkassen ad og renoverede begge dele helt fra bunden. Samtidig brugte han lejligheden til at omlakere bilen og give den





The lovely Twin Six while owned by Dale Perry, Marble Head, Massachusetts, 1957. ©Frederiksen Collection

et nyt interiør og en nyt kaleche. In 1968 blev bilen restaureret endnu engang af Bill Jones på vegne af Charles F. Urschel.

Chassis 900202 har passeret gennem hænderne på adskillige ejere gennem årene, flere af dem kendte og markante. Den forrige ejer var kustode for denne bil i 22 år. Nu er der mulighed for at være den næste i rækken i denne indbydende 12-cylindrede Packards lange historie.

DKK 2,300,000 - 3,000,000

EUR 300,000 - 400,000

GBP 205,000 - 280,000

USD 330,000 - 420,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



37

1931 CADILLAC V-12 SERIES 370 ROADSTER

Coachwork by Fleetwood

Chassis no. 101039

Engine no. 1001016

368 cid OHV V-12 Engine

Dual Detroit Lubricator Updraft Carburetors

150 bhp at 3,600 rpm

3-Speed Synchromesh Manual Transmission

IFS Coil Spring Suspension, Leaf Sprung Rear Axle

4-Wheel Vacuum Assisted Mechanical Drum Brakes

- *Luxurious Cadillac with sporting Roadster coachwork*
- *Tasteful silver over black livery*
- *Quality restoration that presents beautifully*
- *CCCA Full Classic*
- *Richly optioned and powerful 150 bhp engine, suitable for touring events*



THE V-12 CADILLAC

Cadillac completed its array of luxury vehicles with the introduction of the V-12 engine late in 1930.

Based upon the V-16 which had been introduced earlier in the year, the V-12 line offered catalogue bodies by Fisher and Fleetwood, all with luxuriously trimmed interiors. In common with the V-16, the engine was styled by Harley Earl's Art & Color Department, giving the V-12 a particularly attractive underhood presentation. The V-12s were manufactured to extremely high quality standards and differed only in details of trim and, of course, engine size and complication from the V-16 line which cost nearly twice as much.

With V-8, V-12 and V-16 models and a profusion of coachwork from Fleetwood and Fisher on chassis that ranged from the 134 inch V-8 to the V-16's giant 148

inch wheelbase, Cadillac offered a luxury automobile to suit any style, purpose and whim. Harley Earl's Art & Color Department attended to the smallest details of fit, finish, finesse and function making even the mechanical details objects of refined design, materials, manufacture and execution.

The difference between the V-12 and V-16 was confined to the bonnet, which is 4 inches shorter, headlights an inch smaller in diameter but still a great imposing presence flanking the grille between the flaring front fenders, and slightly smaller chrome horns. The V-12's appeal was manifest in its sales success. A total of 5,733 were built in 1930 even as the aftermath of the Wall Street Crash and the onset of the Great Depression loomed on the horizon.

THE MOTOR CAR OFFERED

The lovely V-12 Convertible Coupe on chassis 101039 offered here has led a sheltered life since its restoration and is a stellar example of Cadillac's finest hour in design and execution, before the economic downturn pulled the carpet on the Jazz Age. It is believed that 101039 may have been restored twice, namely once in 1982 and once in the mid-1990s. In any event, since its latest frame-off restoration, the car remains in exceptional condition.

The exterior is sporty, yet elegant and classy in silver over black with red pinstriping that highlights the body contours. The interior panels, bench seat and rumble seat are finished with black leather and wool carpet. The wooden dash panel and window garnishes complement the gauge cluster and engine-turned dash.









BILEN DER TILDYDES

In addition, 101039 is richly optioned, including the Cadillac heron hood ornament, wheels with stainless steel spokes, dual side-mounts with mirrors, spotlights, Trippe driving lights, rear luggage rack with a silk-lined trunk and factory dual exhausts with chromed tips. Importantly, the tool kit is intact. The car has won recognition in many events, including the Willistead Classic Concours in Windsor, Ontario, Canada and the CCCA Museum in Hickory Corners, Michigan, USA.

Chassis 101039 was offered from a Florida collection in a Rick Cole Auction in Auburn, Indiana. Henrik Frederiksen later purchased the car. The new owner will acquire a delightful 12-cylinder Cadillac with more than adequate power for participation in touring events, while its tasteful livery is sure to receive recognition on the concours field.

Denne elegante Cadillac cabriolet med dens formemme V-12 motor er et fremragende eksempel på hvordan det lykkedes for mærket at fastholde sin position som The Standard of the World op igennem 1930'erne. Selve bilen er blevet omhyggeligt passet og plejet siden den senest blev restaureret. Det formodes at bilen er blevet restaureret i to omgange, nemlig første gang i 1982 og så igen i midten af 1990'erne.

Bilen er både sportslig og elegant, og den store mængde udstyr såsom de dobbelte reservehjul og rejsekufferten gør den specielt interessant. Selv værktøjssættet følger med. Bilen har vundet adskillige priser i både USA og Canada og er klar til at deltage både i køretræf og på udstillinger sammen med den kommende ejer.

DKK 1,000,000 - 1,300,000
EUR 125,000 - 160,000
GBP 90,000 - 120,000
USD 140,000 - 220,000

EU Taxes paid
 US Import duty exempt
 With Danish Registreringsattest



Ex-John Fasal

1911 ROLLS-ROYCE 40/50 'ROI-DES-BELGES'

Coachwork in the style of Barker by Wilkinsons of Derby

Engine no. 2F (ex-chassis 1605, see text)

7,428cc L-Head Inline 6-Cylinder Engine

50 bhp at 1,500 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- Beautiful example of the classic Roi-des-Belges style Silver Ghost
- Expertly restored throughout
- Great open Silver Ghost for tours and concours events
- Previously owned by John Fasal and listed in his book



THE ROLLS-ROYCE 40/50

The Hon. Charles Stewart Rolls, British gentleman adventurer, aviator, racing driver and astute businessman, and Frederick Henry Royce, engineer and innovator, were indeed an indomitable partnership, creating a motoring legend with a reputation for unsurpassed excellence. It says much for the business acumen of Rolls that despite his inborn desire for things to happen quickly, he tolerated the pedantic and at times frustratingly slow attention to detail of his mechanical genius partner.

From this pedantic attention, the Rolls-Royce 40/50 H.P., "The Silver Ghost", was to emerge and to earn for itself and the company the accolade "The Best Car in the World".

THE MOTOR CAR OFFERED

This magnificent automobile is a fabulous expression of two names that together to most people represent what the legendary Edwardian era Rolls-Royce 40/50hp was, being a 'Silver Ghost' and 'Roi-des-Belges'. Silver Ghosts were as legend for their style and performance as they were for their reliability, and with a model that would continue in production for nearly two decades during which culture, fashion and design changed considerably not surprisingly many clients owned a series of these cars, or recognising that the essence of the car had not changed dramatically would have their cars rebodied with updated coachwork. Reliability also played a part in their careers as long after their intended service, a number were put into more commercial service, many assisting the world war one efforts. Rather like the famous movie 'The Yellow Rolls-Royce', if they could speak some could tell a tale of many different

lives, frequently starting with stately use, moving to utilitarian work, sometimes conversion to farm use, and as the collector car movement grew, discovery, refurbishment and return to their former glory.

This car can tell one such tale and owes its survival to the acknowledged expert in the field, John Fasal, who recovered its remains, consisting of engine and some parts in 1990. Fasal was able to trace its history through the identity of the engine to have originally been supplied in chassis number 1605, a 1911 car finished with brass brightwork and delivered new in April that year wearing Touring coachwork by Munnions of Chelmsford. he found that the car's early history was charted through a series of London owners, Alexander Spencer, F.M. Hewson and W.C. Warren to 1919, before it was acquired by T.G. Rose and







embarked on a 30 year excursion to Barbados. In 1949 it returned to the UK and passed into the hands of A.P Hammond of Newmarket. By now its sporting touring body had been replaced with a bus style conveyance, and the car saw service as the starters car for the Newmarket Horse races! An image of the car in this latter form is reproduced on page 401 of the book *The Edwardian Rolls-Royce* by John Fasal and Bryan Goodman. It may be assumed that this body was mounted in the chassis after its return from Barbados.

Carefully sourcing correct period components including axles and gearbox as well as a period style body made by noted post-war coachbuilders Wilkinsons of Derby, the project was assembled on a new chassis commissioned through a noted restorer of the model. In this form it passed through a series of

U.K. owners before arriving with Terry Lister, in whose hands it was comprehensively restored to the splendour that it can be seen today. The quality of the mechanical refurbishment was exemplified by Mr. Lister driving the car for 9,600 km in 2010 with no mishaps. It was acquired by Mr. Frederiksen from Mr. Lister.

A large number of invoices covering work done in connection with refitting the body, as well as mechanical work come with the car. A new exhaust has been fitted, and the electrics have received attention, including the electrification of the main lights. Minor preparatory work performed by Frank Dale & Stepsons prior to delivery to Mr. Frederiksen, included fitting a new battery, touching up the paint and polishing the brass.

Today, this imposing Rolls-Royce Silver Ghost presents magnificently as a large Edwardian

touring car. It carries one of the most classic styles of open coachwork which was popular before the Great War, and the overall condition is splendid. The full set of brass accoutrements, including dual windcreens, dual lamps and the archetypal Rolls-Royce radiator complement the deep red bodywork to perfection. Simply a grand conveyance, and being a well-known car in Rolls-Royce circles, it will be welcomed at any meet the new owner should care to attend.





BILEN DER TILBYDES

Dette fantastiske køretøj stammer fra Rolls-Royce Silver Ghost chassis 1605, som blev leveret til sin første ejer i London den 6. april 1911. Den var udstyret med et *tourer* karosseri af Munnions i Chelmsford. Det menes at bilen blev solgt i 1919 til ejer nummer to, også bosiddende i London, som dog kun havde bilen indtil 1920, hvor han solgte den til en vis T.G. Rose fra Barbados i Vestindien. Bilen blev på Barbados frem til 1949.

Efter bilen kom tilbage til England i 1949, blev den brugt som den officielle startbil på *Newmarket Race Course* i Cambridgeshire. Der eksisterer et fotografi af chassis 1605 taget i 1949, hvor bilen er udstyret med et bus-lignende karosseri. Det antages, at bilen fik dette karosseri efter tilbagekomsten fra Barbados.

I 1990 blev motoren til chassis nummer 1605

samt resterende dele købt af John Fasal, den kendte Rolls-Royce kender og medforfatter af referenceværket, *The Edwardian Rolls-Royce*. Gearkasse, aksler samt andre dele blev udsøgt til projektet, og et nyt chassis blev konstrueret af en kendt Rolls-Royce restorator.

I dag står bilen i fremragende tilstand, såvel mekanisk som kosmetisk. Den er et sublimt eksempel på en tidlig Rolls-Royce med åbent karosseri i den helt klassiske stil.

DKK 3,500,000 - 5,000,000

EUR 450,000 - 670,000

GBP 320,000 - 470,000

USD 500,000 - 720,000

EU Taxes paid

With Danish Registreringsattest



1927 ROLLS-ROYCE PHANTOM I TOWN CAR

Coachwork by Brewster

Chassis no. S178PM

Engine no. 21786

7,668 cc OHV Inline 6-cylinder Engine

Single Rolls-Royce Carburetor

113 bhp at 2,300 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Luxurious Brewster St. Stephen Towncar*
- *Extensively restored in Europe some years ago*
- *Beautifully presented inside and out*
- *Offered with Rolls-Royce factory records*
- *Superior example of late 1920s formal coachwork*



THE ROLLS-ROYCE PHANTOM

Rolls-Royce's "single model" policy had proved an outstanding success for the company, but immediately after the end of The Great War, the recession in the motor trade prompted the introduction of a smaller, cheaper 20HP car to be built alongside the existing 40/50HP Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its 6-cylinder engine, a centre-change gearbox and "Hotchkiss drive" rear axle, so the arrival of the advanced newcomer only served to emphasise the Silver Ghost's Edwardian origins. However, while replacing the elegant but ageing Silver Ghost chassis was no easy task for Rolls-Royce, the big 40/50HP model would soon benefit from developments pioneered on its smaller sibling.

The new model which debuted in 1925 was a more than worthy successor. Later named the

Phantom I, the new model took Rolls-Royce into the modern mid-twenties era of motoring. The chassis of the Silver Ghost was improved, but not in any revolutionary manner. The design philosophy of the marque remained careful evolution rather than revolutionary gadgetry.

In total, the revisions demanded a new model name, and the revised chassis was dubbed the New Phantom by the factory, which was later changed to the Phantom I. The biggest innovation was a new inline 7,668 cc 6-cylinder engine with an aluminium crankcase and the cylinders cast in three pairs of two. The one-piece, detachable cylinder head featured pushrod-actuated overhead-valves for much improved breathing compared to the old Silver Ghost power plant.

New Phantom production began at Derby, England in 1925 and the following year in the

Springfield, Massachusetts plant, owned by Rolls-Royce. The US-built cars featured left-hand drive and two wheelbase lengths, of 143.5 and 146.5 inches respectively. Prior to the crash in 1929, production reached twelve chassis per week, a number that fell abruptly when the Great Depression affected even the very wealthy. By the time Phantom I production ended in 1931 at Springfield, about 1,240 Phantom I chassis had been built.

Prominent coachbuilders flocked to body this luxurious chassis, but unlike its British-built counterpart, the American product could be ordered with "factory" bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by







THE MOTOR CAR OFFERED

Rolls-Royce, re-emerging as an automaker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934, and the company became part of the reconstituted Springfield Manufacturing Corporation. For the Phantom I, Brewster provided no less than 28 individual styles for the discerning customer, including sedans, limousines, towncars, touring cars and roadsters.

Chassis S178PM was delivered to its first owner, an E.J. Dunn of Elmira New York on 27 January 1927. It was fitted with an imposing Brewster towncar body, which the chassis carries to this day. The particular style was called St. Stephen, and the number of the body was B5057.

The total weight of the coachwork and chassis, fully equipped and ready for the road was 5,700 pounds. This could come as no surprise as the customer received a seven passenger convertible body with a de Ville front that could be used fully enclosed or in towncar configuration. The comprehensive list of equipment included two forward-facing jump seats with armrests and spring cushions that folded into the sliding glass division. In addition, the rear compartment featured full trim, luxurious upholstery and footrests, to

ensure the comfort of the chauffeur-driven owner en-route to his business appointments or an evening at the theatre. An interesting part of the specification includes special sprung bumpers, a good half-century ahead of their time.

S178PM was given a total restoration in Europe some years ago, including the replacement of much of the wood. The car has seen little use and presents extremely well with black leather to the chauffeur's compartment and discrete grey cloth in the rear. The top is a super fit and can be utilized in all the original configurations. A comprehensive photographic record of the restoration comes with the car, as well as Rolls-Royce factory documentation. S178PM is a superior example of late 1920s formal coachwork and will stand proud in any important collection.





BILEN DER TILBYDES

Chassis S178PM blev leveret til den første ejer i New York den 27. januar 1927. Bilen blev udstyret med et imponerende St. Stephen Towncar karosseri af Brewster, den amerikanske karosseribygger, som Rolls-Royce havde overtaget i december 1925. Bilen bærer dette karosseri den dag i dag. Karosseriet har nummer B5057.

Bilens totalvægt er imponerende 2.585 kg. Til gengæld får man en syvpersoners cabriolet med en såkaldt de Ville chaufførkabine, som kan bruges helt lukket eller delvist åben i towncar konfiguration. Udstyrslisten er lang og omfatter blandt andet to klapsæder med armlæn og tykke sædehynder, som vender i kørselsretningen og folder ind i adskillelsen som har skydeglas. Desuden er passagerkabinen udstyret med fuldt luksusindtræk og fodstøtter for at sikre passagerernes komfort. En

interessant detalje er de affjedrede kofangere, som var mindst et halv århundrede forud for deres tid.

S178PM er blevet totalrestaureret i Europa for nogle år siden, hvilket også omfattede en stor del af træet i karosseriet. Bilen er blevet brugt ganske lidt siden, og står i meget fin stand i dag. Et omfattende dossier med fotografisk dokumentation af restaureringen følger med bilen.

DKK 950,000 - 1,250,000
EUR 115,000 - 160,000
GBP 85,000 - 115,000
USD 130,000 - 170,000

EU Taxes paid
 With Danish Registreringsattest



1933 AUBURN 12-165 SALON PHAETON

Chassis no. 1094H

Engine no. BB2045A

391 cid Flathead Lycoming 45 Degree V-12 Engine

Single Zenith-Stromberg Carburettor

160 bhp at 3,400 rpm

3-Speed Manual Transmission with Overdrive

4-Wheel Leaf Spring Suspension, Dual-Ratio Rear Axle

4-Wheel Vacuum Assisted Hydraulic Drum Brakes

- *Elegant Murphy coachbuilder-inspired design*
- *V-12 power with dual-ratio rear axle*
- *Most sought-after year for 12-cylinder Auburns*
- *Great value for a large multi-cylinder classic*
- *Tasteful colour combination on a good restoration*



THE AUBURN TWELVE

After Erret Lobban Cord took over the troubled Auburn company in the mid-1920s, he quickly proceeded to get things back on track. The culmination of the rebirth of Auburn was the introduction of a brand new V-12 that was released in the last few months of 1931. It was an eye-opener, as the 12-160 was technically on par with offerings from the luxury makers, while carrying a radically reduced price of USD 975.

In 1933, the 12-165 was introduced which would be the most prestigious model produced by Auburn. The result was a stylish motor car in the mid-price range that offered powerful acceleration combined with an impressive maximum speed.

THE MOTOR CAR OFFERED

Available with several types of body work, the 1931-33 generation Auburns are a testament to the talented designer Alan Leamy. Leamy was clearly inspired by the bodies created for the fashionable L-29 Cord, which in turn were influenced by the elegant and clean designs that Murphy & Co. coachbuilders in Pasadena had achieved on the great Duesenberg Model J chassis. The stylish Phaeton Sedan model retained the slim Murphy-style chromed windshield pillars, graceful squared-off side glass and trim convertible top to achieve a refined look that at the same time had all the pizzazz of cars that were much more expensive. The crowning touch was the thick chromed trim frenched into the beltline, which contributed to an added feeling of exclusivity. The 1933 Auburn V-12 truly was a product of the jazz-age.

An older, full restoration, chassis 1094H still presents very well. The navy blue paint is virtually devoid of flaws. There is a matching blue canvas top and blue leather interior, both in excellent condition. Exterior brightwork is excellent, including chrome knock-off wire wheels and Pilot Ray driving lights. The car has dual side-mounted spares with metal covers and mirrors and a rear-mounted trunk painted in body colour. The engine compartment is clean and correctly detailed. 1094H was sold from the estate of John O'Quinn in Monterey in 2010 and latterly acquired by Henrik Frederiksen. It represents an opportunity to acquire a grand 1930s classic at an attractive price.









BILEN DER TILBYDES

Denne stilfulde Auburn med Salon Phaeton karosseri er et mesterstykke fra den talentfulde designer Alan Leamy. Og det er ikke en tilfældighed at bilen er smuk. Leamy var tydeligt inspireret af de velafbalancerede karosserier på den mondæne Cord L-29, som igen havde hentet inspiration fra de elegante og rene linjer, som Murphy & Co. opnåede på det fantastiske Duesenberg Model J chassis.

Chassis 1094H er blevet restaureret for nogle år siden, og restaureringen ser stadig frisk ud. Både lak, kalechen og interiøret er i fantastisk smuk stand. Det samme gælder de blanke dele på karosseriet. Motorrummet er rent og korrekt. 1094H stammer fra den store samling som blev opbygget på rekordtid af den kendte men nu afdøde bilsamler John O'Quinn fra Texas.

Denne Auburn, som er et ægte produkt fra

jazzens guldalder, repræsenterer en sjældent set mulighed for at erhverve en stor klassiker fra 1930'erne til en fordelagtig pris set i forhold til andre multicylindrede biler fra perioden.

DKK 1,800,000 - 2,300,000

EUR 230,000 - 300,000

GBP 175,000 - 215,000

USD 250,000 - 340,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



1934 LINCOLN KB CONVERTIBLE SEDAN

Coachwork by Dietrich

Chassis no. KB3444

Engine no. K4767

414 cid L-Head V-12 Engine

Single Dual-Throat Stromberg Carburettor

Approximately 220 bhp at 3,800 rpm

3-speed Manual Transmission with Overdrive

4-wheel Leaf Spring Suspension

4-wheel Vacuum Assisted Drum Brakes

- *Rare and desirable coachbuilt Convertible Sedan by Dietrich*
- *One of 25, of which few remain*
- *Mid-1990s restoration by Mosier Restoration Inc. of Inglewood, California*
- *A wonderful Classic for concours events*
- *A Classic Car Club of America full classic*



THE LINCOLN KB

With the major revamp of the Ford brand that took place in 1932, Lincoln received a similar redesign. Lincoln also received a powerful V-12 engine, and the new model was offered in long and short wheelbases. The short was dubbed the KA and the long the KB.

The new Lincolns for 1932 showed refined styling that significantly updated the aging L model. The fresh look incorporated a Ford-style radiator shell. The car rode on more modern 18" wire spoke wheels and was offered in, as was customary for Lincoln, an extensive catalogue of body styles including many expensive custom styles. Lincoln's custom offering was very impressive, including catalogued styles from most top custom body makers including LeBaron, Dietrich, Willoughby, Waterhouse and Brunn.

The KB chassis would earn legendary status in period and today is a highly desirable senior CCA classic. Praised for its excellent driving qualities, with exceptionally light and predictable steering and fine power-assisted brakes, the KB has become quite popular with seasoned classic era enthusiasts with an appetite for touring.

For 1933, Lincoln added a slightly smaller twelve to replace an aging 8-cylinder unit which had been offered on some KA chassis. A new-for-1933 front end styling updated the look of the car considerably, while stylistically Lincoln did take one step backwards by reverting to a louvered hood. This mistake was corrected when proper hood louvers returned in 1934, where the overall design got back on track. The styling was refined and the new models had a polished modern look, helped by a move

to body-coloured radiator shells and smaller headlamps for added sophistication. A new larger version of the 1933 KA engine was now adopted for the KB model; this more modern engine, though slightly smaller than the original KB V-12, was rated at identical horsepower.





THE MOTOR CAR OFFERED

As America hit bottom during the Great Depression, Lincoln manufactured only 744 KB chassis in 1934. Of those, a mere 25 were the graceful type 281 Convertible Sedan to a design by the famous LeBaron co-founder, Ray Dietrich. Small wonder. As advertised in 1934 with a base price of USD 3,200, the 12-cylinder KB was already an expensive luxury car. The top of the line Dietrich Convertible Sedan nearly doubled that, listing at USD 5,600. At a time when breadlines were long and a family car a notch above a Ford B cost little more than USD 600, it was a stratospheric amount of money.

Nevertheless, the KB Lincoln cost less and was as luxurious and powerful as its multi-cylinder competitors by Packard and Cadillac. And the few customers who opted for the captivating Dietrich coachwork received

matchless style for their outlay, including a fashionably raked and split windscreen, rear-hinged front suicide doors and folding B-pillars, making the car fully transformable. In addition, a Dietrich Convertible Sedan could be used as a chauffeur-driven car, as there is a formal roll-up division window neatly built into the separation between the front and rear seats.

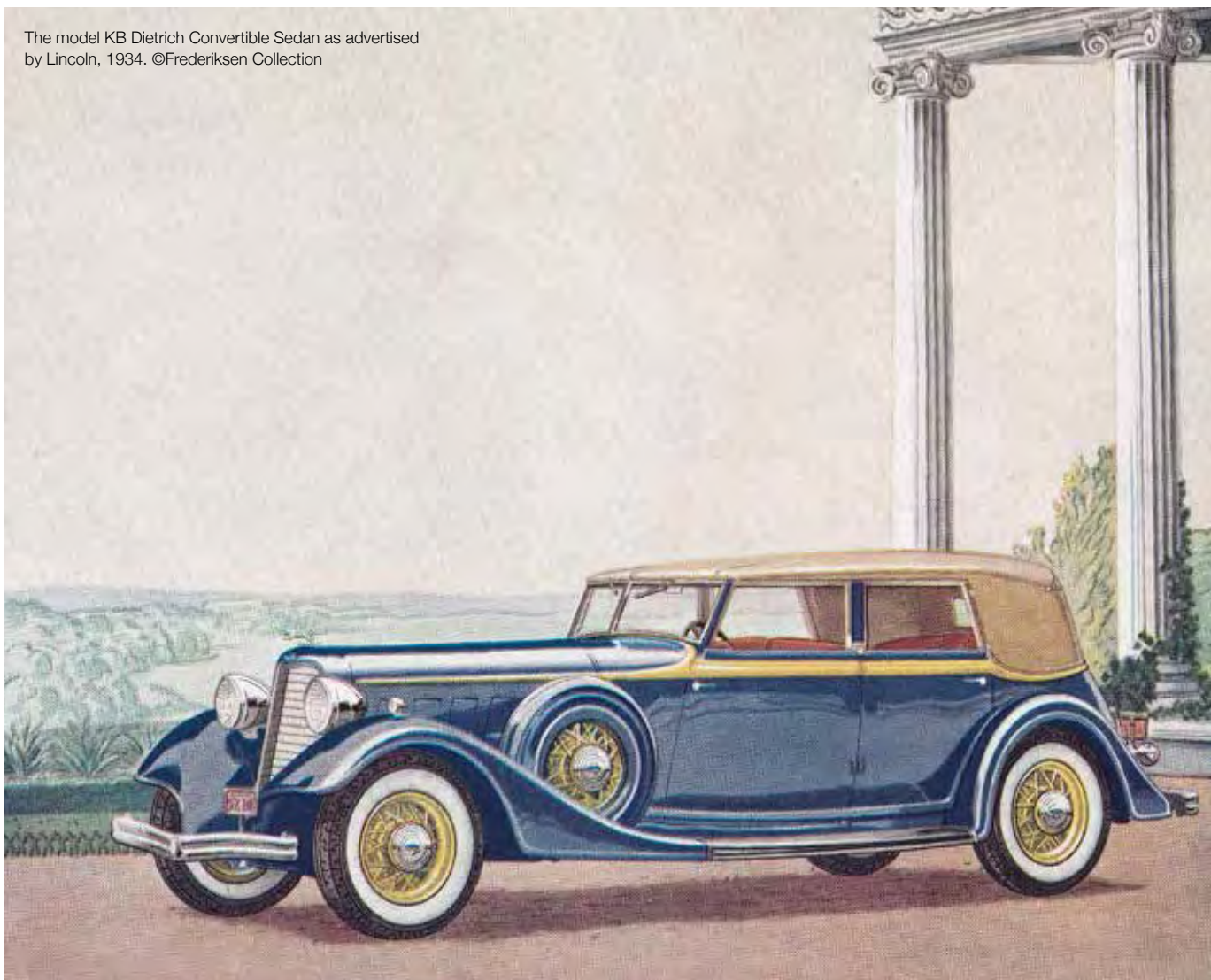
By the early 1990s, chassis KB3444 was a sound and complete car that retained its original metal and structural wood framing throughout, but also a car in need of a complete restoration. Sometime around 1996, the job was given to Mosier Restoration, a quality restoration company located in Inglewood, California. The no expense spared restoration was commissioned by a certain Larry Harvey who owned the car at the time.

Since Harvey had a pronounced desire to use the car when it was finished, much attention was paid to drivability, longevity and reliable touring capabilities. For this reason, the original 414 cid engine was professionally bored and stroked to 455 cid using new high-tensile internal parts including a custom-made steel crankshaft, new connecting rods, pistons and valves. This remarkably revitalized V-12 was then dyno-tested at a strapping 220 peak-hp output, with a power curve that was a virtual carbon copy of the original, merely at appreciably higher levels with no sacrifice of reliability.

Once the restoration was finished, Larry Harvey brought Mr. Mosier along for an extended 2,000 mile trip from Michigan to California, where KB3444 performed strongly and flawlessly. In 2006, the car was acquired by Jerry Greenfield of Washington State and



The model KB Dietrich Convertible Sedan as advertised by Lincoln, 1934. ©Frederiksen Collection



then passed to Al McEwan, a well-known West Coast collector and Pebble Beach Concours d'Elegance official. McEwan had KB3444 partially disassembled in order to refinish the body in its current factory-correct blue tone, complemented by blue leather upholstery and carpeting. The pale yellow beltline and painted wire wheels provide a delightful contrast and complete this tasteful ensemble. In this way, KB3444 is virtually identical to the 1934 Lincoln which was featured in official print advertising and this is likely just how Ray Dietrich originally envisioned this seductive design.

It is believed that as few as three or four examples remain of this very desirable body style. On this particular example, beauty is more than skin deep. This attractive and versatile coachbuilt body has been given a

top notch restoration that remains in superb condition, coupled with an engine with seriously enhanced performance. All the new owner needs to do is find a sunny day and a stretch of open road. The longer the better.

BILEN DER TILBYDES

Der blev kun bygget 744 Lincoln KB chassisser i 1934. Af dem blev kun 25 forsynet med dette smukke type 281 firedørs cabriolet karosseri, som var tegnet af amerikanske Ray Dietrich, den kendte medstifter af karosseribyggeren LeBaron.

I 1990'erne var KB3444 stadig en intakt og komplet bil, hvor det originale metal og trærammen i karosseriet var bevaret, men den trængte til en fuldstændig restaurering. Det var det kendte restaureringsfirma Mosier Restoration i Inglewood, Californien, som fik opgaven i 1996, og der blev ikke sparet på noget som helst.

Ejeren havde stor lyst til at bruge bilen efter restaureringen, så der var stor fokus på køreegenskaber, slidstyrke, holdbarhed, pålidelighed og at bilen var brugbar. Derfor blev den originale 6,8 liter motor professionelt boret





op til 7,5 liter. Motoren yder nu hele 220 hk. Bilen har siden kørt en tur på 3.200 km tværs over USA fra Michigan til Californien. Den kørte fint og uden problemer.

Det menes, at kun tre eller fire eksemplarer af denne Lincoln med dette eftertragtede karosseri eksisterer i dag. Ikke bare har det smukke og alsidige karosseri har fået en tip-top restaurering, som stadig fremstår i fantastisk tilstand, men motoren er blevet både forstærket og forbedret. Den kommende ejer skal blot finde en solskinsdag og et stykke god landevej. Jo længere jo bedre.

DKK 1,600,000 - 2,000,000
EUR 205,000 - 270,000
GBP 140,000 - 175,000
USD 225,000 - 300,000

EU Taxes paid
 US Import duty exempt
 With Danish Registreringsattest
 Registered as model year 1932



42

1931 PIERCE-ARROW MODEL 42 DUAL COWL SPORT PHAETON

Chassis no. 2525010

Engine no. 325501

366 cid L-Head Inline 8-Cylinder Engine
Single Updraft Stromberg Carburettor
125 bhp at 3,000rpm
4-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Bendix Mechanical Drum Brakes

- *Prominent open Pierce-Arrow*
- *One of only 14 built in 1931*
- *Powered by the large Pierce 8-cylinder engine*
- *Very rare optional chromed artillery wheels*
- *Toured on the Pebble Beach Motoring Classic*



THE PIERCE-ARROW MODEL 42

Founded in 1901, some idea of the rapidity of Pierce-Arrow's rise to prominence may be gauged from the fact that as early as 1909, the White House ordered two for state occasions. From then onwards, the name Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce. Royalty, Heads of State and countless celebrities were numbered among its clients, including Emperor Hirohito of Japan; the Shah of Persia; King Ibn Saud of Saudi Arabia; King Albert of Belgium; American Presidents Woodrow Wilson, William Howard Taft and Franklin Delano Roosevelt; John D Rockefeller; Orville Wright; Babe Ruth and Ginger Rogers. Woodrow Wilson would famously be chauffeured around Washington, DC in the Presidential Pierce, sitting in the back seat contemplating issues of state, with no one to barge into the Oval Office and interrupt him.

Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928, an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry into the luxury car market. A new range of straight-eights was introduced, and Pierce-Arrow sales doubled in 1929.

Although the 1931 Pierce-Arrows appeared little changed from the previous year's models, the chassis frames were new and were built in three ranges, offering a choice of three engine displacements and four wheelbase lengths. The Model 42 was the large Pierce-Arrow model and was powered by the mighty, nine-bearing 5,997 cc straight-eight engine that marked the company's departure from its six-cylinder traditions.

THE MOTOR CAR OFFERED

Only 14 dual cowl phaetons were built by Pierce in 1931, the last year for the model. Chassis 2525010 is an exemplary dual cowl Pierce that represents a sum-total of the virtues of the marque. As one of the famous three Ps – the others being Packard and Peerless, Pierce Arrow was renowned for understated good taste, unquestioned luxury without ostentation and a bank-vault like build quality that made Pierce cars outlast all but their most expensive competitors. And then of course there were the signature fender-mounted headlights, whereby an on-coming Pierce could always be identified from a distance.

Chassis 2525010 displays all of these qualities to a fault. The distinguished black dual cowl coachwork, cleverly accented by the chromed hood louvers and the very rare







chromed artillery wheels, exudes prestige with no frippery. The disciplined tan interior with matching tan top, covered travel trunk and the superior construction of the windshields and side screens send the message that like a Hispano-Suiza, here was a car more suited for long distance travel and serious use than philandering with the jazz crowd.

The noted American West Coast collector Al McEwan purchased 2525010 in May 2011 from a daughter whose deceased father had bought the car in around 2005. In turn, her father had acquired the car through a broker, from a man in New Mexico, who is also now deceased. According to Al McEwan, the Pierce was restored a number of years earlier and at sometime time in the 1960s or 1970s was part of the Wally Rank Collection. McEwan drove the Pierce on both the 2011

and 2012 Pebble Beach Motoring Classic, which is the 1,500 mile tour from the Seattle area to Pebble Beach. The car completed both tours, a testament to its great inherent strength and durability.

BILEN DER TILBYDES

Denne bil er én af kun 14 *Dual Cowl Phaeton*, dvs. en åben bil med 2 vindspejl, bygget af Pierce i 1931, hvilket i øvrigt også var sidste årgang for denne model. Chassis 2525010 er et fremragende eksempel på en *Dual Cowl* Pierce, hvor mærkets kendte dyder kommer fornemt til udtryk: god smag, ubestridt luksus uden høj cigarføring - og kvalitet som en bankboks, hvilket betød, at Pierce biler var mere slidstærke end alle andre bortset fra de allerdyreste konkurrenter. Og så har bilen det umiskendelige Pierce-Arrow kendetegn: de karakteristiske forlygter, som er monterede i forskærmene. En modkørende Pierce kan altid identificeres på afstand. Denne stilige Pierce udstråler prestige uden overflødig pynt: en seriøs rejsevogn der som en Hispano-Suiza er egnet til lange ture.

2525010 har tidligere tilhørt en anerkendt amerikansk bilsamler på Vestkysten i USA.





Ifølge ham var bilen en del af Wally Rank Samlingen i Wisconsin i en periode i 1960'erne eller 1970'erne. I både 2011 og 2012 deltog bilen i Pebble Beach Motoring Classic, som er en 2.400 km lang køretur fra Seattle til Pebble Beach langs Vestkysten i USA. At den har gennemført denne tur to gange er bevis på dens robusthed og slidstyrke.

DKK 1,000,000 - 1,300,000

EUR 125,000 - 160,000

GBP 90,000 - 120,000

USD 140,000 - 180,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



1931 CADILLAC V-16 SERIES 452 TOWN BROUGHAM

Chassis no. 703164

Engine no. 7-3214

452 cid OHV 45 Degree V-16 Engine

Dual Detroit Lubricator Updraft Carburetors

185 bhp at 3,400 rpm

3-Speed Synchromesh Manual Transmission

IFS Coil Spring Suspension, Leaf Sprung Rear Axle

4-Wheel Vacuum Assisted Mechanical Drum Brakes

- 20-year meticulous restoration
- Exact reconstruction of the lost razor-edge Town Brougham
- Fran Roxas and Brian Joseph work
- Massive V-16 power plant
- A guaranteed show stopper



THE V-16 CADILLAC

The development of the legendary V-16 was shrouded in the most complete secrecy yet seen in the automobile world. The new engine was sprung on an unsuspecting market in late 1929 in a flurry of announcements, dealer presentations, previews for privileged clients and public auto shows. The surprise was complete. This exquisitely beautiful and technically advanced engine put out 185 bhp which ensured ample power with even the most complex coachwork, as well as quality and silence.

But that was not enough. Cadillac also looked for something else to distinguish its V-16. It chose styling, and GM had Harley Earl, who was head of the Art and Color Section.

THE MOTOR CAR OFFERED

Chassis 703164 is a series 4264-B which fuses the mechanical beauty of the fabulous Cadillac V-16 with the most sumptuous and rarest of all the many body styles that were offered to the public in 1930 and 1931: the stately razor-edge Fleetwood town brougham. Only six Series 4264-B cars were produced, and three of them had eye-popping faux cane work on the rear body panels: Fleetwood craftsmen covered the outside of the passenger compartment from the beltline down with a woven cane applique, laboriously hand-worked using a special thick paint compound. The base price in 1930 was USD 9,700, which put the 4264-B close to Duesenberg territory. All of the six Series 4264-B cars are lost.

In the mid-1960s, David Holtzman and "Cadillac Jim" Pearson decided to convert an existing V-16 into one of the three lost razor-edge

broughams with cane-work applique. The donor chassis was 703164, fitted with a series 4291 Towncar body, which had been delivered by the factory to banker and coal merchant Mr. Charles Wellington Watts of Huntington, West Virginia on 8 October 1931 as an early Christmas present for Mrs. Ouida Watts. The car was no. 14 of 14 built of that particular style, with only 15,000 miles on it when Mr. Holzman purchased it. 703164 was brought to Ray Jones in Detroit, a well-known builder of car bodies.

The extremely detailed and high-quality conversion of 703164 from a style 4291 to a near-perfect 4264B which is indistinguishable from one of the three lost cars took an awe-inspiring twenty years. Over that time, Ray Jones enlisted the help of several very famous American restorers, including Brian Joseph of





High Mountain Classics and Fran Roxas. At one point, Dave Holls, a former GM director of corporate design, scoured the GM photo archives to find documentation for the complex work process to apply the cane-work applique and the chemical formula for the paint.

The roof and rear part of the body were reconstructed to create the razor-edge brougham style, while the doors, partition and cowl were retained but reworked in some areas. Interior patterns were made by Bruno Gilbert, an old Fleetwood employee, and the finest accolade was when the Jo-Han model company used 703164 as the template for their 1/25 scale model of the razor-edge brougham. Finally, the cane-work applique was meticulously recreated. Fran Roxas was involved in the later stages, and the project came together in the shop of Brian Joseph.

In 1994, Holtzman sold 703164 to Peter Schlachter, who only had the car for 45 days, as a certain Robert Waldock had been smitten by the car after seeing it in Scottsdale. After acquiring the object of his lust, Waldock fettled the mechanicals of the car properly, including new carburetors, upgrades to the electrical system and other general maintenance work so that it ran and drove well. From 1994 to 2004, this exceptional Cadillac has won multiple awards at various prestigious shows.

This extraordinary motor car is in every way a breathtaking example of a way of life that is truly gone with the wind. Even in period, the razor-edge brougham with cane-work was a car of such price and extravagance that only three were ever built. Today, 703164 is testament to the incredible devotion of a number of top classic car connoisseurs and

restorers to perfectly reconstruct one of the most iconic and famous American automobiles of the 1930s. The new owner of this car is guaranteed to be the centre of attention at any event he should care to enter with this phenomenal 16- cylinder automobile.







BILEN DER TILBYDES

Denne imponerende 16-cylindrede Cadillac er baseret på chassis 703164, som oprindeligt var udstyret med et series 4291 *Towncar* karosseri. Bilen blev leveret af fabrikken den 8. oktober 1931 til bankmand og kulhandler Charles Wellington Watts, som boede i Huntington, West Virginia, som en tidlig julegave til hans hustru Oida Watts. Bilen var nummer 14 ud af 14 med denne karosseritype.

Midt i 1960'erne blev bilen konverteret til den såkaldte *Series 4264-B razor-edge Fleetwood Town Brougham* model, som er det mest sjældne af de karosserier, som Cadillac tilbød kunderne i 1930 og 1931. Kun seks Series 4264-B blev produceret i alt, og blot tre af dem blev forsynet med håndmalet kunstig rørflet appliqué. Alle tre er gået tabt. Det tog 20 år at genskabe dette storslåede karosseri, hvor flere prominente restaureringseksperter

blev inddraget i projektet, ligesom en tidligere direktør i GM design blev konsulteret.

Gennem årene har denne ekstraordinære Cadillac vundet flere priser på forskellige træf og arrangementer i USA. Den repræsenterer den helt ekstravagante livsstil, som kun var virkelighed for de allerfærreste i USA i starten af 1930'erne. Den kommende ejer vil med sikkerhed få stor opmærksomhed hver gang bilen bliver vist.

DKK 1,600,000 - 2,000,000

EUR 210,000 - 270,000

GBP 140,000 - 170,000

USD 220,000 - 290,000

EU Taxes paid
US Import duty exempt
With Danish Registreringsattest



1912 ROLLS-ROYCE 40/50 SILVER GHOST CABRIOLET

Coachwork by Roger Fry in the style of Barker

Chassis no. 2145

Engine no. 47D

7,428 cc L-Head Inline 6-Cylinder Engine

50 bhp at 1,500 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- Faithful recreation with original Barker body components
- Superb restoration presents beautifully
- Extensive engine refurbishment in 2012
- Best of Show win at Technoclassica in Essen, Germany
- Originally delivered as a Barker cabriolet



THE ROLLS-ROYCE 40/50

Launched at Olympia in 1906, Henry Royce's masterpiece, the new six-cylinder, 40/50 H.P. Rolls-Royce, was in a class of its own and Royce's engineering genius combined with the selling charms of the Hon. Charles Stewart Rolls and the business flair of Claude Johnson ensured that the world soon recognised the new model as "The Best Car in the World". The history of the 40/50 H.P. car, soon to be colloquially referred to as "The Silver Ghost", is well-chronicled, production continuing in the UK until 1925 and, remarkably, no fewer than 6,173 chassis were built in the UK with a further 1,703 erected at the Springfield Factory in the USA.

The heart of the Silver Ghost was its magnificent engine, a 7,036 cc (later 7,428 cc) side-valve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side

members and tubular cross members was suspended on semi-elliptic springs at the front and a "platform" leaf-spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. Over the course of its 20-year production life, there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.





THE MOTOR CAR OFFERED

"Every now and then a restoration comes along that stands out in terms of quality and detail, and the 1912 40/50 HP Silver Ghost Cabriolet, chassis 2145, did exactly that at this year's 47th Annual Federal Rally in Canberra." David Berthon writing in *Praeclarum*, the journal of the Rolls-Royce Club of Australia, August 2005.

Rolls-Royce Silver Ghost, chassis number 2145, was nickel finished and completed with a Barker cabriolet body and tested on 4 October 1912. It was delivered new to one E. F. Miller in London, who subsequently moved to Melbourne, Australia, taking the car with him. In 1916, the car was reported by the Kellow Motor Co. to be in that city in Miller's ownership. In 1929, the Ghost passed into the ownership of George Russell of St. Georges Road in Toorak, Melbourne, a local businessman. The car was owned by an E. J. Simpson of Melbourne in

the 1930s and was probably rebodied pre-war before being recovered in 1959 as a wreck by Laurie Vinall of Adelaide. At that time, the body had been removed and the chassis was complete but derelict, as the car has been used as a farm truck. 2145 remained in the Vinall family's possession as an un-restored chassis until it was acquired by a recent owner in 2000.

A four-year total restoration was then embarked upon, the faithful re-creation of the Barker cabriolet body being entrusted to master craftsman Roger Fry of Perth, Western Australia. To ensure authenticity, Roger visited the UK and Ireland to study two original Barker cabriolets, with particular attention being paid to the design of the folding hood mechanism. The front body tub is an original Barker component from chassis 1905E, donated by a fellow Ghost owner. Tasmanian Oak was used for the body

framework, which is panelled in aluminium, while all the body mouldings are alloy castings. The body is finished in Brewster Green with black coachlines, while the interior is trimmed in black Connolly leather to the front compartment and mushroom West of England cloth to the rear.

A carriage maker established as far back as 1710, Barker & Co. of London was one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Indeed, in 1905 Charles Rolls is said to have announced that "all Rolls-Royce cars will be fitted with Barker bodies" and the London firm was regarded as its "official" coachbuilder until Rolls-Royce acquired Park Ward in 1933. The Barker cabriolet as recreated on chassis 2145 is a particularly versatile design, enabling it to be fully raised to cover both driver and passengers, part retracted





in sedan de ville style or fully lowered and with the windscreen folded down if so desired. With the central division and side windows raised, the rear passengers enjoy the ultimate in comfort and protection.

After its completion, 2145 received the coveted concours award mentioned above, having gained this outright win against an impressive field of Rolls-Royce and Bentley cars of all ages. In his *Praeclarum* article, David Berthon commented: "...in the eyes of many the high standard set by this restoration will surely form a benchmark for many years to come."

In 2012, the engine was refurbished with new bearings, a new rear block and new oversize high-compression pistons, since when only some 4,000 miles have been covered, including the completion of the

2013 20-Ghost Club Centenary Alpine Trial. The electrics were rewired and there are new bearings throughout the transmission. Other noteworthy features include hardened valve seats, a starter motor, turn indicators, safety glass and quartz halogen headlamps. 2145 has a 17x52 high ratio rear axle which allows good speeds to be maintained with low engine revs. A complete original tool kit and full complement of weather equipment are included in the sale.

Presented in concours condition, this beautifully restored Silver Ghost possesses all the qualities of refinement, reliability and performance that established Rolls-Royce as the pre-eminent British motor manufacturer as long ago as the Edwardian era.

BILEN DER TILBYDES

Denne bil var oprindeligt forsynet med et cabriolet karosseri af Barker og blev testet den 24. oktober 1912. Den blev leveret ny til en kunde i London, som efterfølgende flyttede til Australien. Karosseriet blev udskiftet på et tidspunkt før Anden Verdenskrig, og bilen blev fundet som vrak i 1959. Chassiet var komplet men forsomt, da bilen havde været anvendt som lastvogn på en gård. I 2000 blev bilen solgt efter en omfattende restaurering.

Det oprindelige Barker cabriolet karosseri blev genskabt af mesterhåndværker Roger Fry fra Perth i Vesta Australien. Kalechens foldemekanisme fik særlig opmærksomhed, og den forreste del af karosseriet er en original Barker karosserikomponent fra chassis 1905E, som blev doneret af en anden Ghost-ejer. Denne Barker cabriolet type er et særligt alsidigt design, hvor kalechen kan dække både fører





og passagerer som en *Sedan de Ville*, eller anvendes helt åben med forruden foldet ned. Med adskillelsen og sideruderne rullet op, nyder passagerne ultimativ komfort og beskyttelse mod elementerne.

Motoren blev renoveret i 2012. Elektronikken blev ligeledes renoveret, og gearkassen fik nye lejer. Bilen har også modtaget en del andre opdateringer, blandt andet en ny startermotor, sikkerhedsglas og kvartshalogenforlygter. Et komplet originalt værktøjssæt medfølger.

DKK 4,200,000 - 5,600,000

EUR 540,000 - 750,000

GBP 390,000 - 520,000

USD 610,000 - 820,000

EU Taxes paid

With Australian Registration document



45

1934 ROLLS-ROYCE 20/25 OWEN SEDANCA COUPE

Coachwork by Gurney Nutting

Chassis no. GYD26

Engine no. K8J

3,669 cc OHV Inline 6-Cylinder Engine

Single Carburetor

55-65 bhp at 3,000 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Iconic Gurney Nutting convertible coachwork*
- *Restored in 1998 with full documentation*
- *Overdrive installed for improved touring performance*
- *Offered with Rolls-Royce Factory records*
- *A charismatic and elegant pre-war Rolls-Royce touring convertible*



THE ROLLS-ROYCE 20/25

The introduction of the smaller Rolls-Royce 20HP in 1922 enabled the company to cater to the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50HP Ghost or Phantom. The "Twenty" proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Nevertheless, by the late 1920s, the trend towards ever-heavier coachwork was beginning to have a detrimental effect on the Twenty's performance.

Introduced in 1929, the new 20/25HP model addressed this problem. The model featured numerous improvements, the most significant of which was a cross-flow version of the Twenty's 6-cylinder, overhead-valve engine enlarged from 3,127 to 3,669 cc. Apart from the revised engine, early 20/25 chassis were

identical to those of the last 20s, both models being produced during 1929. Thus the 20/25 inherited the right-hand gearchange lever and servo-assisted brakes introduced on its predecessor for 1926, as well as Phantom-style vertical radiator shutters.

The increased engine power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication and would become the best-selling Rolls-Royce of the inter-war period. The Rolls-Royce 20/25 H.P. was, of course, an exclusively coachbuilt automobile and most of the great British coachbuilding firms offered designs,

many of them unique, on the 20/25 chassis. The model continued through 1936 and did much to stabilize Rolls during the Depression, in spite of the fact that it remained exclusive with less than 4,000 made.







THE MOTOR CAR OFFERED

This lovely Rolls-Royce 20/25 three-position Drophead Coupe, chassis GYD26, was first sold to the prominent Rolls-Royce dealer H.R. Owen Ltd. of number 7 Berkeley Street, London W1 on 28 August 1934. The works number was 9384, engine number was K.8.J., and it was designated a type D2 series.

The long wheelbase chassis was invoiced to the famous coachbuilder J. Gurney Nutting & Co. Ltd. of Lacland Place, King's Road in Chelsea, London on 7 September 1934, and delivery to Gurney Nutting took place by road on 11 September. With a 15% trade discount, the price of the chassis was a still considerable GBP 1,050. It was specified that the car was for use in the United Kingdom – mainly for touring. Bonnet hinge mouldings were to be painted, while the bonnet had louvres sloped at 16° with the rear end sloped

to correspond, and the louvres were carried right through to the rear end of the bonnet and into the cowl.

The complete car had been ordered for stock by H.R. Owen and was sold on 3 January 1935 to a certain C. Treherne Thomas, Esq. of the International Sportsmen's Club, Grosvenor House, Park Lane, London W1. According to the well-known Rolls-Royce historian Tom Clarke, GYD26 was re-sold in period by Jack Barclay Ltd. in London in 1936 and 1938.

The car was restored for Alan and Betty Archer in 1998 to concours condition, including a complete interior retrim by Roy Creech and a bare metal repaint by Brian Ginns of Essex, England. A large file containing the records of the restoration comes with the car. In addition, various

invoices dating back to 1976 are included, which indicate a complete engine overhaul at that time, including clutch work and general servicing over a period of 20 years by a previous owner who was an engineer.

Chassis GYD26 is well known in RREC circles having had regular use and it has won a number of concours, elegance and best of show awards in the years since its restoration. Finished in two-tone green with mid-green hide interior, GYD26 is overflowing with pre-war charisma and style. The superbly proportioned Gurney Nutting Drophead Coupe coachwork paired with the more compact dimensions of the 20/25 chassis in relation to the enormity of a Phantom II is quite simply a winning combination. GYD26 presents in splendid condition and will be a perfect tour car in which to enjoy open-top motoring.





BILEN DER TILBYDES

Denne skønne Rolls-Royce 20/25 med *three-position Drophead Coupe* karosseri blev først solgt den 28. august 1934 til den prominente Rolls-Royce forhandler H.R. Owen Ltd i London. Chassiset med den lange akselafstand blev derefter afskibet den 7. september 1934 til den kendte karosseribygger J. Gurney Nutting & Co. Ltd. i Chelsea, som tog levering den 11. september. H.R. Owen solgte den færdige bil til den første ejer den 3. januar 1934, og ifølge Rolls-Royce historiker Tom Clarke, blev bilen solgt igen af en anden engelsk Rolls-Royce forhandler, Jack Barclay Ltd. i London, i 1936 og endnu en gang i 1938.

Bilen er sidenhen blevet komplet restaureret og fremstår nu i fantastisk stand. Med bilen følger en stor mappe, som indeholder fakturaer for diverse renoveringsarbejder som går helt tilbage til 1976. Bilen blev udstyret

med overgear, da den blev restaureret for anden gang i 1998, hvilket har forbedret dens anvendelsesmuligheder på landevejen.

Chassis GYD26 er velkendt i *Rolls-Royce Enthusiasts Club* kredse, og bilen har vundet adskillige priser gennem årene. Denne charmerende og elegante cabriolet er et perfekt valg for en kommende ejer, der drømmer om fornøjelige ture i det åbne landskab med kalechen slået ned og picnic kurven pakket.

DKK 1,000,000 - 1,300,000
EUR 125,000 - 170,000
GBP 90,000 - 125,000
USD 140,000 - 190,000

EU Taxes paid
 With Danish Registreringsattest
 Registered as model year 1935



The ex-Kathleen Dexter McCormick

1931 ROLLS-ROYCE PHANTOM II OPEN TOURER

Coachwork by Barker & Co.

Chassis no. 115GY

Engine no. NV85

7,668 cc OHV Inline 6-Cylinder Engine

120 bhp at 3,000 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- Offered with Rolls-Royce factory documentation
- Barker body fitted when car was delivered to first owner
- Light and nimble Phantom II
- Beautifully patinated older restoration
- Dual instrumentation



THE ROLLS-ROYCE PHANTOM II

Reputedly the last model that Henry Royce designed himself, the Phantom II was announced in September 1929 with deliveries commencing immediately. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50HP Silver Ghost model, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20HP Rolls-Royce.

Built in two wheelbase lengths – 144 inches and 150 inches – this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

THE MOTOR CAR OFFERED

Chassis 115GY carries lovely open tourer coachwork by the famous British coachbuilder Barker and Co. who were famous for this style of open body known as a “barrel sided tourer”. When the style was first introduced sometime around 1920 it became an instant success, especially among the Maharajahs of India who ordered it to be fitted to Rolls-Royce chassis. 115GY is believed to be the only period example of this timelessly attractive body on a Phantom II chassis.

Chassis 115 GY was originally ordered by Barkers on 16 May 1930, with the chassis off-test on 16 August. On 21 August 1930, a certain Mr. Holm bought the bare chassis for GBP 1,673,16, paying the balance of the chassis price on 12 December 1930. A so-called *Sedanquette* body with a weight of approximately 685 kg was fitted — it is thought

that this designation may have referred to a *Sedan de Ville*. The car was completed at the end of 1930, but in the meantime the unfortunate Mr. Holm had become a victim of the Depression. Unhappily, he had to inform Barkers on 4 July 1931 that he would be unable to complete the purchase of the car with body as ordered.

On 1 November 1931, when Mrs. Stanley McCormick, an American lady of wealth, famous suffragette and single-handed financier of the development of the birth control bill, entered the Barker showroom in South Audley Street, Mayfair, the car had sat in the showroom for nearly a year with no buyer in sight. Mrs. McCormick was anxious to purchase a Rolls-Royce touring car and had little time to wait for delivery. A quick-witted Barker salesman sensed an opportunity







for Barker to have its cake and eat it, and provided Mrs. McCormick with a quick solution. The salesman agreed to remove the *Sedancalette* body from 115 GY and fit a new open touring body which was available in the Barker warehouse in Shepherd's Bush, likely the victim of another cancelled order.

On 3 November, an invoice was raised for the car to be re-bodied, and Mrs. McCormick was able to take delivery of her new automobile in a matter of weeks rather than months. The new body weighed some 200 kg less than the old one, so it was necessary to alter the spring rates. The records state that new springs by Firths were fitted at Barkers on Christmas Day, 25 December 1931. There is nothing in the records which give a clue to how long Mrs. McCormick retained the car except a note that Barker supplied some parts in May 1935. It

can be assumed that the car was still with Mrs. McCormick at that date. The rear instruments of American manufacture were obviously fitted in the United States. Perhaps Mrs. McCormick had seen a Cadillac Phaeton with a similar set up. The work is highly professional, especially the speedometer cable and connection to the gearbox, so the work was possibly carried out by a Rolls-Royce agent in Boston where the owner was resident.

115GY remained in the USA until a few years ago. Since then, a substantial amount has been spent refurbishing the car both mechanically and bodily. There has been considerable expenditure on the coachwork, chassis and engine, which have been prepared by a recent owner with international rallying in mind. Today, 115GY is resplendent with its svelte black coachwork, complemented by burgundy leather

and deeply varnished wood trim. The lack of side windows lend the car an exceptional lithe grace, enhanced by the mild patina of its older restoration. Due to the lightness of the body, GY115 is an exceptional driver and will bring many happy hours of touring to its new owner.





BILEN DER TILBYDES

Chassis 115GY er udstyret med et meget smukt *Tourer* karosseri af den berømte engelske karosseribygger Barker and Co. Firmaet var kendt for netop denne slags åbne karosseritype, almindeligvis kaldet *Barrel Sided Tourer*. 115GY menes at være det eneste tidstypiske eksemplar forsynet med et originalt *Barrel Sided Tourer* karosseri monteret på et Phantom II chassis.

Chassis 115 GY blev oprindeligt bestilt af Barker selv den 16. maj 1930, og chassiset blev testet af Rolls-Royce den 16. august samme år. Det nøgne chassis blev erhvervet af en kunde næsten med det samme, som betalte GBP 1.673,16 for herlighederne den 21. august, og den resterende del den 12. december 1930. Chassiset blev i første omgang udstyret med et såkaldt *Sedancalette* karosseri. Desværre kom depressionen, og

den 4. juli 1931 måtte ejeren informere Barker, at han ikke havde råd til at gennemføre købet af bilen. Den 1. november 1931 solgte Barker bilen til Mrs. Stanley McCormick, en velhavende amerikansk dame, som ville have en åben Rolls-Royce i en fart. Derfor udskiftede Barker selv karosseriet med et de havde på lager, og det er det selvsamme karosseri bilen bærer den dag i dag. Det vides ikke, hvor længe Mrs. McCormick ejede bilen, men der er fakturamateriale, der viser, at bilen var i USA i 1935.

115GY kom tilbage til Europa for ganske få år siden, hvorefter både bilens mekaniske dele og karosseriet blev gennemgået. På grund af karosseriets lette vægt, kører GY115 ualmindeligt godt, og bilen står klar til at give den kommende ejer mange fornøjelige køreoplevelser.

DKK 2,000,000 - 2,600,000
EUR 250,000 - 330,000
GBP 175,000 - 250,000
USD 285,000 - 360,000

EU Taxes paid
 With Danish Registreringsattest
 Registered as model year 1932



1924 LINCOLN MODEL L LEBARON CONVERTIBLE

Coachwork by Murray Body Co

Chassis no. 18183

Engine no. 18183

358 cid L-Head V-8 Engine

90 bhp at 2,800 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Rare Model L Lincoln with Leland-designed V-8 engine*
- *Built to a Dietrich design by the Murray Body Company*
- *Beautiful example of transitional model*
- *Displaying a wonderful patina throughout*
- *Rare piece of automotive history*



THE LINCOLN V-8

The Lincoln Motor Company had been founded in 1917 by the great engineer Henry M. Leland and his son Wilfred. After the Great War, Leland's first Lincoln was superbly engineered and built. Introduced in 1921, it was powered by a 358 cid L-head 60° V-8 engine. Unlike more conventional V-engines which offset the cylinder banks slightly to make room for adjacent connecting rod bearings on the crank journals, Leland's Model L used expensive, precision-made fork-and-blade connecting rods and disposed the cylinders directly opposite each other. Unusually for the period, Leland's V-8 had full pressure lubrication.

However, Leland had an engineer's vision and the bodies which completed his automobiles left something to be desired in the design department. Lincoln tried a quick redesign with a set of twelve body designs by Hermann

A. Brunn but it was too late as dismal sales, the post-WWI recession and an erroneous USD 4,5 million tax bill spelled the end of Lincoln. It was bought out of receivership in 1922 by none other than Henry Ford to balance the success of the bare bones Model T with the best-engineered and best-built luxury automobile in America.

Ford put his son Edsel, who had an innate sense of style, grace, balance and proportion, in charge of Lincoln and the automobiles soon began to reflect Edsel's vision. Initial production after the takeover consisted of the model L, where the "L" indicated that it had been designed by Henry and Wilfred Leland. This would remain the catalogue designation until the V-8 was superseded in 1931, a measure of Edsel Ford's respect for Leland, who was called the "Master of Precision".

THE MOTOR CAR OFFERED

This 1924 dark green over black Lincoln Model L reflects the beginning of Edsel Ford's influence on Lincoln design. The long hood, continuous beltline accent, subtly defined passenger compartment edges and body sides that curve in to join the chassis apron all convey a tight, integrated sense of purpose and performance that perfectly suited the Leland-designed chassis and drivetrain. This modern design had come about due to an interesting chain of events.

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen





business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders. This rare Lincoln is precisely such a car. The design was created by Ray Dietrich, sold to a client (Edsel Ford in this case) and then built by the Murray body company. Edsel Ford would order five to ten examples of a particular design such as chassis 18183, and if it proved popular, it would be slated for production by Murray.

But Edsel Ford had bigger fish to fry: he wanted Dietrich to design bodies exclusively for Lincoln. In 1924, the year 18183 was built, Edsel Ford set plans in motion to bring LeBaron to Detroit to build custom and semi-custom work for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner. A proposal to purchase a controlling interest in LeBaron was made.

Both Dietrich and Roberts refused the initial offer, but then a secret meeting was held with Dietrich in Detroit. He was made an offer he could not refuse, namely the creation of Dietrich Inc., where he would own 50% of the firm, have his own factory, as well as a staff of designers and draftsmen. The clincher was a lucrative design contract from Lincoln. To Roberts' life-long dismay, Dietrich jumped ship and sped to Detroit.

Dietrich Inc. was an enormous success, and Ray Dietrich went on to create some of the most beautiful classics ever designed, including seminal work for Packard and Lincoln. Beautifully restored, chassis 18183 is a testament to this fascinating piece of automotive history, as Lincoln moved out of its engineering shadow to become a world leader in style and luxury. This car is one of the very

rare Murray-built models to a Dietrich design, which was instrumental in the creation of Dietrich Inc. and the subsequent revolution of Ford design. It should be noted that this car has been fitted with a detachable steering wheel for ease of access.







BILEN DER TILBYDES

Denne Lincoln Model L repræsenterer en vigtig periode i amerikansk bilhistorie. Chassiset og motoren er designet af Henry M. Leland og sønnen Wilfred, som grundlagde Lincoln i 1917. Lincoln var blandt de bedst byggede og mest velkonstruerede biler i USA i starten af 1920'erne. I 1922 blev Lincoln købt af Henry Ford, som overdrog opgaven med at styre nyhervælsen til sønnen Edsel. Edsel havde en instinktiv sans for stil, elegance og proportioner. Med det Leland-konstruerede chassis og motor som basis, ville han bygge nogle af de bedste biler i USA.

Denne fornemme Lincoln på chassis 18183 er udstyret med et cabriolet karosseri tegnet af Ray Dietrich, som sammen med Tom Hibbard grundlagde LeBaron Carrossiers Inc. i New York. LeBarons forretningsmodel var sådan, at designet var Dietrichs, mens selve karosseriet blev bygget af Murray i Detroit.

Denne smukke Lincoln er således et eksempel på et fascinerende stykke amerikansk bilhistorie, hvor store designere for første gang formgav luksusbiler som så blev produceret i en kvalitet som kun maskinfremstillede biler kan have. Endvidere medvirkede disse Lincoln med LeBaron karosserier bygget af Murray til den revolution af Fords design som holdt sit indtog da Ford A blev introduceret i 1928.

DKK 350,000 - 550,000

EUR 45,000 - 70,000

GBP 33,000 - 50,000

USD 50,000 - 75,000

EU Taxes paid

US Import duty exempt

With Danish Registreringsattest



The ex-Maharaja of Patiala

1933 MAYBACH DS-8 ZEPPELIN CABRIOLET

Coachwork in the style of Spohn

Chassis no. 1435

Engine no. 482-25120

7,922 cc SOHC 60 Degree V-12 Engine

200 bhp at 3,200 rpm

8-speed Manual Transmission With Pre-Selection

4-Wheel Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *One of the most luxurious and advanced cars of the pre war era*
- *Rare and Powerful Twelve Cylinder Zeppelin Maybach*
- *A convertible of otherworldly proportions, yet elegant and restrained*
- *Coachwork in the style of Spohn, recreated by Wagner to incredible standards*
- *Presents as a fresh restoration in absolutely stunning condition*



THE MAYBACH ZEPPELIN

The dirigibles of Count von Zeppelin first appeared in service between Lake Constance and Berlin in 1910. Germany carried on the tradition of the airship between the wars, and the giant Graf Zeppelin of 1928 had an outstanding career. The great German airship was powered by 12-cylinder Maybach engines and made over 600 trouble-free flights over the course of nine years.

Count Ferdinand von Zeppelin had turned to Wilhelm Maybach (1846-1929), the designer of the first Mercedes in 1901 and heralded as “the genius behind Daimler”, for assistance in building dirigible motors. As a consequence, Maybach set up a subsidiary next to the Zeppelin Airship Company at Friedrichshafen with his son Karl (1879-1960) in charge of engine production. The first Maybach W3 luxury automobile made its debut at the Berlin

Motor Show in 1921. The DS-7, which was introduced in 7-litre form in 1929, was the first Maybach automobile chassis designed to accommodate a large displacement V-12 which had been developed from the engines used to provide the power for Zeppelins. DS stood for Doppel Sechs, or Double Six, similar to the model designation used by Daimler in England, and “7” indicated the size of the engine, namely 7-litres.

The name “Zeppelin” was reserved for the fabled DS-8, first shown at the Paris Automobile Salon in 1930. In accordance with Maybach terminology, this model was then a Maybach Double Six, with the engine capacity increased to an astounding 8-litres. “The 12-cylinder engine,” said Karl Maybach, “substantially approaches a turbine-like engine in the evenness of its running”. Not only was the DS-8

equipped with this colossal 200 bhp engine which provided a substantial performance advantage over other ultra-luxury chassis of the period, it was also fitted with a new pre-selector transmission, where the gears were shifted from the steering column without the use of a clutch.

At a time when even expensive luxury cars usually came with cumbersome non-synchromesh 3-speed gearboxes, Karl Maybach had spent much energy developing multi-speed ‘boxes, beginning with the installation in earlier models of a fourth overdrive gear, called *schnellgang* in German, or “fast speed”. Maybach then developed the concept further into a combination sliding-gearbox coupled with a separate overdrive. The culmination was the so-called *doppelschnellgang* unit with integral overdrive which provided a total of eight forward speeds







forward and vacuum-assisted shifting. Maybach called it the *Variores* and fitted it to the already overwhelming DS-8. To complete the grandiose specification, there was a novel system of servo-assisted pneumatic braking, using Bosch-Dewandre patents.

The exploits of Maybach in the skies were used to promote the new model in the catalogue: "... there is no better proof of the reliability of the 12-cylinder V-shaped engine than the unrivalled achievements of the same type motors which were used in the Graf Zeppelin in its world famous flights". Among Maybach's competitors, only Marmon and Hispano-Suiza used larger capacity engines for their models.

Light alloys were used liberally for the construction of the chassis, and the "recommended" Maybach coachbuilder was

Hermann Spohn, 12 miles away at Ravensburg. In general, the Zeppelin chassis invited conservative designs, not least because many of them were used by German ambassadors and the absolute elite. These massive cars were most often to be seen and admired at state functions or the watering places of the extremely rich. While manufacture was very limited, the Zeppelin remained in "production" until 1939, when the resources of the *Maybach Motorenbau* were redirected to the German war effort. From 1921 and until the end of automobile production, Maybach managed to manufacture a mere 1,800 cars of all models.

THE MOTOR CAR OFFERED

At some 5.5 metres in length, the Zeppelin ranked as one of the most prestigious German cars in the world – "a car of the greatest elegance and power which you would give your last wish to own," as a Maybach brochure put it.

Chassis 1435 was first fitted with a sumptuous seven-passenger fully transformable state limousine body by Spohn and was presented to His Highness, The Maharajah of Patiala and Raj Pramukh, which in translation means His Highness, The Supreme King of Patiala and Chief of the Kingdom. The car was given as a gift of State from the *Reichsmacht* on behalf of Adolf Hitler in expectation of neutrality, or favour, for the German cause. Extravagantly appointed, the car carried a full set of accessories, including jump seats, twin metal-encased sidemounts and an integrated trunk. The lighting system was especially complete





The DS-8 as delivered by Spohn to His Highness, the Maharajah of Patiala. ©Peter Larsen Collection

with Grebél head and driving lights plus two searchlights mounted one above the other in front of the imposing Maybach grille. The top or bottom one – or both – would be lit to indicate whether either the Maharajah or the Maharani alone, or the exalted couple was being transported together.

The gift of this immense automobile was accepted graciously, but with the coming of war and given its origin, it was hidden for the duration. And as far as the *Führer* was concerned, it was all for naught: the Maharajah pledged his support to the Allies during the hostilities. The car was first registered on 20 April 1951 following the establishment of Indian title and registration laws and carried a red licence plate No. 7, which indicated a State car. The original certificate of registration for Patiala and East Punjab States Union shows that the

car was tax exempt from 1951 to 1967. The Maybach, as used by the Maharajah on State occasions, was arguably the most important car of its time in India. As an article titled *The Grand Old Ladies* in *Times Weekly* dated 21 November 1971 states: "In the annals of the history of Indian vintage cars, perhaps the most historic is a 1933 model Maybach Zeppelin made especially for the German dictator Hitler and presented to the Maharaja of Patiala."

When the car was sold at auction in September 1997 in Geneva by its second owner as part of the Allerton Castle Motor Collection, it was finished in maroon and black with red upholstery to the interior. Around the years 2001 to 2002, the car belonged to a Dr. Fassbender who is well-known in German Maybach circles. Fassbender had no need for the enormous space provided by the State

cabriolet body, as he preferred driving the car alone or occasionally together with his wife. For this reason, he decided to have a two-seater Cabriolet constructed for the chassis in accordance with a period Spohn design which had never been built.

The restoration work and body rebuild took approximately three and a half years and was performed from 2002 to 2005. The superbly constructed body was created by Reifen-Wagner in Landshut, Germany under the supervision of Rolf Wagner and Horst Duschek, who has since retired. A large and extensive photographic file documenting the construction of this marvellous body comes with the car. The old state cabriolet body was kept and preserved. In 2012, this body was sold to Dr. Hofmann, owner of the Museum for Historical Maybach Vehicles in Neumarkt, Germany.





Today, this Maybach is a two-passenger cabriolet of almost otherworldly proportions. On the one hand, this is a conveyance with a bank-vault like solidity in its expression with its massive split windscreen and semi-skirted wings, while on the other, the virtually endless length of the bonnet coupled with the equally interminable sweep of the front wings lend it a grace and almost light-hearted elegance which belies its prodigious proportions.

The refinement of the dark blue body is accentuated by a graceful chromed sweep-spear running from the tip of the bonnet at the radiator grille along the flank of the car until it curves smoothly downward to "grab" the upward curve of the rear wing. Contributing to the feeling of length are the side grilles on the bonnet with accents that also curve in a line which mimics and strengthens the curve of the sweep-spear.

The long rear deck carries a slim luggage rack on top of the exposed spare wheel with a fitted outside piece of travel luggage, fixed with leather straps – a truly continental expression of a car meant for long-distance travel. The wooden dash is peopled with a full set of white-faced watch-like instruments, while the sumptuous dark blue leather upholstery and carpets lend an air of élan and elegant good taste.

To crown all this, here is an extremely rare motor car that still presents from bumper to bumper as a fresh restoration in absolutely stunning condition. Even in a gathering of many great and imposing cars, such as the other magnificent machines in the Frederiksen collection, Maybach DS-8 Chassis 1435 is the instant centre of attention, because of its sheer size, deep and enduring beauty and

overwhelming presence. The opportunity to purchase this crown jewel of pre-war German automobile manufacture is singular, important and simply not to be missed.





BILEN DER TILBYDES

Med en længde på mere en 5,5 meter er denne Maybach DS-8 Zeppelin blandt de største og mest imponerende biler der nogen sinde er bygget i Tyskland. Chassiset var oprindeligt udstyret med et overdådigt syvpersoners cabriolet-limousine karosseri af Hermann Spohn, som kun lå 20 km fra Maybach fabrikken. Bilen blev skænket til Hans Højhed, Maharajahan af Patiala som en gave fra den tyske *Reichsmacht* på vegne af Adolf Hitler i forventning om neutralitet eller i det mindste velvilje fra Maharajaens side overfor den tyske sag. Udover forlygter, tågelygter og positionslus var bilen udstyret med to kraftige lygter monteret foran kølgitteret: den øverste eller den nederste – eller begge to – blev tændt for at markere, om det enten var Maharajahan eller Maharanien alene, eller begge to som blev transporteret.

Bilen blev solgt på auktion i Schweiz i 1997 som en del af *Allerton Castle Motor Collection*. Omkring

år 2001 til 2002 tilhørte den Dr. Fassbender, som er velkendt i tyske Maybach kredse. Han havde ikke brug for det enorme syvpersoners cabriolet karosseri, eftersom han foretrak at køre alene eller sammen med hustruen. Derfor fik han konstrueret det nuværende topersoners cabriolet karosseri efter et originalt Spohn design fra perioden, som aldrig blev bygget.

Det tog tre og et halvt år at skabe det nye karosseri, som blev udført af Reifen-Wagner i Landshut, Tyskland. Det originale statscabriolet karosseri er bevaret og blev solgt i 2012 til Dr. Hofmann, som ejer *Museum Für Historische Maybach Fahrzeuge* i Neumarkt.

Denne Maybach topersoners cabriolet har sensationelle proportioner. Muligheden for at købe denne kronjuvel i tysk bilproduktion før anden verdenskrig er ganske enkelt enestående.

DKK 20,000,000 - 24,000,000
EUR 2,600,000 - 3,200,000
GBP 1,800,000 - 2,300,000
USD 2,900,000 - 3,550,000

EU Taxes paid
 With Danish Registreringsattest
 Registered by engine number

END OF SALE



OFFERED FOR SALE BY PRIVATE TREATY

The keel for the schooner ZAR was laid down in 1941, and the ship was built as an OAK on OAK construction at the Ring Andersen boatyard. She is the largest privately owned schooner in Denmark, and the only wooden ship in the world with an A1 certificate from the securitizing company Norske Veritas.

She is 45 meters long and may sail with 40 passengers and can accommodate 16 passengers overnight (4 heads). She is truly a well-maintained schooner, and has crossed the Atlantic numerous times.

Detroit diesel engine, 350 m sails, 3 masts w/topsail.

All certificates are up to date with the Danish Maritime Authority.

Inquiries

+1 (415) 480 9028

jakob.greisen@bonhams.com

Skonnerten ZAR er bygget i 1941 som en EG på EG konstruktion hos Ring Andersen skibsværft. Hun er Danmarks største privat ejet skonnert, og det eneste træskib i verden med Norske Veritas certifikat A 1.

Hun er 45 meter lang og har tilladelse til at sejle med 40 personer og har plads til 16 overnattende gæster (4 badeværelser). Hun er virkelig en velholdt skonnert der har krydset atlanten flere gange.

Detroit diesel motor, 350 meter sejl, 3 master m/topsejl.

Alle certifikater er opdaterede hos Søfartsstyrelsen.





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PHOTOGRAPHY CREDITS



MOTORING PHOTOGRAPHER, PAWEŁ LITWINSKI:

After nearly a decade of specialization in this field, Paweł's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

WRITING CREDITS



PETER M. LARSEN

Born in 1954, Peter Larsen has been a chronic gearhead all his life. Those who were there have said that the first word he learned to utter was "Opel". Peter Larsen is a Fulbright scholar and holds a Ph.D. in English literature and semiotics from the University of Copenhagen and Brown University in Providence, Rhode Island. He is the author of *Talbot-Lago Grand Sport: The Car from Paris* and *Jacques Saoutchik – Maître Carrossier* together with Ben Erickson. Peter Larsen has a wide taste in cars, having owned automobiles as varied as a Bizzarini, Facel-Vega, Duesenberg Model J and a number of Maseratis. However, while the Italian and American classics are stimulating, his enduring fascination has been with French cars in general and Talbot-Lago in particular, including ownership of two T26 Grand Sports. Another great interest is coachwork and coachbuilding. The great French carrossiers are an unending source of fascinating shapes to study. Peter Larsen has worked for many years in the entertainment industry and is now involved in linguistic work. He lives in Copenhagen and is planning to write more books about French carrossiers.



BEN ERICKSON

Ben Erickson is co-author of *Talbot-Lago Grand Sport: The Car from Paris* and *Jacques Saoutchik – Maître Carrossier* together with Peter M. Larsen. Born in 1975, Ben Erickson grew up in Minnesota, where he was doodling cars long before he could read and write. In addition to the grand French classics, he has a special interest in all things Iso and Maserati, especially the Biturbos and other cars by Alejandro DeTomaso. His interest also extends to Swedish and American cars from the challenging years in the 1970s and 1980s when, as Ben says, "They did the best with what they had". Currently, an AC Cobra MK IV, a Maserati Shamal and an extremely rare Exner-designed 1971 Stutz Blackhawk Series I Padane coupé occupy the garage. Ben is a linguist and fluent in five languages including Finnish. After being an exchange student in Denmark, Ben moved there from the USA in the mid-1990s, after a brief stay in Finland. After a number of years in the IT industry, he now works with languages. Time is also devoted to music, cars and car shows both in Denmark and abroad.



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NOTICE TO BIDDERS

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

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

1. OUR ROLE

In its role as *Auction Holder*, *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 attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness, origin, value and estimated selling price (including the *Hammer Price*). 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. Such items which are unsuitable for connection are sold as items of interest for display purposes only. Please ask our staff for details. If the *Buyer* is a *Consumer* this paragraph 2 will apply to the furthest extent permissible by applicable law.

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
The *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller*’s agent only.

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*.

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. You should 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. Where a *Reserve* has been applied to a *Lot*, we may, in our 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*.

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*. 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. 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 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 pursuant to the *Contract for Sale* 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 *Auction Holders* 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*. 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 a rate of 15 percent, 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 rate of *Buyer's Premium* will be payable by *Buyers* of *Lots*: 15%

8. 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.

Bankers draftcheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, and that the funds have originated from your own account, we will allow you to collect your purchases immediately;

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: Regent Street Branch,

250 Regent Street, London W1B 3PB

Account Name: Bonhams 1793 Ltd

Sort Code: 56-00-27

Bank account number: 175 / 00 / 28673379

IBAN: GB12 NWBK 6073 0128 6733 79

SWIFT \ BIC: NWBK GB2L

Key code: NXNFWXT-DKK-01

If paying by bank transfer, the amount received after the deduction of any bank fees and must not be less than the 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 Danish bank. Debit cards issued by other banks, 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.

We do not take cash payments.

9. 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*. 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*.

10. 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

11. 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). 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.

12. 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 any liability to the extent the same may not be excluded or restricted as a matter of law or in respect of any of our undertakings under paragraph 9 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*.

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, set out below.

The data controller is Bonhams 1793 Limited of Montpelier Galleries, Montpelier Street, London, SW7 1HH, United Kingdom

The data that we collect from you may be transferred to and stored at a destination outside the European Economic Area. By providing us with your personal data you agree to this transfer. We will take all steps reasonably necessary to ensure that your data is treated securely and in accordance with this privacy policy. All information you provide to us electronically is stored on our secure servers.

We use information held about you to fulfill our obligations pursuant to you and to analyse information about our customers in order to identify their potential preferences.

We will not disclose your data to any third party outside our group, but we may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries.

We will keep your details on file for a period of 6 years from the date of your last contact with us in order to simplify any future registration. You may always contact us to review and update personal data we may have stored about you.



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 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.
- 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;
- 2.1.3 the Seller is both legally entitled to sell the Lot, and legally capable of conferring on you quiet possession of the Lot;
- 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 to the furthest extent permitted by law not part of the Contractual Description upon which the Lot is sold.
- 3.2 To the furthest extent permitted by applicable law, 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 To the furthest extent permitted by applicable law, 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 To the furthest extent permitted by applicable law, the Seller will not be liable for any breach of any undertaking as to the satisfactory quality of the Lot or its fitness for any purpose.

5 RISK

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.

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 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 Danish Kroner 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 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.
- 7.3 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.
- 7.4 You will be wholly responsible for any removal, storage or other charges or Expenses incurred by the Seller if you do not remove the Lot in accordance with this paragraph 7 and will indemnify the Seller against all charges, costs, including any legal costs and fees, Expenses and losses suffered by the Seller by reason of your failure to remove the Lot including any charges due under any Storage Contract. All such sums due to the Seller will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

- 8.1 If the Purchase Price for a Lot is not paid to Bonhams in full in accordance with the Contract for Sale the Seller will to the furthest extent permitted by applicable law be entitled, with the prior written agreement of Bonhams but without further notice to you, to exercise one or more of the following rights (whether through Bonhams or otherwise):
- 8.1.1 to terminate immediately the Contract for Sale of the Lot for your breach of contract;
- 8.1.2 to remove and store the Lot at your expense;
- 8.1.3 to take legal proceedings against you for any sum due under the Contract for Sale and/or damages for breach of contract;
- 8.1.4 to be paid interest on any monies due in accordance with applicable law; and
- 8.1.5 so long as such goods remain in the possession of the Seller or Bonhams as its bailee, to rescind the contract for the Sale of any other goods sold to you by the Seller at the Sale or at any other auction or by private treaty
- 8.2 You agree to indemnify the Seller against all legal and other costs of enforcement, all losses and other Expenses and costs (including any monies payable to Bonhams in order to obtain the release of the Lot) incurred by the Seller (whether or not court proceedings will have been issued) as a result of Bonhams taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) in accordance with paragraph 8.1.6 from the date upon which the Seller becomes liable to pay the same until payment by you.

9 THE SELLER'S LIABILITY

- 9.1 The Seller will not be liable for any injury, loss or damage caused by the Lot after the fall of the Auctioneer's hammer in respect of the Lot.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the Seller will not be liable for any breach of any term that the Lot will correspond with any Description applied to it by or on behalf of the Seller.
- 9.3 Unless the Buyer buys the Lot as a Consumer,
- 9.3.1 the Seller will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in relation to the Lot made by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale;



- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of any liability to the extent the same may not be excluded or restricted as a matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".

- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction.

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 Denmark and the *Seller* and you each submit to the exclusive jurisdiction of the courts of Denmark.



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*.
- 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.
- 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 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*, and
- 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 Danish Kroner, 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 DKK 30 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 9, 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

- 6.1 Under the *Contract for Sale*, the risk in the *Lot* passed to you when it was knocked down to you.
- 6.2 You are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.

7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS

- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* 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 *Seller*):
- 7.1.1 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.2 to be paid interest on any monies due in accordance with applicable law;
- 7.1.3 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you one month's written notice of our intention to do so;
- 7.1.4 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (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) in accordance with paragraph 7.1.2 from the date upon which we become liable to pay the same until payment by you.



7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.2	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.	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 any liability to the extent the same may not be excluded or restricted as a matter of law.
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.	9.4	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> .	11	MISCELLANEOUS
8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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> .	11.1	You may not assign either the benefit or burden of this agreement.
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:	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.	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.
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	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.	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.
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .	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 <i>Bonhams</i> marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the <i>Contract Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	10	OUR LIABILITY	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.
8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution 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> .	11.6	References in this agreement to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams' officers</i> , employees and agents.
8.2	The discretion referred to in paragraph 8.1:	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.	11.7	The headings used in this agreement are for convenience only and will not affect its interpretation.
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	10.3	We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.	11.8	In this agreement "including" means "including, without limitation".
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.	10.3.1	Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</i>) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.	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.
9	FORGERIES			11.10	Reference to a numbered paragraph is to a paragraph of this agreement.
9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.			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.
9.2	Paragraph 9 applies only if:			11.12	Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of <i>Bonhams</i> , it will also operate in favour and for the benefit of <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.
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			12	GOVERNING LAW
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				All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of Denmark and we and you each submit to the exclusive jurisdiction of the courts of Denmark.
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> .				
9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:				
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				
			You may wish to protect yourself against loss by obtaining insurance.		



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, set out below.

The data controller is Bonhams 1793 Limited of Montpelier Galleries, Montpelier Street, London, SW7 1HH, United Kingdom

The data that we collect from you may be transferred to and stored at a destination outside the European Economic Area. By providing us with your personal data you agree to this transfer. We will take all steps reasonably necessary to ensure that your data is treated securely and in accordance with this privacy policy. All information you provide to us electronically is stored on our secure servers.

We use information held about you to fulfil our obligations to you and to analyse information about our customers in order to identify their potential preferences.

We will not disclose your data to any third party outside our group, but we may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries.

We will keep your details on file for a period of 6 years from the date of your last contact with us in order to simplify any future registration. You may always contact us to review and update personal data we may have stored about you.

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

"Auctioneer" the person appointed by *Bonhams* to conduct the *Sale*.

"Auction Holder" means *Bonhams*.

"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* and the *Notice to Bidders* by the words "we", "us", "our".

"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.

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

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

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

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

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

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

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

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

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

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

"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*).

"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

"Storage Contract" means the contract described in paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

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

"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 Denmark.

"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:

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

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

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

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

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

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

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

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



MEDDELELSE TIL AUKTIONSBYDERE

Denne meddelelse fra *Bonhams* er til personer, som måtte være interesserede i et *Auktionsnummer*, herunder *Auktionsbydere* og potentielle *Auktionsbydere* (herunder den endelige *Køber* af *Auktionsnummeret*). Disse personer kalder vi "Auktionsbydere" eller "Dem". Vores Liste over Definitioner og Ordlisten er en del af denne *Meddelelse til Auktionsbydere*. Listen findes som Bilag 3 bagest i *Kataloget*. Ord og udtryk anvendt i denne meddelelse, som er angivet i Listen over Definitioner, er skrevet med kursiv.

VIGTIGT! Yderligere informationer gældende for *Auktionen* kan blive angivet i *Kataloget* for *Auktionen*, ved et indstik i *Kataloget* og/eller ved opslag på Auktionsstedet, og De bør også læse disse. Meddelelser vedrørende *Auktionen* kan også gives mundtligt før og under *Auktionen* uden forudgående skriftligt varsel. De bør være opmærksom på muligheden for, at der kan ske ændringer og bør i forvejen forhøre Dem, om der er sket ændringer.

1. VORES ROLLE

Som *Auktionsholder* handler *Bonhams* alene i *Sælgers* interesse. Det er *Bonhams* opgave at sælge *Auktionsnummeret* til den højest mulige pris på *Auktionen* til en *Auktionsbyder*. *Bonhams* varetager ikke *Købere* eller *Auktionsbyderes* interesser i denne rolle og yder ikke rådgivning til *Købere* eller *Auktionsbydere*. Når vi eller vores personale udtaler os om et *Auktionsnummer*, eller når *Bonhams* fremlægger en *Tilstandsrapport* på et *Auktionsnummer*, gør vi det på vegne af *Sælgeren* af *Auktionsnummeret*. *Auktionsbydere* og *Købere*, som ikke selv er eksperter i *Auktionsnumrene*, opfordres på det kraftigste til at søge uafhængig rådgivning om *Auktionsnumrene* og deres værdi, for de byder på dem. *Sælger* har givet *Bonhams* fuldmagt til at sælge *Auktionsnummeret* som dennes agent og på dennes vegne, undtagen hvor vi udtrykkeligt angiver det modsatte. *Bonhams* handler alene som agent for *Sælger*. Enhver udtalelse eller erklæring, som vi afgiver vedrørende et *Auktionsnummer*, afgives på vegne af *Sælger* og, med mindre *Bonhams* sælger et *Auktionsnummer* som agenturgiver, ikke på vores vegne og enhver *Salgskontrakt* indgås mellem *Køber* og *Sælger* og ikke med os. Såfremt *Bonhams* sælger et *Auktionsnummer* som agenturgiver, vil dette være angivet enten i *Kataloget* eller blive annonceret af *Auktionslederen*, eller det vil blive angivet i en meddelelse på *Auktionen* eller som indstik i *Kataloget*.

Bonhams påtager sig eller accepterer ikke nogen forpligtelser eller noget ansvar i eller uden for kontrakt (hverken direkte, følgeskadevirkninger, udtrykkelige, udfordrkede eller på anden vis). Såfremt De byder på et *Auktionsnummer* og køber det, indgår *Bonhams* på det tidspunkt en aftale med *Køber*. Betingelserne for denne aftale er angivet i *Købsaftalen*, som De finder bagest i *Kataloget* som Bilag 2. Denne aftale regulerer *Bonhams'* forhold til *Køber*.

2. AUKTIONSNUMRE

I henhold til *Kontraktbeskrivelsen* trykt med fed skrift i *Registreringen* af *Auktionsnummeret* i *Kataloget* (se punkt 3 nedenfor), sælges *Auktionsnumre* til *Køber* "som beset" med alle fejl og mangler. Illustrationer og fotografier gengivet i *Kataloget* (ud over de fotografier, der er en del af *Kontraktbeskrivelsen*) eller andre steder af *Auktionsnumre*, er alene til identifikationsformål. Disse gengiver ikke nødvendigvis *Auktionsnummerets* sande tilstand. Et fotografi eller en illustration gengiver ikke nødvendigvis *Auktionsnummerets* præcise farver. *Auktionsnumre* kan inspiceres forud for *Auktionen*, og det er op til Dem at undersøge alle aspekter omkring et *Auktionsnummer*, herunder dets oprindelse, tilstand, herkomst, historie, baggrund, autenticitet, stil, periode, alder, anvendelighed, kvalitet, vejsikkerhed, kilde, værdi, anslået salgspris (herunder *Hammerslagsprisen*). Husk at et *Auktionsnummers* faktiske tilstand ikke nødvendigvis er så god, som det ser ud til. I særdeleshed kan dele være blevet skiftet ud eller fornyet, og *Auktionsnumre* er muligvis ikke autentiske eller af tilfredsstillende kvalitet. *Auktionsnummerets* indvendige del er muligvis ikke synlig og er muligvis ikke original eller kan være skadet; eksempelvis kan disse dele være dækket af polstring eller stof. Da mange *Auktionsnumre* har en vis alder, kan de have været skadede og/eller repareret, og De bør ikke antage, at et *Auktionsnummer* er i god stand. Elektriske eller mekaniske dele virker muligvis ikke eller svarer muligvis ikke til de nuværende lovgivningsmæssige krav. Genstande, som er uegnede til tilslutning/drift, sælges alene som genstande af interesse til udstillingsformål. Spørg venligst vores personale for yderligere informationer. Såfremt *Køber* er en *Forbruger*, gælder dette punkt 2 i videst mulige omfang tilladt i henhold til lovgivningen.

En person, der forårsager skade på et *Auktionsnummer*, vil være erstatningsansvarlig for det lide tab.

3. BESKRIVELSE AF AUKTIONSNUMRE OG VURDERINGER

Kontraktbeskrivelse af Auktionsnummer
Kataloget indeholder en *Registrering* for hvert *Auktionsnummer*. Hvert *Auktionsnummer* sælges af deres respektive *Sælgere* til *Køberen* af *Auktionsnummeret*, i henhold til den del af *Registreringen*, som er trykt med fed skrift og (med undtagelse af farven, som kan være gengivet forkert) eventuelle fotografier af *Auktionsnummeret* i *Kataloget*. Den resterende del af *Registreringen*, som ikke er trykt med fed skrift, gengiver *Bonhams* opfattelse (afgivet på vegne af *Sælger*) af *Auktionsnummeret* og er ikke en del af *Kontraktbeskrivelsen* i henhold til hvilken *Auktionsnummeret* sælges af *Sælger*.

Vurderinger
I det fleste tilfælde vil der være angivet en *Vurdering* sammen med *Registreringen*. *Vurderingen* er alene udtryk for *Bonhams* mening afgivet på vegne af *Sælger* omkring det prisniveau, som *Bonhams* mener *Hammerslagsprisen* for *Auktionsnummeret* kan blive; det er ikke en *Vurdering* af værdien. *Vurderingen* indeholder ikke *Moms* eller *Købers* *Pristillæg*. *Auktionsnumre* kan blive solgt til *Hammerslagspriser* både under og over *Vurderingen*. En *Vurdering* bør ikke tages som en indikation af *Auktionsnummerets* faktiske salgspris eller værdi. *Vurderinger* angives i den valuta, der er gældende for *Auktionen*.

Tilstandsrapporter
For de fleste *Auktionsnumre*, kan De bede om en *Tilstandsrapport* på effektivt fysisk stand fra *Bonhams*. Hvis De gør det, vil denne blive udleveret gratis til Dem af *Bonhams* på vegne af *Sælger*. *Bonhams* indgår ikke kontrakt med Dem for så vidt angår *Tilstandsrapporten* og påtager sig dermed heller ikke noget ansvar i forhold til denne. *Sælger* forpligter sig heller ikke på nogen måde over for Dem som *Byder* for så vidt angår denne gratis rapport om *Auktionsnummeret*, som er tilgængelig til eftersyn af Dem eller af en ekspert udpeget af Dem. Enhver skriftlig *Beskrivelse* af et *Auktionsnummers* fysiske stand indeholdt i en *Tilstandsrapport* vil dog udgøre en del af *Kontraktbeskrivelsen* for det *Auktionsnummer*, der sælges til en *Køber*.

Sælgers ansvar over for Dem
Sælger giver ingen erklæringer eller kontraktmæssige løfter, *Garantier* eller indeståelser og påtager sig hverken ansvar eller forpligtelser, hverken i eller uden for kontrakt (ud over i forhold til den endelige *Køber* som beskrevet ovenfor), for nøjagtigheden og fuldstændigheden af udtalelser og erklæringer afgivet af *Sælger* eller på *Sælgers* vegne, som beskriver et *Auktionsnummer* eller som angiver den forventede eller sandsynlige salgspris for et *Auktionsnummer*. Ud over det, der er beskrevet ovenfor, vil ingen udtalelser eller erklæringer, der beskriver *Auktionsnummeret* eller en *Vurdering* blive indarbejdet i en *Salgskontrakt* mellem *Køber* og *Sælger*.

Bonhams' ansvar over for Dem
Salgskontrakten vedrørende et *Auktionsnummer* indgås med *Sælger* og ikke med *Bonhams*. *Bonhams* agerer alene som *Sælgers* agent.

Bonhams giver ingen garantier vedrørende fakta og påtager sig ingen forpligtelser eller ansvar (hverken i eller uden for kontrakt) for rigtigheden eller fuldstændigheden af udtalelser eller erklæringer afgivet af *Bonhams* eller på *Bonhams* vegne for beskrivelser af *Auktionsnummeret* eller vedrørende den forventede eller sandsynlige salgspris for et *Auktionsnummer*.

Ændringer
Beskrivelser og *Vurderinger* kan på et hvilket som helst tidspunkt blive ændret efter *Bonhams* skøn ved mundlig eller skriftlig meddelelse herom forud for eller under en *Auktion*.

AUKTIONSNUMMERET ER TILGÆNGELIG FOR EFTERSYN OG DE SKAL DANNE DEM DERES EGET INDTRYK I FORHOLD TIL AUKTIONSNUMMERET. DE OPFORDRES PÅ DET KRAFTIGSTE TIL AT UNDERSØGE AUKTIONSNUMMERET ELLER TIL AT FÅ DET UNDERSØGT PÅ DERES VEGNE FORUD FOR AUKTIONEN.

4. GENNEMFØRELSE AF AUKTIONEN

Vores *Auktioner* er offentlige auktioner, som man kan møde op til, og De bør benytte muligheden for at gøre dette. De bør kontrollere dato og starttidspunkt for *Auktionen* og om der eventuelt er sket tilbagetrækninger eller sene registreringer. Husk at tilbagetrækninger og sene registreringer kan have indflydelse på tidspunktet for, hvornår et *Auktionsnummer*, som De er interesseret i, kommer på *Auktion*. Vi har ret til at afvise bud, at indstille eventuelle bud, vi måtte finde passende, at opdele et *Auktionsnummer*, at samle to eller flere *Auktionsnumre*, at tilbagetrække *Auktionsnumre* fra en *Auktion* og til at sætte et *Auktionsnummer* på *Auktion* igen før en *Auktion* lukkes. Hvor der er angivet en *Mindstepris* for et *Auktionsnummer*, kan vi, efter eget skøn, afgive bud (op til et beløb, der ikke svarer til eller overstiger denne *Mindstepris*) på vegne af *Sælger*. Vi påtager os ikke ansvar over for Dem for så vidt angår en eventuel *Mindstepris* for et *Auktionsnummer*. Såfremt der er en *Mindstepris*, vil denne normalt ikke være højere end den lavest angivne *Vurdering* i *Kataloget*, forudsat at der ikke er sket udsving i valutaen for *Mindsteprisen* i forhold til valutaen for *Vurderingen*. *Køber* er den *Byder*, der giver det højeste bud, som accepteres af *Auktionslederen* for et *Auktionsnummer* (med forbehold for en eventuel *Mindstepris*), og som *Auktionslederen* giver hammerslag på. Eventuelle uenigheder omkring det højeste accepterede bud afgøres endeligt af *Auktionslederen*. Alle bud afgivet vil vedrøre det faktiske *Auktionsnummer*, som *Auktionslederen* meddeler. Der kan anvendes en elektronisk valutaomregner på *Auktionen*. Sådant udstyr anvendes som en generel ledetråd for det tilsvarende bud i en bestemt valuta. Vi påtager os intet ansvar for eventuelle fejl, som måtte opstå ved anvendelsen af valutaomregneren. Vi kan anvende kameraer til at filme *Auktionen*, og vi kan optage telefonopkald af sikkerhedsmæssige årsager og til brug for afgørelse af eventuelle uenigheder, der måtte opstå i forbindelse med bud afgivet på *Auktionen*.

5. AFGIVELSE AF BUD

Vi accepterer ikke bud fra personer, som ikke har udfyldt og afleveret en af vores *Budformularer*, som er enten vores *Budregistreringsformular*, *Budformular for Ikke-tilstedeværende Bydere* eller vores *Formular for Telefonbydere*. Medbring venligst Deres pas, kørekort (eller lignende foto ID) samt adressebevis. Vi kan kræve et depositum af Dem, før De får lov til at byde. Vi kan nægte en person adgang til *Auktionen*, selvom personen har udfyldt en *Budformular*.

Personlige bud
De skal møde op ved vores registreringsskranke på auktionsstedet og udfylde en *Budformular* på (eller om muligt før) dagen for *Auktionen*.

De får udleveret et stort kort med et nummer påtrykt. Hvis De vinder et bud, er det vigtigt, at De sikrer Dem, at nummeret tydeligt ses af *Auktionslederen*, og at det er Deres nummer, der bliver registreres som *Købers* nummer. De skal ikke lade andre bruge Deres nummer, idet alle *Auktionsnumre* vil blive faktureret til navnet og adressen angivet på Deres *Budformular*. Når en faktura er udstedt, vil den ikke blive ændret. Såfremt der er usikkerhed omkring *Hammerslagsprisen* eller hvorvidt De er den vindende *Byder* for et *Auktionsnummer*, skal De oplyse *Auktionslederen* herom for det næste *Auktionsnummer* kommer på *Auktion*. Når *Auktionen* er slut, eller når De er færdig med at byde, skal De aflevere Deres nummer ved registreringsskranken.

Bud pr. telefon
Såfremt De ønsker at byde på *Auktionen* pr. telefon, skal De udfylde en *Formular for Telefonbydere*, som udleveres på vores kontor eller findes i *Kataloget*. Herefter afleveres formularen til det kontor, der står for *Auktionen* senest 24 timer før *Auktionen*. Det er Deres ansvar at sikre Dem hos vores *Budkontor*, at Deres bud er blevet modtaget. Telefonopkald vil blive optaget. Modtagelse af telefonbud er en serviceydelse, der ikke nødvendigvis er tilgængelig for alle *Auktionsnumre*. Vi er ikke ansvarlige for at afgive bud på Deres vegne, såfremt De ikke er tilgængelig på tidspunktet for *Auktionen* eller såfremt telefonforbindelsen afbrydes under *Auktionen*. Kontakt os venligst for yderligere informationer.

Bud via internet
Se venligst vores *Hjemmeside* <http://www.bonhams.com> for detaljer om, hvordan man byder via internet.



Bud gennem en agent

Bud vil blive accepteret som værende afgivet af den person, der er angivet som agentur giver på *Budformularen*, idet vi dog kan nægte at acceptere bud fra agenter på vegne af en agentur giver, og vi kræver skriftlig bekræftelse fra agentur giveren på agentens fuldmagt til at afgive bud. Uanset og som *Budformularen* forklarer, hæfter enhver person, som afgiver bud som agent på en andens vegne (uanset om han har oplyst dette eller identiteten på agentur giveren) solidarisk med agentur giveren over for *Sælger* og *Bonhams* i henhold til en eventuel kontrakt indgået som følge af accept af bud. I henhold til ovenstående, beder vi Dem oplyse, såfremt De handler på vegne af en anden person, når De byder på *Auktionsnumre* på *Auktionen*.

Ligeledes beder vi Dem oplyse, såfremt De ønsker at udpege en anden person til at byde på Deres vegne på *Auktionen*, med mindre det skal gøres af os i henhold til en *Formular for Telefonbud* eller *Formular for Ikke-tilstedeværende Bydere*, som De har udfyldt. Såfremt vi ikke godkender agentforholdet skriftligt forud for *Auktionen*, er vi berettiget til at antage, at den person, der byder på *Auktionen*, byder på egne vegne. Dermed vil den person, der byder på *Auktionen*, være *Køber* og vil være ansvarlig for at betale *Hammerslagsprisen* og *Købers Pristillæg* samt øvrige gebyrer. Såfremt vi godkender Deres klients identitet forud for *Auktionen*, kan vi udstede fakturaen til Deres agentur giver i stedet for at udstede den til Dem. Vi kræver bevis for agentens klients identitet og bopæl forud for agentens afgivelse af bud på dennes vegne. Kontakt venligst vores *Kundeservice* for yderligere oplysninger.

6. KONTRAKTER MELLEM KØBER OG SÆLGER SAMT MELLEM KØBER OG BONHAMS

Når der er givet hammerslag til en *Køber*, indgås der en *Salgskontrakt* for *Auktionsnummeret* mellem *Sælger* og *Køber*, som angivet i *Salgskontrakten* i Bilag 1 bagest i *Kataloget*. I henhold til *Salgskontrakten* vil De være forpligtet til at betale *Købsprisen*, som er *Hammerslagsprisen* plus eventuel *Moms*. Samtidig indgås der et separat aftale mellem os som *Auktionsholder* og *Køber*. Det er vores *Købsaftale*, som findes som Bilag 2 bagest i *Kataloget*. Vi kan ændre betingelserne i en af eller begge aftalerne før de indgås ved angivelse af andre betingelser i *Kataloget* og/eller ved et indstik i *Kataloget* og/eller ved meddelelse herom forud for eller under *Auktionen*. De bør være opmærksom på muligheden for, at der kan være sket ændringer og bør i forvejen forhøre Dem, om der er sket ændringer.

7. KØBERS PRISTILLÆG OG ANDRE GEBYRER AFHOLDT AF KØBER

I henhold til *Købsaftalen* skal *Køber* betale et pristillæg (*Købers Pristillæg*) til os på 15% beregnet i forhold til *Hammerslagsprisen* og som betales i tillæg hertil. *Opbevaringsgebyr* og *Udgifter* skal ligeledes betales af *Køber*, som det fremgår af *Købsaftalen*. Alle beløb, som *Køber* skal betale til os, tillægges *Moms*. For denne *Auktion* er følgende takster gældende for *Købers Pristillæg* for *Købere* af *Auktionsnumre*: 15%

8. BETALING

Det er af afgørende vigtighed, at De sikrer Dem, at De har midler til rådighed til at betale *Købsprisen* og *Købers Pristillæg* (plus *Moms* og øvrige gebyrer og *Udgifter*) til os, før De byder på et *Auktionsnummer*. Såfremt De vinder et bud, forfalder betaling til os kl. 16.30 den anden hverdag efter *Auktionen*, således at alle betalinger er gennemført senest 8 hverdage efter *Auktionen*. Med mindre det er aftalt med os i forvejen, vil betaling fra andre end den registrerede *Køber* ikke blive accepteret. Betaling skal ske på én af følgende måder (alle checks skal udstedes til Bonhams 1793 Limited). *Bonhams* forbeholder sig ret til at ændre betingelserne for betaling.

Bankcheck: Såfremt De kan fremvise passende ID, og vi er overbeviste om bankcheckens ægthed og at midlerne stammer fra Deres egen konto, giver vi tilladelse til, at De straks kan afhente Deres indkøb.

Bankoverførsel: De kan elektronisk overføre midler til vores *Klientkonto*. Hvis De gør det, angiv venligst Deres budnummer og fakturanummer som reference. Vores *Klientkonto* er følgende:

Bank: National Westminster Bank Plc

Adresse: PO Box 47Y
250 Regent Street
London W1A 4AD

Kontonavn: Bonhams 1793 Limited Klientkonto

Kontonummer: 175 / 00 / 28673379

Registreringsnr.: 56-00-27

IBAN-nummer: GB12 NWBK 6073 0128 6733 79

SWIFT \ BIC: NWBK GB2L

Key code: NXNFWXXT-DKK-01

Hvis De betaler ved bankoverførsel, skal det modtagne beløb være efter fradrag af eventuelle bankgebyrer og må ikke være mindre end det beløb, der fremgår af fakturaen.

Betalingskort: Der er ingen yderligere gebyrer for køb foretaget med personlige betalingskort udstedt af en dansk bank. Betalingskort udstedt af andre banker, kort med udsat betaling og firmakreditkort samt alle kreditkort pålægges et gebyr på 2%.

Kreditkort: Kun Visa og Mastercard accepteres. Bemærk at der pålægges et gebyr på 2% på hele fakturabeløbet, når der foretages betaling med kreditkort.

Vi tager ikke imod kontant betaling.

9. AFHENTNING OG OPBEVARING

Køber af *Auktionsnummeret* kan ikke afhente effekten før fuld betaling er foretaget og gennemført (med mindre vi har indgået særlig aftale med *Køber*). Vedrørende afhentning og fjernelse af købte *Auktionsnumre*, se venligst informationer vedrørende *Auktionen* forrest i *Kataloget*. Detaljer vedrørende afhentning af et *Auktionsnummer*, opbevaring af et *Auktionsnummer* og vores *Opbevaringsfirma* efter en *Auktion* fremgår af *Kataloget*.

10. FORSENDELSE

Henvend Dem venligst til vores forsendelsesafdeling på:

Tlf.: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805
E-mail: shipping@bonhams.com

11. EKSPORT-/HANDELSBEGRÆNSNINGER

Det er alene Deres ansvar at overholde alle import- og eksportregler i forhold til Deres køb samt at indhente de relevante eksport- og/eller importtilladelser. Manglende import- eller eksporttilladelse(r) eller forsinkelser i forbindelse med indhentelse heraf giver ikke ret til ophævelse af købet eller udskydelse af den fulde betaling for *Auktionsnummeret*. Kontakt vores forsendelsesafdeling for *Auktionen*, såfremt De har brug for assistance i relation til eksportreglerne.

12. SÆLGERES OG/ELLER BONHAMS' ERSTATNINGSPLIGT

Ud over *Sælgers* eventuelle erstatningsansvar over for *Køberen* af et *Auktionsnummer* i henhold til *Salgskontrakten*, er hverken vi eller *Sælger* erstatningspligtige (hverken i henhold til uagtsomhed eller på anden vis) for eventuelle fejl, fejlbeskrivelser eller udeladelser i *Beskrivelser* af et *Auktionsnummer* eller for en *Vurdering* af dette, uanset om det er angivet i *Kataloget* eller andetsteds, og uanset om det er oplyst mundtligt eller skriftligt og uanset om det er oplyst før eller under *Auktionen*. Hverken vi eller *Sælger* er erstatningsansvarlige for eventuelle tab af forretning, indtægt, omsætning eller indkomst, eller for tab af omdømme eller for afbrydelse af *Forretningen* eller for tabt tid for ledelse og eller personale, eller for indirekte tab eller følgeskader af nogen art, uanset art, omfang og årsag til tabet eller skaden, som angiveligt er lidt, og uanset hvorvidt nævnte tab eller skade skyldes eller kræves som følge af uagtsomhed, anden skadevoldende handling, eventuel misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis. I ethvert tilfælde hvor vi og/eller *Sælger* er erstatningsansvarlige for et *Auktionsnummer* eller en *Beskrivelse* eller en *Vurdering* foretaget vedrørende et *Auktionsnummer*, eller for gennemførelsen af en *Auktion* for et *Auktionsnummer*, uanset om det drejer sig om erstatning, skadesløsholdelse eller kompensation, eller om afhjælpning eller på anden vis, er vores og/eller *Sælgers* erstatningsansvar (samlet såfremt både vi og *Sælger* er erstatningsansvarlige) begrænset til betaling af et beløb, som ikke overstiger maksimalt *Købsprisen* for *Auktionsnummeret*, uanset arten, omfanget og årsagen til tabet eller skaden, som påstås lidt, og uanset om erstatningsansvaret er opstået på grund af uagtsomhed, andre skadevoldende handlinger, misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis.

Intet af ovenstående skal forstås som en fraskrivelse eller begrænsning (hverken direkte eller indirekte) af vores erstatningsansvar eller en fraskrivelse eller begrænsning af en persons rettigheder i forhold til et erstatningsansvar, såfremt dette ikke kan fraskrives eller begrænses i henhold til lovgivningen eller i henhold til vores forpligtelser i henhold til punkt 9 og 10 i *Købsaftalen*.

Det samme gælder for så vidt angår *Sælger*, således at henvisning til os i dette punkt kan erstattes med henvisning til *Sælger*.

DATABESKYTTELSE – ANVENDELSE AF DERES OPLYSNINGER

I tilfælde hvor vi modtager personlige oplysninger om Dem, vil vi alene anvende disse i overensstemmelse med vores datapolitik beskrevet nedenfor.

Den dataansvarlige er Bonhams 1793 Limited of Montpellier Galleries, Montpellier Street, London, SW7 1HH, United Kingdom.

De data, vi indhenter fra Dem, kan blive overført og lagret et sted uden for det Europæiske Økonomiske Samarbejdsområde. Når De oplyser Deres personlige data til os, giver De samtidig samtykke til en sådan overførsel. Vi vil tage alle rimelige forholdsregler, der er nødvendige for at sikre, at Deres data behandles fortroligt og i overensstemmelse med denne datapolitik. Alle oplysninger, som De sender til os elektronisk, lagres på vores sikre servere.

Vi anvender oplysninger om Dem til opfyldelse af vores forpligtelser over for Dem og til at analysere oplysninger om vores kunder for at identificere deres potentielle præferencer.

Vi videregiver ikke Deres oplysninger til tredjeparter uden for koncernen, men vi kan videregive Deres personlige oplysninger til et koncernmedlem, som kan være et datterselskab, vores moderselskab og dets datterselskaber.

Vi opbevarer Deres oplysninger i 6 år fra datoen for Deres sidste kontakt med os for at gøre en senere registrering nemmere. De kan altid kontakte os og opdatere de personlige data, som vi har vedrørende Dem.



BILAG 1		3	BESKRIVELSE AF AUKTIONSNUMMERET	7	AFHENTNING AF AUKTIONSNUMMERET	
SALGSKONTRAKT						
VIGTIGT: Disse betingelser kan ændres forud for salget af Auktionsnummeret til Dem, ved angivelse af andre betingelser i Kataloget for Auktionen og/eller ved et indstik i Kataloget og/eller ved meddelelse herom på auktionsstedet og/eller ved mundtlig meddelelse herom forud for eller under Auktionen. De bør være opmærksom på muligheden for, at der kan ske ændringer og bør i forvejen forhøre Dem, om der er sket ændringer.						
I henhold til denne kontrakt er Sælgers erstatningsansvar for kvaliteten af Auktionsnummeret begrænset. De opfordres på det kraftigste til at undersøge Auktionsnummeret og/eller til at få udført en uafhængig undersøgelse før De køber det.						
1	KONTRAKTEN					
1.1	Salgskontrakten regulerer salget af Auktionsnummeret fra Sælger til Køber.					
1.2	Definitionerne og Ordlisten i Bilag 3 i Kataloget udgør en del af denne Salgskontrakt, og en særskilt kopi kan rekvireres hos Bonhams på forespørgsel. Ord og udtryk, som er angivet i Listen over Definitioner er skrevet med kursiv.					
1.3	Sælger sælger Auktionsnummeret som agenturgiver i Salgskontrakten, hvorved denne kontrakt indgås mellem Sælger og Dem gennem Bonhams, der alene agerer som Sælgers agent og ikke som en yderligere agenturgiver.					
1.4	Kontrakten indgås når De får Auktionslederens hammerslag for et Auktionsnummer.					
2	SÆLGERES GARANTIER					
2.1	Sælger garanterer over for Dem at:					
2.1.1	Sælger er ejer af Auktionsnummeret eller er af ejeren behørigt bemyndiget til at sælge Auktionsnummeret;					
2.1.2	med undtagelse af det, der er oplyst i Registreringen for Auktionsnummeret i Kataloget, sælger Sælger Auktionsnummeret med fuld adkomstgaranti;					
2.1.3	Sælger er både juridisk berettiget til at sælge Auktionsnummeret og har lovmæssig evne til at overdrage uanfægtet besiddelse af Auktionsnummeret til Dem;					
2.1.4	Sælger har overholdt alle juridiske og øvrige krav i relation til eksport og import af Auktionsnummeret, og alle skatter og afgifter i relation til eksport eller import af Auktionsnummeret er (med mindre andet er angivet i Kataloget eller meddeles af Auktionslederen) betalt og efter Sælgers bedste overbevisning har alle tredjeparter tidligere opfyldt sådanne krav;					
2.1.5	med forbehold for eventuelle ændringer udtrykkeligt oplyst eller meddelt på Auktionsstedet eller i Meddelelsen til Byderne eller i et indstik i Kataloget, svarer Auktionsnummeret til Kontraktbeskrivelsen af Auktionsnummeret, som er den del af Registreringen af Auktionsnummeret i Kataloget, som er skrevet med fed skrift og (med undtagelse af farverne) eventuelle fotografier af Auktionsnummeret og indholdet af en eventuel Tilstandsrapport, som Køber har modtaget.					
3.1	Punkt 2.1.5 angiver, hvad der udgør Kontraktbeskrivelsen af Auktionsnummeret. Særligt sælges Auktionsnummeret ikke i henhold til den del af Registreringen i Kataloget, som ikke er skrevet med fed skrift, som alene angiver (på Sælgers vegne) Bonhams' mening om Auktionsnummeret, og som ikke udgør en del af Kontraktbeskrivelsen, som Auktionsnummeret sælges under. Enhver udtalelse eller erklæring ud over den del af Registreringen, der er angivet i punkt 2.1.5 (sammen med eventuelle udtrykkeligt angivne ændringer heri, som angivet i punkt 2.1.5), herunder enhver Beskrivelse eller Vurdering, uanset om denne er mundtlig eller skriftlig, herunder i Kataloget eller på Bonhams' Hjemmeside eller på anden vis og uanset om det er på vegne af Sælger eller Bonhams og uanset om det oplyses for eller under Auktionen, er i videst muligt lovmæssigt tilladte omfang ikke en del af Kontraktbeskrivelsen som Auktionsnummeret sælger i henhold til.				7.1	Med mindre andet er skriftligt aftalt med Bonhams, vil Auktionsnummeret blive frigivet til Dem eller til ordre, når Bonhams har modtaget den fulde Købspris og alle andre beløb, som De skylder Sælger eller Bonhams.
3.2	I det videst mulige omfang tilladt i henhold til lovgivningen, undtagen som angivet i punkt 2.15, giver eller påtager Sælger sig ingen kontraktlige løfter, forpligtelser, garantier, indeståelser eller erklæringer vedrørende fakta, og påtager sig ikke nogen diligenspligt i relation til en Beskrivelse af Auktionsnummeret eller en Vurdering af Auktionsnummeret, ej heller i relation til nøjagtigheden og fuldstændigheden af en Beskrivelse eller en Vurdering, som måtte være udarbejdet på vegne af Sælger, herunder af Bonhams. Sådanne Beskrivelser og Vurderinger udgør ikke en del af denne Salgskontrakt.				7.2	De skal afhente og fjerne Auktionsnummeret for egen regning fra Bonhams varetægt og/eller kontrol eller fra Opbevaringsfirmaets varetægt i henhold til Bonhams instrukser og krav.
					7.3	De vil være fuldt ud ansvarlig for pakning, håndtering og transport af Auktionsnummeret ved afhentning samt for overholdelse af alle import- og eksportregler i forbindelse med Auktionsnummeret.
					7.4	De vil være fuldt ud ansvarlig for udgifter til fjernelse, opbevaring eller andre gebyrer og udgifter, som Sælger måtte pådrage sig, såfremt De ikke fjerner Auktionsnummeret i henhold til dette punkt 7, og De skal holde Sælger skadesløs for alle gebyrer og omkostninger, herunder sagsomkostninger og salærer, Udgifter og tab lidt af Sælger på grund af manglende afhentning af Auktionsnummeret, herunder eventuelle udgifter i forbindelse med en Opbevaringsaftale. Alle sådanne beløb skal betales til Sælger på forlangende.
	4 FORMÅLSEGNETHED OG TILFREDSSTILLENDE KVALITET					8 MANGLENDE BETALING FOR AUKTIONSNUMMERET
4.1	I det videst mulige omfang tilladt i henhold til lovgivningen, giver eller påtager Sælger sig ingen kontraktlige løfter, forpligtelser, garantier, indeståelser eller erklæringer vedrørende fakta i forhold til Auktionsnummerets tilfredsstillende kvalitet eller formålsegnethed.				8.1	Såfremt Købsprisen for Auktionsnummeret ikke betales til Bonhams i henhold til Salgskontrakten, er Sælger i videst muligt omfang tilladt i henhold til lovgivningen berettiget til, efter forudgående skriftlig aftale med Bonhams, men uden varsel til Dem, at udøve én eller flere af følgende rettigheder (enten gennem Bonhams eller på anden vis):
4.2	I det videst mulige omfang tilladt i henhold til lovgivningen, giver eller påtager Sælger sig intet erstatningsansvar for misligholdelse af forpligtelser i relation til Auktionsnummerets tilfredsstillende kvalitet eller formålsegnethed.				8.1.1	straks at opsiges Salgskontrakten for Auktionsnummeret på grund af Deres misligholdelse af kontrakten;
					8.1.2	at fjerne og opbevare Auktionsnummeret for Deres regning;
					8.1.3	at anlægge sag mod Dem med krav om betaling af de skyldige beløb i henhold til Salgskontrakten og/eller misligholdelse af kontrakten;
5	RISIKO				8.1.4	at kræve betaling af renter eller andre pengebeløb i henhold til gældende lovgivning; og
	Risikoen for Auktionsnummeret overgår til Dem, når De har fået hammerslag af Auktionslederen på det pågældende Auktionsnummer. Sælger er herefter således ikke ansvarlig for Auktionsnummeret indtil De afhenter Auktionsnummeret hos Bonhams eller Opbevaringsfirmaet, som De har indgået særskilt aftale med som Køber. De skal holde Sælger skadesløs for eventuelle krav, sagsanlæg, omkostninger, udgifter og tab opstået i forbindelse med eventuelle tab eller skader på Auktionsnummeret efter Auktionslederens hammerslag.				8.1.5	så længe effekterne er i Sælgers eller Bonhams varetægt, at ophæve kontrakter vedrørende salg af andre effekter på Auktionen fra Sælger eller fra andre Auktioner eller underhåndssalg.
6	BETALING				8.2	De accepterer at holde Sælger skadesløs for alle sagsomkostninger og andre udgifter til håndhævelse, alle tab og øvrige Udgifter og omkostninger (herunder pengebeløb skyldige til Bonhams til frigivelse af Auktionsnummeret), som Sælger har pådraget sig (uanset om der er anlagt sag eller ej) som følge af, at Bonhams tager skridt i henhold til dette punkt 8, til fuld skadesløsholdelse samt renter heraf (for såvel som efter dom eller pålæg) i henhold til punkt 8.1.6 fra den dato, hvor Sælger bliver ansvarlig for betaling af samme og indtil De foretager betaling.
6.1	Deres forpligtelse til at betale Købsprisen opstår, når De får hammerslag på Auktionsnummeret af Auktionslederen.				9	SÆLGERES ERSTATNINGSANSVAR
6.2	Med mindre det skriftligt aftales mellem Dem og Bonhams på Sælgers vegne (i hvilket tilfælde De skal overholde betingelserne i en sådan aftale), skal alle beløb betales af Dem til Bonhams i danske kroner senest kl. 16.30 på den anden hverdag efter Auktionen, og De skal sikre Dem, at betalingen er gennemført senest 7 hverdage efter Auktionen. Betaling skal ske til Bonhams ved en af de metoder, der er angivet i Meddelelse til Bydere, med mindre andet er skriftligt aftalt med Bonhams. Såfremt De ikke betaler skyldige beløb i henhold til dette punkt, vil Sælger have de rettigheder, der fremgår af punkt 8 nedenfor.				9.1	Sælger er ikke erstatningsansvarlig for eventuelle tab og skader forårsaget af Auktionsnummeret efter De har fået hammerslag af Auktionslederen på Auktionsnummeret.
					9.2	Med respekt af punkt 9.3 nedenfor, undtagen ved misligholdelse af de udtrykkeligt angivne forpligtelser i punkt 2.1.5, er Sælger ikke erstatningsansvarlig for misligholdelse af betingelser om, at et Auktionsnummer svarer til en Beskrivelse afgivet af eller på vegne af Sælger.
					9.3	Med mindre Køber køber Auktionsnummeret som Forbruger,



- 9.3.1 er *Sælger* ikke erstatningsansvarlig (hverken for uagtsomhed, andre skadevoldende handlinger, misligholdelse af kontrakt eller lovbestemte forpligtelser på nogen måde) for manglende konformitet med, unøjagtigheder, fejlbeskrivelser eller udeladelser i en *Beskrivelse* af *Auktionsnummeret* eller i *Registreringer* eller *Vurderinger* vedrørende *Auktionsnummeret* afgivet af eller på vegne af *Sælger* (uanset om de er skriftlige, herunder i *Kataloget* eller på *Hjemmesiden*, mundtligt eller på anden vis) og uanset om de er afgivet før eller efter indgåelsen af denne aftale eller før eller under *Auktionen*;
- 9.3.2 er *Sælger* ikke erstatningsansvarlig for tab af *Forretning*, *Forretningens* fortjeneste, omsætning eller indtjening eller for tab af omdømme eller for afbrydelse af *Forretningen* eller for tabt tid for *Køber* eller *Købers* ledelse og eller personale, eller for indirekte tab eller følgeskader af nogen art, uanset art, omfang og årsag til tabet eller skaden, som angiveligt er lidt, og uanset hvorvidt nævnte tab eller skade skyldes eller hævdes som følge af uagtsomhed, anden skadevoldende handling, misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis;
- 9.3.3 i ethvert tilfælde hvor *Sælger* er erstatningsansvarlig over for Dem i relation til et *Auktionsnummer*, eller for en handling, udeladelse, udtalelse eller erklæring i relation hertil, eller for denne aftale og dets opfyldelse, for skadesløsholdelse eller kompensation, eller om afhjælpning eller på anden vis, er *Sælgers* erstatningsansvar begrænset til betaling af et beløb, som ikke overstiger maksimalt *Købsprisen* for *Auktionsnummeret*, uanset arten, omfanget og årsagen til tabet eller skaden, som påstås lidt, og uanset om erstatningsansvaret er opstået på grund af uagtsomhed, andre skadevoldende handlinger, misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis.
- 9.4 Intet af det i punkterne 9.1 og 9.3 bestemte skal forstås som en fraskrivelse eller begrænsning (hverken direkte eller indirekte) af en persons erstatningsansvar eller en fraskrivelse eller begrænsning af en persons rettigheder i forhold til et erstatningsansvar, såfremt dette ikke kan fraskrives eller begrænses i henhold til lovgivningen.

10 DIVERSE BESTEMMELSER

- 10.1 Rettigheder og forpligtelser i henhold til *Salgskontrakten* kan ikke overdrages.
- 10.2 *Sælgers* manglende håndhævelse eller udsættelse af udnyttelsen af rettigheder i henhold til *Salgskontrakten* udgør ikke og skal ikke anses som afkald på dennes rettigheder heri, med mindre De får et udtrykkeligt, skriftligt afkald. Et sådant afkald vil ikke påvirke *Sælgers* mulighed for efterfølgende at håndhæve rettigheder i henhold til *Salgskontrakten*.
- 10.3 Såfremt én af parterne i *Salgskontrakten* er forhindret i at udøve sine forpligtelser i henhold til *Salgskontrakten* på grund af forhold uden for partens rimelige kontrol eller såfremt udøvelsen af partens forpligtelser medfører væsentligt forhøjede økonomiske omkostninger for denne part, vil denne part, så længe et sådant forhold varer ved, ikke kræves at skulle udøve sine forpligtelser. Dette punkt gælder ikke for de forpligtelser, De har i henhold til punkt 6.
- 10.4 Enhver meddelelse eller anden form for kommunikation afgivet i forbindelse med *Salgskontrakten* skal være skriftlig og kan enten leveres personligt eller sendes med anbefalet post, luftpost eller fax. Meddelelser til *Sælger* skal adresseres til *Bonhams* på den adresse eller det fax nr., der er angivet i *Kataloget* (attention direktionssekretæren), og til Dem til den adresse eller det fax nr., der er angivet for *Køber* på *Budformularen* (med mindre adresseændring er meddelt skriftligt). Det er afsenderen af meddelelsens ansvar at sikre, at meddelelsen modtages i en læselig form inden for en given tidsperiode.

- 10.5 Såfremt det konstateres, at en bestemmelse i *Salgskontrakten* eller en del af en bestemmelse ikke kan håndhæves eller er ugyldig, skal en sådan manglende eksibilitet eller en sådan ugyldighed ikke påvirke eksibiliteten eller gyldigheden af de øvrige betingelser eller den resterende del af den pågældende bestemmelse.
- 10.6 Henvisninger i *Salgskontrakten* til *Bonhams* skal i givet fald omfatte reference til *Bonhams* ledende medarbejdere, ansatte og agenter.
- 10.7 Overskrifter i *Salgskontrakten* er udelukkende anvendt af referencehensyn og har ingen indflydelse på fortolkningen af kontrakten.
- 10.8 I *Salgskontrakten* betyder "herunder" "herunder, uden begrænsning".
- 10.9 Henvisninger angivet i ental omfatter ligeledes reference til flertal (og omvendt), og henvisning til et køn, omfatter henvisning til andre køn.
- 10.10 Henvisning til et nummeret punkt, er en henvisning til et punkt i *Salgskontrakten*.
- 10.11 Undtagen som udtrykkeligt angivet i punkt 10.12, skal intet i *Salgskontrakten* give (eller foregive at give) en person, som ikke er part i *Salgskontrakten*, ret til ydelser eller ret til at håndhæve betingelser i *Salgskontrakten*.
- 10.12 Hvor *Salgskontrakten* giver fritagelse for, og/eller eksklusion eller begrænsning af, ansvar og/eller erstatningsansvar for *Sælger*, vil denne fritagelse også gælde for *Bonhams*, *Bonhams'* holdingselskab og et sådant holdingselskabs datterselskaber samt *Bonhams* og sådanne selskabers efterfølgere og transporthavere, og for *Bonhams* og sådanne selskabers ledende medarbejdere, ansatte og agenter, som hver især vil være berettiget til at henholde sig til den pågældende fritagelse og/eller eksklusion eller begrænsning.

11 LOVVALG

Alle transaktioner i henhold til *Salgskontrakten* og alle relaterede forhold er underlagt og skal fortolkes i henhold til dansk ret, og *Sælger* og De accepterer de danske domstoles eneværneting.



BILAG 2

KØBSAFTALE

VIGTIGT: Disse betingelser kan ændres forud for salget af *Auktionsnummeret* til Dem, ved angivelse af andre betingelser i *Kataloget* for *Auktionen* og/eller ved et indstik i *Kataloget* og/eller ved meddelelse herom på auktionsstedet og/eller ved mundlig meddelelse herom forud for eller under *Auktionen*. De bør være opmærksom på muligheden for, at der kan ske ændringer og bør i forvejen forhøre Dem, om der er sket ændringer.

1 KONTRAKTEN

- 1.1

Denne aftale regulerer forholdet mellem *Bonhams* personligt og *Køber*, som er den person der har fået hammerslag på *Auktionsnummeret* af *Auktionslederen*.
- 1.2

Listen over Definitioner og Ordlisten i Bilag 3 i *Kataloget* udgør en del af denne kontrakt og en særskilt kopi kan rekvireres hos *Bonhams* på forespørgsel. Ord og udtryk, som er angivet i Listen over Definitioner er skrevet med kursiv. Der henvises i denne aftale til informationer oplyst i *Meddelelse til Bydere* og i *Kataloget* vedrørende *Auktionen*, og hvor der henvises til sådanne informationer, udgør disse en del af denne aftale.
- 1.3

Undtagen som angivet i punkt 4 i *Meddelelse til Bydere*, indgås *Salgskontrakten* mellem Dem og *Sælger*, når De får *Auktionslederens* hammerslag for et *Auktionsnummer*. Samtidig indgås der et separat aftale mellem Dem og *Bonhams* på de betingelser, der er angivet i denne *Købsaftale*.
- 1.4

Vi agerer som agenter for *Sælger* og er ikke ansvarlige overfor Dem for misligholdelse af kontrakten eller anden misligholdelse fra *Sælgers* side.
- 1.5

Vores personlige forpligtelser over for Dem er reguleret i denne aftale, og vi påtager os, i henhold til nedenstående betingelser, følgende forpligtelser:
- 1.5.1

vi vil indtil den dato, der er angivet i *Meddelelse til Bydere* eller som på anden vis er meddelt Dem, opbevare *Auktionsnummeret* i henhold til punkt 5;
- 1.5.2

med respekt af *Sælgers* eller vores ret til at nægte at frigive et *Auktionsnummer* til Dem, vil vi frigive *Auktionsnummeret* til Dem i henhold til punkt 4, når De har betalt, og overførsel er gennemført, alle beløb skyldige til os og *Sælger*;
- 1.5.3

vi giver garantier i henhold til betingelserne i punkt 9.
- 1.6

Vi giver eller påtager os ingen kontraktlige løfter, forpligtelser, *Garantier*, indeståelser eller erklæringer vedrørende fakta i relation til en *Beskrivelse* af *Auktionsnummeret* eller en *Vurdering* heraf, ej heller i relation til nøjagtigheden og fuldstændigheden af en *Beskrivelse* eller en *Vurdering*, som måtte være udarbejdet af os eller på vores vegne eller på vegne af *Sælger* (hvad enten afgivet skriftligt eller mundtligt, herunder i *Kataloget* eller på *Bonhams Hjemmeside*, eller underforstået), og uanset om de er givet før eller efter indgåelsen af denne aftale eller før eller under *Auktionen*. Sådanne *Beskrivelser* og *Vurderinger* udgør ikke en del af denne aftale mellem Dem og os. Sådanne *Beskrivelser* eller *Vurderinger*, udarbejdet af os eller på vegne af os, er udarbejdet med os som agenter for *Sælger*.

2 GENNEMFØRELSE AF SALGSKONTRAKTEN

De påtager Dem over for os personligt, at De vil overholde og iagttage alle Deres forpligtelser og tilsagn overfor *Sælger* i henhold til *Salgskontrakten* for så vidt angår *Auktionsnummeret*.

3 BETALING

- 3.1

Med mindre det aftales skriftligt mellem Dem og os, eller andet er angivet i *Meddelelse til Bydere*, skal De til os betale følgende senest kl. 16.30 den anden hverdag efter *Auktionen*:

- 3.1.1

Købsprisen for *Auktionsnummeret*;
- 3.1.2

Købers Pristillæg i henhold til de takster, der er angivet i *Meddelelse til Bydere*, og
- 3.2

På forlangende skal De også betale eventuelle *Udgifter* i henhold til denne aftale til os.
- 3.3

Alle betalinger til os skal foretages i danske kroner ved en af de betalingsmetoder, der er angivet i *Meddelelse til Bydere*, med mindre andet er skriftligt aftalt med os. Vores fakturaer vil alene blive udstedt til den registrerede *Byder*, med mindre *Byderen* handler som agent for en navngiven agenturgiver, og vi har godkendt dette arrangement, hvorefter vi vil udstede fakturaen til agenturgiveren.
- 3.4

Med mindre andet er angivet i denne aftale, pålægges alle beløb skyldige til os *Moms*, og De skal betale *Moms* af alle beløb, som De skal betale.
- 3.5

Vi kan fratrække og tilbageholde pengebeløb betalt af Dem til os som udgør *Købers Pristillæg*, *Auktionssalær* som *Sælger* skal betale vedrørende *Auktionsnummeret*, eventuelle *Udgifter* og *Moms* samt eventuelle renteindtægter og/eller renteudgifter indtil betaling til *Sælger*.
- 3.6

Tiden er vigtig i forhold til betalinger foretaget til os. Såfremt De ikke betaler *Købsprisen* eller andre skyldige beløb i henhold til dette punkt 3, vil vi have de rettigheder, der fremgår af punkt 7 nedenfor.
- 3.7

I tilfælde hvor De har fået hammerslag på flere *Auktionsnumre*, vil beløb som vi modtager fra Dem først gå til forholdsmæssig betaling af *Købsprisen* for hvert *Auktionsnummer* og derefter forholdsmæssigt til betaling af beløb skyldige til *Bonhams*.

4 AFHENTNING AF AUKTIONSNUMMERET

- 4.1

Med respekt af *Sælgers* eller vores ret til at nægte at frigive et *Auktionsnummer* til Dem, vil vi frigive *Auktionsnummeret* til Dem eller den som De angiver skriftligt til os, når De har betalt, og overførsel er gennemført, alle beløb skyldige til os og *Sælger*. *Auktionsnummeret* vil alene blive frigivet, hvis De fremviser et afhentningsdokument, som De får fra vores kassekontor.
- 4.2

De skal afhente og fjerne *Auktionsnummeret* for egen regning senest den dato og på det tidspunkt, der er angivet i *Meddelelse til Bydere*, eller såfremt igen dato er angivet, senest kl. 16.30 den syvende dag efter *Auktionen*.
- 4.3

I den periode, der er angivet i punkt 4.2, kan *Auktionsnummeret* afhentes på adressen angivet i *Meddelelse til Bydere* på de datoer og tidspunkter, der er angivet i *Meddelelse til Bydere*. Herefter kan *Auktionsnummeret* blive flyttet andetsteds hen til opbevaring, og De må bede os oplyse, hvor De kan afhente det. Dette vil dog normalt være angivet i *Meddelelse til Bydere*.
- 4.4

Såfremt De ikke har afhentet *Auktionsnummeret* senest den dato, der er angivet i *Meddelelse til Bydere*, giver De os fuldmagt til, som Deres agent og på Deres vegne, at indgå aftale ("*Opbevaringsaftalen*") med et *Opbevaringsfirma* vedrørende opbevaringen af *Auktionsnummeret* i henhold til de på det tidspunkt gældende standardbetingelser aftalt mellem *Bonhams* og *Opbevaringsfirmaet* (kopi kan rekvireres). Såfremt *Auktionsnummeret* opbevares hos os, påløber der opbevaringsgebyr efter vores gældende takster (p.t. minimum kr. 30 plus *Moms* pr. *Auktionsnummer* pr. dag), som skal betales fra udløbet af den i punkt 4.2 angivne periode. Disse opbevaringsgebyrer udgør en del af vores *Udgifter*.
- 4.5

Indtil fuld betaling af *Købsprisen* og *Udgifter* for *Auktionsnummeret* er sket, vil *Auktionsnummeret* blive opbevaret af os som agent for *Sælger* eller af *Opbevaringsfirmaet* som agent på vegne af *Sælger* og os på de betingelser, der fremgår af *Opbevaringsaftalen*.

- 4.6

De påtager Dem at overholde betingelserne i en eventuel *Opbevaringsaftale* og i særdeleshed at betale alle gebyrer (og alle omkostninger til flytning af *Auktionsnummeret* til opbevaring) i henhold til en *Opbevaringsaftale*. De accepterer, at De ikke vil kunne afhente *Auktionsnummeret* fra *Opbevaringsfirmaets* lokaler, før De har betalt *Købsprisen*, eventuelle *Udgifter* og alle gebyrer i henhold til *Opbevaringsaftalen*.
- 4.7

De vil have det fulde ansvar for pakning, håndtering og transport af *Auktionsnummeret* ved afhentning og for overholdelse af alle import- og eksportregler i forbindelse med *Auktionsnummeret*.
- 4.8

De vil have det fulde ansvar for gebyrer for afhentning, opbevaring og andre gebyrer vedrørende *Auktionsnumre*, som ikke er afhentet i henhold til punkt 4.2, efter gældende takster, samt eventuelle *Udgifter* som vi pådrager os (herunder eventuelle gebyrer i henhold til *Opbevaringsaftalen*), som alle skal betales af Dem på forlangende og i alle tilfælde senest før De eller andre afhenter *Auktionsnummeret*.

5 OPBEVARING AF AUKTIONSNUMMERET

Vi opbevarer *Auktionsnummeret* indtil den tidligste af følgende datoer: den dato, hvor De afhenter *Auktionsnummeret*, det tidspunkt, der er angivet i *Meddelelse til Bydere*, det tidspunkt, der er angivet på informationssiden vedrørende *Auktionen* bagest i *Kataloget* (eller såfremt ingen dato er angivet, senest kl. 16.30 på den syvende hverdag efter *Auktionen*), og med respekt af punkt 6 og 9, er vi ansvarlige som deponitærer for Dem for skader, tab eller ødelæggelse af *Auktionsnummeret* (uanset at det ikke er Deres ejendom, før De har betalt *Købsprisen*). Såfremt De ikke afhenter *Auktionsnummeret* inden den angivne dato angivet i *Meddelelse til Bydere* (eller såfremt ingen dato er angivet senest kl. 16.30 på den syvende hverdag efter *Auktionen*), kan vi flytte *Auktionsnummeret* til et anden sted, som normalt vil være angivet i det pågældende afsnit i *Kataloget*. Såfremt De ikke har betalt for *Auktionsnummeret* i henhold til punkt 3, og *Auktionsnummeret* er blevet flyttet til en tredjeparts opbevaringssted, vil *Auktionsnummeret* blive opbevaret af en sådan tredjepart til *Bonhams* ordre, og vi opretholder vores retentionsret over *Auktionsnummeret* indtil vi har modtaget fuld betaling i henhold til punkt 3.

6 ANSVAR FOR AUKTIONSNUMMERET

- 6.1

I henhold til *Salgskontrakten*, overgår risikoen for *Auktionsnummeret* til Dem, når De har fået hammerslag på det pågældende *Auktionsnummer*.
- 6.2

De opfordres til at tegne forsikring på *Auktionsnummeret* hurtigst muligt efter *Auktionen*.

7 MANGLENDE BETALING ELLER AFHENTNING AF AUKTIONSNUMMERET SAMT DELBETALINGER

- 7.1

Såfremt alle beløb skyldige til os ikke er betalt, når de forfalder, og/eller *Auktionsnummeret* ikke er afhentet i henhold til denne aftale, vil vi uden yderligere varsel være berettiget til at udøve følgende rettigheder (uden præjudice for eventuelle rettigheder, vi kan udøve på *Sælgers* vegne):
- 7.1.1

at anlægge sag mod Dem med krav om betaling af de skyldige beløb (herunder *Købsprisen*) og/eller erstatning for misligholdelse af kontrakten;
- 7.1.2

at kræve betaling af renter på skyldige pengebeløb i henhold til gældende lovgivning;
- 7.1.3

at sælge *Auktionsnummeret* *Uden Mindstestpris* på auktion, ved underhåndssalg eller på anden vis ved afgivelse af én måneds skriftligt varsel herom til Dem;
- 7.1.4

nægte at registrere Dem til fremtidige *Auktioner* eller at afvise bud fra Dem på fremtidige *Auktioner*, eller at kræve at De betaler et depositum før et bud kan accepteres af os i forbindelse med fremtidige *Auktioner*, i hvilket tilfælde vi vil være berettiget til at modregne et sådant depositum i betalingen eller delbetalingen af *Købsprisen* for et *Auktionsnummer*, som De er *Køber* af.



7.2	De accepterer at holde os skadesløse for alle sagsomkostninger, alle tab og alle øvrige <i>Udgifter</i> (uanset om der anlægges sag), som vi pådrager os som følge af forhold beskrevet i dette punkt 7 tillige med renter heraf (for såvel som efter en eventuel dom eller et eventuelt pålæg) i henhold til punkt 7.1.2, fra den dato, hvor De vi bliver ansvarlige for betaling og indtil vi modtager betaling fra Dem.	9.2.3	De inden for én måned efter en sådan meddelelse returnerer <i>Auktionsnummeret</i> til os i samme stand, som det var på tidspunktet for <i>Auktionen</i> , sammen med skriftligt bevis for, at <i>Auktionsnummeret</i> er en <i>Forfalskning</i> samt detaljer omkring <i>Auktionen</i> og <i>Auktionsnummeret</i> til identifikation af <i>Auktionsnummeret</i> .	10.3.1	Med mindre De køber et <i>Auktionsnummer</i> som <i>Forbruger</i> , i ethvert tilfælde hvor vi er erstatningsansvarlige over for Dem i relation til et <i>Auktionsnummer</i> , eller for en handling, udeladelse, udtalelse eller erklæring i relation hertil, eller for denne aftale og dets opfyldelse, for skadesløsholdelse eller kompensation, eller om afhjælpning eller på anden vis, er vores erstatningsansvar begrænset til betaling af et beløb, som ikke overstiger maksimalt <i>Købsprisen for Auktionsnummeret</i> plus <i>Købers Pristillæg</i> (minus eventuelle beløb, som De måtte være berettiget til at indhente fra <i>Sælger</i>) , uanset arten, omfanget og årsagen til tabet eller skaden, som påstås lidt, og uanset om erstatningsansvaret er opstået på grund af uagtsomhed, andre skadevoldende handlinger, misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis.
7.3	Såfremt vi alene modtager delbetaling af sådanne betalinger til os, vil delbetalingen først blive anvendt til betaling af <i>Købsprisen for Auktionsnummeret</i> (eller i tilfælde hvor De har købt mere end et <i>Auktionsnummer</i> forholds-mæssigt i relation til <i>Købsprisen for hvert Auktionsnummer</i>) og herefter til <i>Købers Pristillæg</i> (eller i tilfælde hvor De har købt mere end et <i>Auktionsnummer</i> , forholds-mæssigt i relation til <i>Købers Pristillæg</i> for hvert <i>Auktionsnummer</i>) og til sidst til betaling af eventuelle beløb skyldige til os.	9.3	Punkt 9 gælder ikke i forbindelse med en <i>Forfalskning</i> , såfremt:		De opfordres til at beskytte Dem selv mod tab ved at tegne forsikring.
7.4	Vi vil underrette Dem om eventuel saldo på beløb modtaget af os vedrørende en <i>Auktion</i> af et <i>Auktionsnummer</i> i henhold til vores rettigheder i henhold til dette punkt 7 efter betalingen af alle beløb skyldige til os og/eller <i>Sælger</i> , inden for 28 dage efter vi har modtaget alle sådanne betalinger.	9.3.1	<i>Registreringen</i> vedrørende et <i>Auktionsnummer</i> i <i>Kataloget</i> afspejlede eksperternes på det tidspunkt generelt anerkendte holdning eller rimeligvis indikerede, at der var modstridende meninger, eller som afspejlede en eksperts, anerkendt som værende førende ekspert på det pågældende område, mening på det tidspunkt; eller	10.4	Intet af ovenstående skal forstås som en fraskrivelse eller begrænsning (hverken direkte eller indirekte) af en persons erstatningsansvar eller en fraskrivelse eller begrænsning af en persons rettigheder i forhold til et erstatningsansvar, såfremt dette ikke kan fraskrives eller begrænses i henhold til lovgivningen.
8	KRAV FRA ANDRE PERSONER VEDRØRENDE AUKTIONSNUMMERET	9.3.2	det alene kan konstateres, at <i>Auktionsnummeret</i> er en <i>Forfalskning</i> ved anvendelse af processer, som ikke er generelt anerkendte før efter datoen, hvor <i>Kataloget</i> blev udgivet, eller ved anvendelse af processer, som det ville være urimeligt at kræve, at vi skulle have anvendt.	11	DIVERSE BESTEMMELSER
8.1	Såfremt vi konstaterer, at <i>Auktionsnummeret</i> er genstand for krav fra andre end Dem eller <i>Sælger</i> (eller at et sådant krav med rimelighed kan forventes), kan vi efter vores eget skøn, handle i forhold til <i>Auktionsnummeret</i> , som vi finder retmæssigt i forhold til os selv og de øvrige involverede parter og dermed lovligt beskytte vores stilling og vores retmæssige interesser. Med forbehold af vores skøn kan vi eksempelvis:	9.4	De giver os hermed fuldmagt til at gennemføre sådanne processer og tests på <i>Auktionsnummeret</i> , som vi efter vores skøn finder nødvendige for at overbevise os selv om, at <i>Auktionsnummeret</i> ikke er en <i>Forfalskning</i> .	11.1	De kan ikke overdrage hverken rettigheder eller forpligtelser i henhold til denne aftale.
8.1.1	tilbageholde <i>Auktionsnummeret</i> for at undersøge fremsatte spørgsmål, eller som vi rimeligvis forventes stillet i relation til <i>Auktionsnummeret</i> ; og/eller	9.5	Såfremt vi finder frem til, at <i>Auktionsnummeret</i> er en <i>Forfalskning</i> , vil vi (som det første) købe <i>Auktionsnummeret</i> af Dem, og De vil overdrage ejendomsretten til <i>Auktionsnummeret</i> til os, med fuld garanti, frit og ubehæftet og uden krav, i henhold til bestemmelserne i § 12, stk. 1 og 2, i købeloven, og vi betaler Dem et beløb svarende til <i>Købsprisen, Købers Pristillæg, Moms og Udgifter</i> , som De har betalt for <i>Auktionsnummeret</i> .	11.2	Vores manglende håndhævelse eller udsættelse af udmøntelsen af rettigheder i henhold til denne aftale udgør ikke og skal ikke anses som afkald på vores rettigheder heri, med mindre De får et udtrykkeligt, skriftligt afkald. Et sådant afkald vil ikke påvirke vores mulighed for efterfølgende at håndhæve rettigheder i henhold til denne aftale.
8.1.2	levere <i>Auktionsnummeret</i> til en anden person end Dem; og/eller	9.6	Deres rettigheder i henhold til punkt 9 er personlige og kan ikke overdrages.	11.3	Såfremt én af parterne i denne aftale er forhindret i at udøve sine forpligtelser i henhold til denne aftale på grund af forhold, der er uden for dennes rimelige kontrol eller som medfører væsentligt forhøjede økonomiske omkostninger for denne part, vil denne part, så længe et sådant forhold varer ved, ikke kræves at skulle opfylde sine forpligtelser. Dette punkt gælder ikke for Deres forpligtelser i henhold til punkt 3.
8.1.3	fremsætte begæring om afsigelse af ejendomsdom eller andet pålæg fra en domstol, mægler, voldgiftsmand eller myndighed; og/eller	9.7	Såfremt De sælger eller på anden vis afhænder Deres interesser i <i>Auktionsnummeret</i> , bortfalder alle rettigheder i henhold til dette punkt.	11.4	Enhver meddelelse eller anden form for kommunikation afgivet i forbindelse med denne aftale skal være skriftlig og kan enten leveres personligt eller sendes med anbefalet post, luftpost eller fax (hvis adresseret til <i>Bonhams</i> til direktionssekretæren), til den adresse eller det fax nr., der er angivet for parten på <i>Kontraktformularen</i> (med mindre adresseændring er meddelt skriftligt). Det er afsenderen af meddelelsens ansvar at sikre, at meddelelsen modtages i en læselig form inden for en given tidsperiode.
8.1.4	kræve skadesløsholdelse og/eller sikkerhedsstillelse af Dem til gengæld for anlæggelse af sag efter aftale med Dem.	9.8	Punkt 9 gælder ikke for et <i>Auktionsnummer</i> bestående af et eller flere kinesiske malerier, et eller flere motorkøretøjer, et eller flere Frimærker eller en eller flere Bøger.	11.5	Såfremt det konstateres, at en bestemmelse i denne aftale eller en del af en bestemmelse ikke kan håndhæves eller er ugyldig, skal en sådan manglende eksibilitet eller en sådan ugyldighed ikke påvirke eksibiliteten eller gyldigheden af de øvrige betingelser eller den resterende del af den pågældende bestemmelse.
8.2	Det skøn, der henvises til i punkt 8.1:	10	VORES ERSTATNINGSANSVAR	11.6	Henvisninger i denne aftale til <i>Bonhams</i> omfatter henvisninger til <i>Bonhams'</i> ledende medarbejdere, ansatte og agenter.
8.2.1	kan udøves på et hvilket som helst tidspunkt, hvor vi har indirekte rådighed over <i>Auktionsnummeret</i> eller på et hvilket som helst tidspunkt efter ophøret af en sådan rådighed, hvor ophøret af rådigheden skyldes en dom, afgørelse, kendelse eller et pålæg fra en domstol, mægler, voldgiftsmand eller myndighed; og	10.1	Vi er ikke erstatningsansvarlige for hverken uagtsomhed, andre skadevoldende handlinger, misligholdelse af kontrakt eller lovbestemte forpligtelser på nogen måde eller for manglende konformitet med, unøjagtigheder, fejlbeskrivelser eller udeladelser i en <i>Beskrivelse af Auktionsnummeret</i> eller i <i>Registreringer</i> eller <i>Vurderinger</i> vedrørende <i>Auktionsnummeret</i> afgivet af os eller af eller på vegne af <i>Sælger</i> (uanset om de er skriftlige, herunder i <i>Kataloget</i> eller på <i>Bonhams' Hjemmeside</i> , mundtligt, underforstået eller på anden vis) og uanset om de er afgivet før eller efter indgåelsen af denne aftale eller før eller under <i>Auktionen</i> .	11.7	Overskrifter anvendt i denne aftale er alene af referencehensyn og har ingen indflydelse på fortolkningen af aftalens bestemmelser.
8.2.2	vil ikke blive udøvet, med mindre vi vurderer, at der er særlig udsigt til en god sag vedrørende kravet.	10.2	Vores forpligtelse mens De har risikoen for <i>Auktionsnummeret</i> og/eller er Deres ejendom og er i vores varetægt, er at udvise rimelig forsigtighed i relation hertil.	11.8	I denne aftale betyder "herunder" "herunder, uden begrænsning".
9	FORFALSKNINGER	10.3	Vi er ikke erstatningsansvarlige for eventuelt tab af <i>Forretning</i> , <i>Forretningsindtægt</i> , omsætning eller indkomst, eller for tab af <i>Forretningsomdømme</i> eller for afbrydelse af <i>Forretningen</i> eller for tabt tid for <i>Købers</i> ledelse og eller personale, eller såfremt De køber <i>Auktionsnummeret</i> i forbindelse med en <i>Forretning</i> , for indirekte tab eller følgeskader af nogen art, uanset art, omfang og årsag til tabet eller skaden, som angiveligt er lidt, og uanset hvorvidt nævnte tab eller skade skyldes eller kræves som følge af uagtsomhed, anden skadevoldende handling, eventuel misligholdelse af kontrakt eller lovbestemt forpligtelse eller på anden vis.	11.9	Henvisninger angivet i ental omfatter ligeledes reference til flertal (og omvendt), og henvisning til et køn, omfatter henvisning til andre køn.
9.1	Vi påtager os personligt ansvar for eventuelle <i>Forfalskninger</i> i henhold til betingelserne i dette punkt 9.			11.10	Henvisning til et nummereret punkt, er en henvisning til et punkt i denne aftale.
9.2	Punkt 9 gælder alene såfremt:				
9.2.1	Deres navn fremgår, som den navngivne person til hvem den originale faktura er udstedt for <i>Auktionsnummeret</i> og denne faktura er betalt; og				
9.2.2	De skriftligt meddeler os så hurtigt som det er praktisk muligt efter at De har konstateret, at <i>Auktionsnummeret</i> er eller kan være en <i>Forfalskning</i> , og i alle tilfælde inden for ét år efter <i>Auktionen</i> ; og				



- 11.11 Undtagen som udtrykkeligt angivet i punkt 11.12, skal intet i denne aftale give (eller foregive at give) en person, som ikke er part i denne aftale, ret til ydelser eller ret til at håndhæve betingelser i denne aftale.
- 11.12 Hvor denne aftale giver fritagelse for, og/eller eksklusion eller begrænsning af, ansvar og/eller erstatningsansvar for *Bonhams*, vil denne fritagelse også gælde for *Bonhams*, *Bonhams'* holdingselskab og dets datterselskaber samt efterfølgere og transporthavere af *Bonhams* og sådanne selskaber samt alle ledende medarbejdere, ansatte og agenter for *Bonhams* og sådanne selskaber, som hver især vil være berettiget til at kræve denne fritagelse og/eller eksklusion og/eller begrænsning.

12 LOVVALG

Alle transaktioner i henhold til denne aftale og alle relaterede forhold er underlagt og skal fortolkes i henhold til dansk ret, og vi og De accepterer de danske domstoles eneværneting.

DATABESKYTTELSE – ANVENDELSE AF DERES OPLYSNINGER

Når vi modtager personlige oplysninger om Dem, vil vi alene anvende disse i henhold til vores datapolitik, som er angivet nedenfor.

Den dataansvarlige er Bonhams 1793 Limited of Montpelier Galleries, Montpelier Street, London, SW7 1HH, United Kingdom

De data, vi indhenter fra Dem, kan blive overført og lagret et sted uden for det Europæiske Økonomiske Samarbejdsområde. Når De oplyser Deres personlige data til os, giver De samtidig samtykke til en sådan overførsel. Vi vil tage alle rimelige forholdsregler, der er nødvendige for at sikre, at Deres data behandles fortroligt og i overensstemmelse med denne datapolitik. Alle oplysninger, som De sender til os elektronisk, lagres på vores sikre servere.

Vi anvender oplysninger om Dem til opfyldelse af vores forpligtelser over for Dem og til at analysere oplysninger om vores kunder for at identificere deres potentielle præferencer.

Vi videregiver ikke Deres oplysninger til tredjeparter uden for koncernen, men vi kan videregive Deres personlige oplysninger til et koncernmedlem, som kan være et datterselskab, vores moderselskab og dets datterselskaber.

Vi opbevarer Deres oplysninger i 6 år fra datoen for Deres sidste kontakt med os for at gøre en senere registrering nemmere. De kan altid kontakte os og opdatere de personlige data, som vi har vedrørende Dem.

BILAG 3

DEFINITIONER OG ORDLISTE

Hvor disse Definitioner og Ordlisten er anvendt, har følgende ord og udtryk (med mindre andet fremgår af konteksten) den betydning, der er defineret nedenfor. Ordlisten hjælper Dem til at forstå ord og udtryk, som har en særlig juridisk betydning, som De måske ikke kender.

DEFINITIONER

“**Auktionslederen**” er den person, der af *Bonhams* er udpeget til at afholde *Auktionen*.
“**Auktionsholderen**” betyder *Bonhams*.
“**Byder**” betyder en person, som har udfyldt en *Budformular*.
“**Budformular**” betyder vores Budregistreringsformular, vores Budformular for Ikke-tilstedeværende Bydere eller vores Formular for Telefonbydere.
“**Bonhams**” betyder Bonhams 1793 Limited eller dennes efterfølgere eller erhververe. *Bonhams* omtales også som “vi”, “os” og “vores” i *Købsaftalen* og *Meddelelse til Auktionsbydere*.
“**Virksomhed**” omfatter alle erhverv, *Virksomheder* og professioner.
“**Køber**” betyder den person til hvem *Auktionslederen* giver hammerslag på et *Auktionsnummer*. I *Salgskontrakten* og *Købsaftalen* henvises der ligeledes til *Køber* med ordene “De” og “Deres”.
“**Købsaftalen**” betyder den kontrakt der indgås af *Bonhams* med *Køber* (se Bilag 2 i *Kataloget*).
“**Købers Pristillæg**” betyder det beløb, der beregnes på *Hammerslagsprisen* til de satser, der er angivet i *Meddelelse til Auktionsbydere*.

“**Kataloget**” betyder *Kataloget* vedrørende den pågældende *Auktion*, herunder eventuel offentliggørelse af *Kataloget* på vores *Hjemmeside*.
“**Auktionssalær**” betyder det Auktionssalær som *Sælger* skal betale til *Bonhams* beregnet ud fra det rater, der er angivet i *Kontraktformularen*.
“**Tilstandsrapport**” betyder en rapport omkring et *Auktionsnummers* fysiske tilstand afgivet til *Auktionsbyderen* eller en potentiel *Auktionsbyder* af *Bonhams* på vegne af *Sælger*.
“**Salgsbetingelserne**” betyder Meddelelse til *Auktionsbydere*, *Salgskontrakten*, *Købsaftalen* samt Definitioner og Ordliste.
“**Forbruger**” betyder en fysisk person, som agerer for det pågældende formål uden for dennes erhverv, *Virksomhed* eller profession.
“**Kontraktformular**” betyder en *Kontraktformular*, eller en eventuel køretojstilmeldingsformular, underskrevet af eller på vegne af *Sælger* med angivelse af de *Auktionsnumre*, der skal udbydes på *Auktion* af *Bonhams*.
“**Salgskontrakten**” betyder den *Salgskontrakt*, som *Sælger* indgår med *Køber* (se Bilag 1 i *Kataloget*).
“**Kontraktbeskrivelse**” betyder den eneste *Beskrivelse* af *Auktionsnummeret* (som er den del af *Registreringen* af *Auktionsnummeret* i *Kataloget*, som er angivet med fed skrift, eventuelle fotografier (undtagen farven) og indholdet af en eventuel *Tilstandsrapport*) som *Sælger* påtager sig i *Salgskontrakten* i henhold til *Auktionsnummeret*.
“**Beskrivelse**” betyder eventuelle udtalelser eller erklæringer, der beskriver *Auktionsnummeret*, herunder eventuelle udtalelser eller erklæringer vedrørende dets oprindelse, egenskaber, tilstand, herkomst, autenticitet, stil, periode, alder, anvendelighed, kvalitet, kilde, værdi, anslået salgspris (herunder *Hammerslagsprisen*).
“**Registrering**” betyder en skriftlig udtalelse i *Kataloget*, som identificerer *Auktionsnummeret*, som kan indeholde en *Beskrivelse* og illustration(er) af *Auktionsnummeret*.
“**Vurdering**” betyder en angivelse af vores vurdering af, hvor meget hammerslaget vil falde på.
“**Udgifter**” betyder gebyrer og *Udgifter* betalt af eller som skal betales af *Bonhams* i relation til *Auktionsnummeret*, herunder udgifter til juridisk bistand, bankgebyrer og *Udgifter* i forbindelse med elektroniske overførsler af pengebeløb, gebyrer og *Udgifter* til dækning af tab og skader, forsikring, *Kataloget* og anden reproduktion og illustration, eventuel told, markedsføring, paknings- og forsendelsesomkostninger, rettigehedsgebyrer, skatter, afgifter, testomkostninger, søgninger og forespørgsler, forberedelse af *Auktionsnummeret* til *Auktionen*, lageromkostninger, flytteomkostninger eller udgifter til afhentning hos *Sælger* som *Sælgers* agenter eller fra en misligholdende *Køber*, samt eventuel *Moms*.
“**Forfalskning**” betyder en imitation, som skaberen eller en anden person har til hensigt at bedrage med for så vidt angår oprindelse, egenskaber, herkomst, autenticitet, stil, dato, periode, kilde, kultur eller udarbejdelse, som på tidspunktet for *Auktionen* har en værdi, der er væsentligt lavere end den ville have haft, såfremt *Auktionsnummeret* ikke havde været en imitation, and som ikke er angivet som værende en imitation i eventuelle beskrivelser af *Auktionsnummeret*. Et *Auktionsnummer* er ikke en *Fortalskning* på grund af eventuelle skader og/eller restaurering og/eller ændringer (herunder maling eller overmaling) udført på *Auktionsnummeret*, såfremt sådanne skader, restaureringer eller ændringer ikke væsentligt påvirker identiteten af *Auktionsnummeret* i henhold til *Beskrivelsen* af *Auktionsnummeret*.
“**Hammerslagsprisen**” betyder den pris i en bestemt valuta, som *Auktionslederen* giver hammerslag på for et *Auktionsnummer*.
“**Auktionsnummer**” betyder en genstand konsigneret til *Bonhams* med det formål at sælge den på en auktion eller underhåndssalg (og henvisning til et *Auktionsnummer* omfatter, med mindre andet fremgår af konteksten, henvisning til individuelle genstande, som er del af en gruppe af genstande bestående af to eller flere genstande udbudt på *Auktion* som et *Auktionsnummer*).
“**Meddelelse til Auktionsbydere**” betyder den meddelelse, der er trykt på forsiden eller bagsiden af vores *Kataloger*.
“**Købsprisen**” betyder summen af *Hammerslagsprisen* plus *Moms* på *Hammerslagsprisen* (hvor dette er relevant), *Købers Tillægspris* plus *Moms* på *Købers Tillægspris* samt eventuelle *Udgifter*.
“**Mindstepris**” betyder den mindstepris, som et *Auktionsnummer* kan sælges til (uanset om det er på auktion eller ved underhåndssalg).
“**Auktion**” betyder den *Auktion*, hvor et *Auktionsnummer* sættes på *Auktion* af *Bonhams*.
“**Salgsprovenu**” betyder det nettobeløb, som *Sælger* skal modtage for salget af et *Auktionsnummer*, hvilket er *Hammerslagsprisen* minus *Auktionssalæret*, eventuel *Moms* heraf, *Udgifter* og andre beløb, som vi skal have godtgjort.

“**Sælger**” betyder den person, som udbyder *Auktionsnummeret* på *Auktion*, og som er angivet på *Kontraktformularen*. Hvor en sådan person på *formularen* angiver andre person, som agerer som dennes agent, eller hvor personen angivet på *Kontraktformularen* agerer som agent for en agenturgiver (uanset om et sådant agentur er oplyst til *Bonhams* eller ej), omfatter “*Sælger*” både agenten og agenturgiveren, som skal hæfte solidarisk. “*Opbevaringsaftale*” betyder den aftale, der er beskrevet i punkt 4.4 i *Købsaftalen* (hvor dette er relevant).
“**Opbevaringsfirma**” betyder den virksomhed, der er angivet som sådan i *Kataloget*.
“**Klientkonto**” byder *Bonhams* bankkonto, hvor alle beløb modtaget vedrørende en *Købspris* for et *Auktionsnummer* indbetales, hvilket er en konto, der er adskilt fra *Bonham's* almindelige forretningsbankonti.
“**Moms**” betyder moms som er gældende på datoen for *Auktionen* i Danmark.
“**Uden Mindstepris**” betyder at der ikke er nogen mindstepris, som et *Auktionsnummer* kan sælges til (uanset om det er på auktion eller ved underhåndssalg).

ORDLISTE

Følgende udtryk har særlig juridisk betydning, som De måske ikke kender. Hensigten med ordlisten er at give Dem en forståelse af disse udtryk, men har ikke til hensigt at begrænse disses juridiske betydning:

“**depositor**”: person hos hvem løsøre gives i forvaring.
“**skadesløsholdelse**”: en forpligtelse til at stille den person, til fordel for hvem skadesløsholdelse gives, i samme position, som denne ville have været i, såfremt situationen som giver anledning til skadesløsholdelse ikke var opstået, og udtrykket “skadesløsholdelse” skal fortolkes tilsvarende.
“**ejendomsdom**”: proces for Domstolene til fastlæggelse af ejendomsret over et *Auktionsnummer*.
“**hammerslag**”: når et *Auktionsnummer* sælges til en *Auktionsbyder*, markeret ved hammerslaget på *Auktionen*.
“**retentionsret**”: en person som ejer *Auktionsnummerets* ret til at forbeholde sig retentionsret.
“**risiko**”: muligheden for at et *Auktionsnummer* tapes, skades, ødelægges, stjæles eller nedbrydes for så vidt angår tilstand eller værdi.
“**adkomst**”: den juridiske og rimelige ejendomsret til et *Auktionsnummer*.
“**civilt retsbrud**”: en retskrænkelse mod en person, for hvem den skadevoldende har en omsorgspligt.



Bonhams Specialist Departments

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

UK
Philip Keith
+44 2920 727 980
U.S.A
Fredric Backlar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

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U.S.A
Paul Carella
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Art Collections, Estates & Valuations

Harvey Cammell
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Art Nouveau & Decorative Art & Design

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U.S.A
Frank Maraschiello
+1 212 644 9059

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+1 415 861 7500

Books, Maps & Manuscripts

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U.S.A
Christina Geiger
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British & European Glass

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U.S.A.
Suzy Pai
+1 415 503 3343

British & European Porcelain & Pottery

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U.S.A
Peter Scott
+1 415 503 3326

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

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U.S.A.
Hadji Rahimipour
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Chinese & Asian Art

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U.S.A
Dessa Goddard
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HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

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+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

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John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

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Ralph Taylor
+44 20 7447 7403
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

UK
+44 20 7393 3844
U.S.A
Catherine Williamson
+1 323 436 5442

Furniture & Works of Art

UK
Guy Savill
+44 20 7468 8221
U.S.A
Andrew Jones
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin McGimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A
Tanya Wells
+1 917 206 1685

Japanese Art

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Suzannah Yip
+44 20 7468 8368
U.S.A.
Jeff Olson
+1 212 461 6516

Jewellery

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Jean Ghika
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U.S.A
Susan Abeles
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AUSTRALIA
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HONG KONG
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Marine Art

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U.S.A
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
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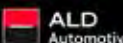
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—05.09.15—

Bonhams is delighted to announce a new addition to its European auction calendar at the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours, a great success in its inaugural year in 2014, this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

Entries include the 1972 Maserati Boomerang (pictured).
Entries can be viewed at bonhams.com/chantillysale.

The number of entries will be limited to 30 exceptional motorcars.

**Exceptional
Collectors' Motor Cars**
5 September 2015
Château de Chantilly, France

1972 MASERATI BOOMERANG
Chassis no. 081
Engine no. 902
Estimate on request

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