

Aston Martin and Lagonda  
Motor Cars and Related Automobilia  
Saturday 9 May, 2015  
Newport Pagnell

THE  
ASTON  
MARTIN  
SALE



Bonhams



# 60 YEARS OF ARTISTRY AND EXPERTISE

Creating a deep and lustrous finish has been a fine balance of science, artistry and the pursuit of perfection throughout the 60 years since the production of Aston Martin's iconic sports cars moved to Newport Pagnell.

While paint technology has been transformed over those decades, the expertise and dedication needed to achieve a flawless finish remains constant. Today, at Aston Martin Works, we nurture the skills, knowledge and desire to achieve a superb finish for every Aston Martin.

Whether you are looking to remove a small blemish or give your prized Aston Martin sports car an entirely new colour, at Aston Martin Works we have at your disposal a dedicated, knowledgeable team of paint and bodywork specialists. Exactly what you expect from the historic home of Aston Martin.



ASTON MARTIN  
WORKS

Tickford Street, Newport Pagnell  
Buckinghamshire, MK16 9AN  
Tel: +44 (0) 1908 610 620  
Email: [enquiry@astonmartin.com](mailto:enquiry@astonmartin.com)  
[www.astonmartinworks.com](http://www.astonmartinworks.com)

EXPERIENCE MATTERS



ASTON MARTIN  
WORKS

# ASTON MARTIN

A Sale of Aston Martin and Lagonda Motor Cars  
and Related Automobilia

the property of various owners

Saturday 9 May 2015

**Bonhams**

IN ASSOCIATION WITH

NICHOLAS MEE



ASTON MARTIN



Welcome to what I'm sure you will agree is an extra-special edition of the annual Bonhams auction here at Aston Martin Works as, this year, we proudly celebrate our brand's 60-year association with Newport Pagnell – the historic home of Aston Martin.

The history of Aston Martin seems inextricably linked with this otherwise sleepy corner of Buckinghamshire as, over the last six decades, a procession of the brand's most iconic sports cars have been produced here. From the earliest DB4 right through to the final Vanquish Ultimate Edition, the craftsmen and women of Newport Pagnell have built sports cars that, today, command very considerable sums on the rare occasions they change hands.

Today's UK debut of the new Lagonda Taraf at the very place where the last production Lagonda was manufactured, further underlines that bond between brand and place.

Production of the modern sports cars now takes place in the company's state-of-the-art factory at Gaydon, in Warwickshire where the most skilled designers, engineers and craftsmen and women create classic Aston Martins of the future.

Here, though, we continue to concern ourselves in no little part with the repair, restoration and sale of classic Aston Martin sports cars through our Heritage Service and Heritage Sales operations. We pride ourselves on the standards of our work, and our service, and believe that the Aston Martin Works stamp continues to provide the ultimate assurance of a car's quality, authenticity and provenance.

The annual Bonhams Sale here is the highlight of our year, but it has also established itself as a mainstay not only of the global Aston Martin calendar but of the classic sports car collectors' schedule. This year, as ever, we will see rare and exceptional Aston Martins find new homes with buyers around the world – underlining once again the global significance of this great British sports car company.

There is no denying that with determined new CEO Dr Andy Palmer at the helm, strong investment backing from committed shareholders and a clear roadmap to future success in the shape of the new 'Second Century' plan, Aston Martin is perhaps as well placed as it has ever been to grow and develop on the global stage.

Here at Newport Pagnell, too, we are developing our global business, with more and more overseas owners turning to us for the repair, servicing and restoration of both their historic, and modern, Aston Martin sports cars.

With our unrivalled breadth of experience, deep knowledge base and endless passion for the brand, the Aston Martin Works team is increasingly recognised as the home of Aston Martin heritage. We are continuing to invest, too, in the best people and technology to ensure the business remains at the forefront of the heritage world.

Of course consummate skills of another sort will be on show at the 16th annual Bonhams auction as the parade of exciting sports cars you see documented in this catalogue make their way across 'the block' once again. The Bonhams team have become family friends here at Newport Pagnell and we never cease to marvel at their auctioneering prowess.

It bears repeating, then, that today's auction is something really rather special. If you are lucky enough to attend you will be witness, most likely, to more memorable moments – moments that go to make up the almost impossibly rich and fascinating 102-year history of Aston Martin.

The entire team at Aston Martin Works, and our friends at Bonhams, wish you a fun and enjoyable day that we all hope you will remember with fondness for years to come.

Happy bidding, and good luck!

**Paul Spires**  
Managing Director, Aston Martin Works

# THE ASTON MARTIN SALE

## Aston Martin and Lagonda Motor Cars and Related Automobilia

Saturday 9 May 2015 at 10:00 and 14:30  
Newport Pagnell

### VIEWING

Friday 8 May 17:00 - 20:00  
Saturday 9 May from 08:00  
(Car parks open from 07:30)

### SALE TIMES

Automobilia 10:00  
Motor Cars 14:30

### SALE NUMBER

22721

### CATALOGUE

£30.00 + p&p

### BIDS

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

Please note that bids should be submitted no later than 16:00 on Friday 8 May. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 20 7468 5802 fax

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

### Live online bidding is available for this sale

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

### ENQUIRIES

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

Automobilia  
+44 (0) 8700 273 618  
+44 (0) 8700 273 625 fax  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### CUSTOMER SERVICES

Monday to Friday 08:00 - 18:00  
+44 (0) 20 7447 7447

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

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

#### Bonhams 1793 Limited

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

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

#### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, Caroline Oliphant,  
Hugh Watchorn.

#### Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,  
Antony Bennett, Matthew Bradbury,  
Lucinda Bredin, Harvey Cammell, Simon Cottle,  
Andrew Currie, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Sophie Law, Fergus Lyons,  
Gordon McFarlan,

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

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

## Damage

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

## Important changes to V5C Registration

### Document procedures

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

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

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

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

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

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc

Address: PO Box 4RY

250 Regent Street

London W1A 4RY

Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank

Account/Account Number: 25563009

IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

The following symbols are used to denote that VAT is due on the Hammer Price and buyer's premium:

† VAT at 20% on Hammer Price

Ω VAT on imported items at 20% on Hammer Price.

\* VAT on imported items at 5% on Hammer Price.

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

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

## NOVA (Notification of Vehicle Arrivals)

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

### EU Imports

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

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

### Non-EU Imports

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

# Guide for Buyers

## Do I need to bring my catalogue to the sale?

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

## How do I bid at the sale?

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

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

## Telephone bidding

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

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

## Absentee/Commission bidding

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

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

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

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

## How fast will the auctioneer go?

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

## Are there any warranties offered with the vehicles?

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

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

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

## Can I view the files that accompany the vehicles?

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

## How can I pay?

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

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

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

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

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

### Payment by card

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

### Payment by cheque

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

### Bank transfer

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

## Are there any other charges?

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

## Can someone deliver the vehicle for me?

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

## IMPORTANT V5/V5C INFORMATION

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

# Worldwide Motoring contacts

## UK Motor Cars

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

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

James Knight  
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### Administrators

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Mark Gold  
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## USA Motor Cars

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evan.ide@bonhams.com

## Mainland Europe Motor Cars

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### Administrator

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gregory.tuytens@bonhams.com

Hans Schede (Germany)  
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## Additional contacts

### Automobilia

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

### Motorcycle Department

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ben.walker@bonhams.com

### Press Office

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

### Buyers/Sellers Accounts UK

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax

### Administrator

Robert Burner  
+44 (0) 20 8963 2802  
robert.burner@bonhams.com

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

### Buyers/Sellers Accounts US

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



# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All uncollected purchased lots shall then be removed to Bonhams storage facility at:

Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 12 May 2015 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com) to make an appointment.

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

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

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

All lots marked with a  $\diamond\diamond\diamond$  will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s).

All purchases are at buyers risk from the fall of the hammer.

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Sunday 10 May. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection.

Otherwise Lots shall be removed to storage at the Buyer's expense (see below). Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

## Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Bonhams to Storacar:

Storacar  
Allan Cowen  
PO Box 374  
Newport Pagnall  
MK16 8AA  
01234 751487  
[info@storacar.com](mailto:info@storacar.com)

## Vehicle Removal charges

£150 + VAT per vehicle

## Vehicle Storage charges

First 14 days  
£10 + VAT per motor car per day

## Thereafter

£6 + VAT per motor car per day

## Transport and Shipping

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

## Transporter

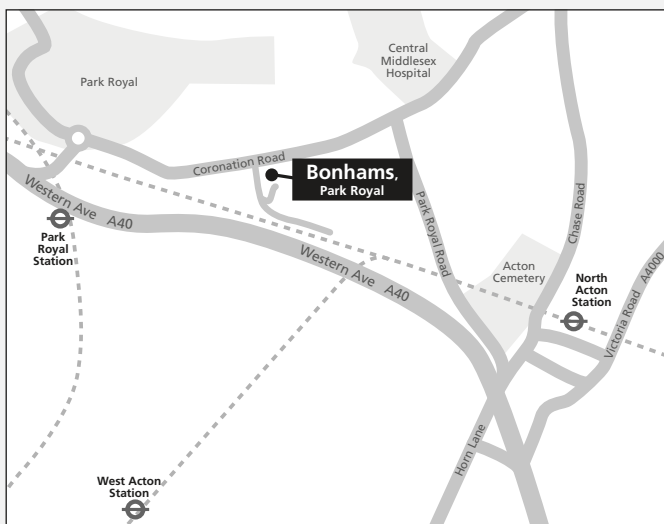
Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
[polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)

## Motor Car Preparation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

## Photography

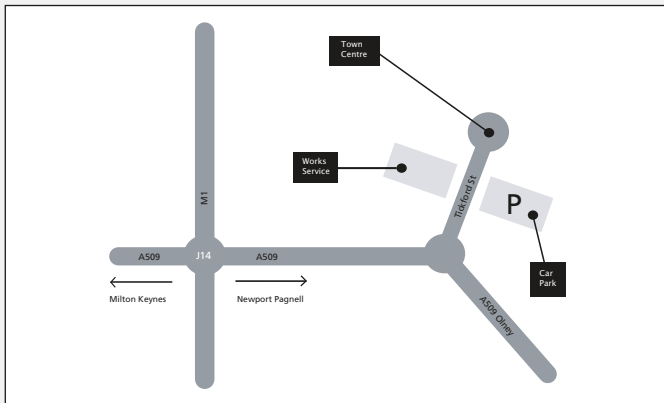
Simon Clay  
Tom Wood  
Dirk de Jager  
Scott Nidermaier  
Neil Fraser  
Jeff Bloxham  
Louis Blom



# Timetable for Saturday 9 May

08:00	VIEWING OPENS
10:00	AUTOMOBILIA
12:30 - 14:30	LUNCH INTERVAL
14:30	MOTOR CARS

## Directions



### Address

Aston Martin Works Service  
Tickford Street  
Newport Pagnell  
Buckinghamshire  
MK16 9AN

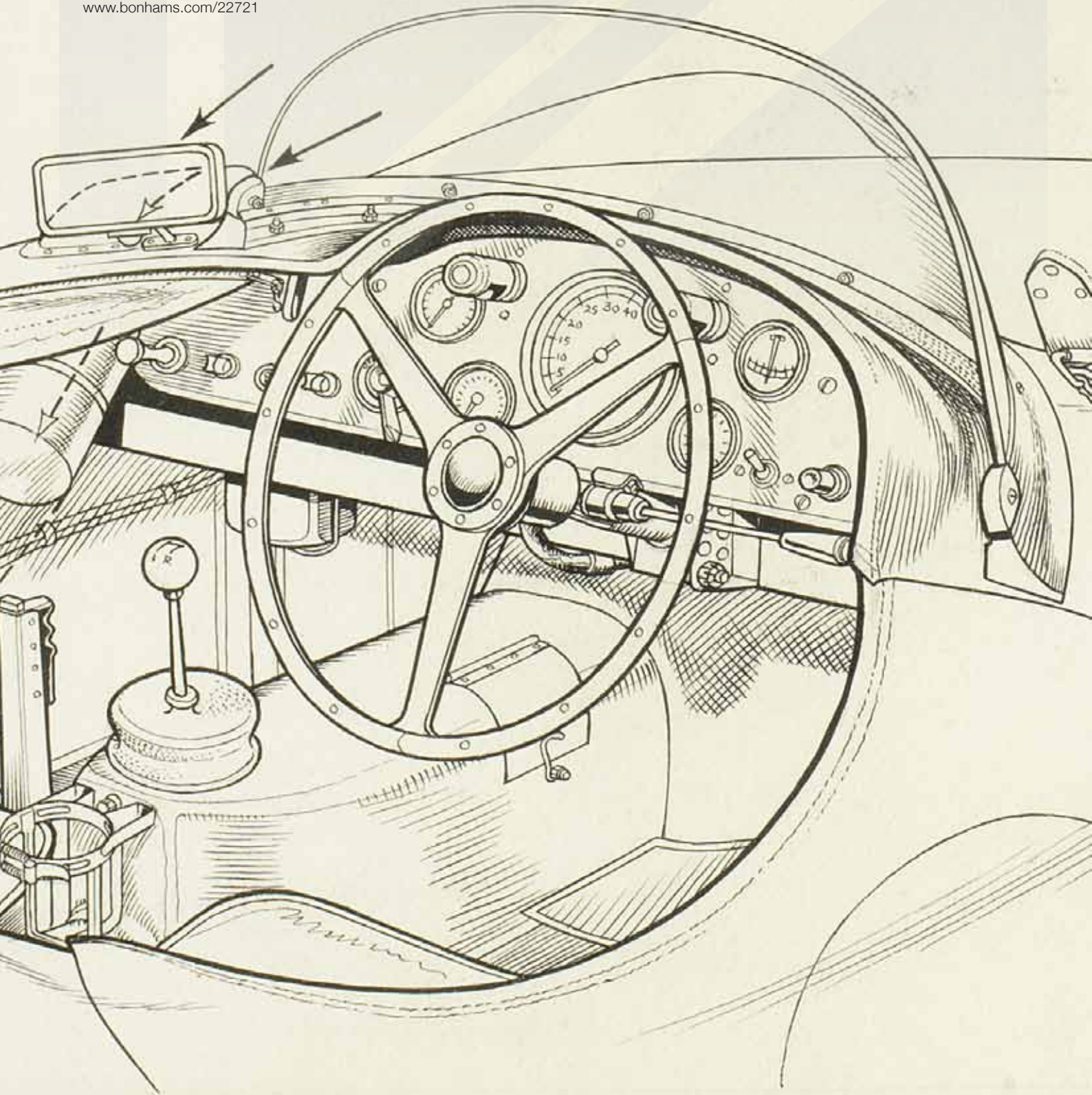
## Site Map



# AUTOMOBILIA

Lots 1 - 171

Further images of each lot can be found at:  
[www.bonhams.com/22721](http://www.bonhams.com/22721)



BOOKS & EPHEMERA

1 •  
**ASTON MARTIN - THE COMPLETE CAR: LIMITED EDITION PUBLISHED BY PALAWAN PRESS;**  
 numbered 1749/1500, in maroon cloth binding, a history of the illustrious marque, complete with slip-case.  
**£250 - 350**  
**€340 - 480**

2 •  
**CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS; VOLUMES 1 & 2,**  
 deluxe leather-bound editions, Volume 1 signed by the author, together with John Wyer: The Certain Sound - Thirty Years of Motor Racing, and Motor Racing Management, signed by Wyer with dedication; Louis Klemenatski & Chris Nixon; Klementaski & Aston Martin; each with dust jacket, and a 1956 Aston Martin 'Background to Victory' successes brochure (annotation to front cover).  
 (6)  
**£250 - 350**  
**€340 - 480**

3 • ◊  
**BOOKS RELATING TO ASTON MARTIN AND LAGONDA,**  
 including Rainer W Schlegelmilch & Hartmut Lehbrink: Aston Martin; Geoffrey Seaton: Lagonda - An Illustrated History 1900-1950; David G Styles: Aston Martin & Lagonda; Arnold Davey & Anthony May: Lagonda - A History of the Marque; Michael Frostick: Aston Martin & Lagonda; A B Demaus: Lionel Martin - A Biography; Henry Rasmussen: Aston Martin - The Postwar Road Cars; and other titles, majority with dust-jackets, together with a good quantity of AMOC newsletters, AM magazines and related club ephemera.  
 (Qty)  
**£250 - 350**  
**€340 - 480**

4 •  
**A SIGNED LIMITED EDITION SET OF ADRIAN M FEATHER: THE ASTON MARTIN - A COLLECTION OF CONTEMPORARY ROAD TESTS; VOLUMES 1-4,**  
 hard-bound with dust jackets and each numbered 998 of 1,000 copies, signed by the author to title page, together with an unsigned soft-bound edition of Volume 3, and the Road & Track on Aston Martin 1962-1984 publication.  
 (6)  
**£250 - 300**  
**€340 - 410**

5 •  
**TWO RARE ASTON MARTIN 'PROPOSALS FOR A JOINT VENTURE IN THE ACQUISITION OF THE MG CAR COMPANY', JULY 1980,**  
 bound as two books, one with blue card cover covering the finely detailed plans for the proposal, the other with black cover depicting a product concept for MG Cars, including artist's views of the range, and photographs of an MGB with Aston Martin re-designed grille and front end, each 4to.  
 (2)  
**£250 - 350**  
**€340 - 480**



12

10

15

6 •  
**STEPHEN ARCHER & SIMON HARRIES: ASTON MARTIN ZAGATO; PUBLISHED BY PALAWAN PRESS,**  
 standard limited edition numbered 0448 of 1,000, a well-illustrated history of the car and its racing successes, with many photographic illustrations by Richard Newton, 408 numbered pages, contained in Perspex slip-case (cracked and repaired).  
**£250 - 350**  
**€340 - 480**

7 •  
**BERND HOLTHUSEN: LAGONDA - DIE 4.5 LITER WAGEN DES W.O.BENTLEY;**  
 blue cloth-bound limited edition (numbered 5/1000), German text edition of the well-illustrated title, complete with dust jacket and slip-case.  
**£300 - 400**  
**€410 - 550**

8 •  
**CHRIS NIXON: THE ASTON MARTIN DB3S; PUBLISHED BY PALAWAN PRESS 1996,**  
 limited edition number 164/1000, comprising 'Sports car' and 'Case Histories', good clean condition two-volume set, bound in silver grey cloth and presented in an Aston racing green cloth bound slipcase, large 4to.  
**£300 - 400**  
**€410 - 550**

9 •  
**A LIMITED EDITION AM 'ASTON MARTIN CENTENARY YEARBOOK, 1913-2013,**  
 number 077 of 100, decorated hard-backed book, signed by Aston Martin artist James Hart Dyke, 192 numbered pages, 4to, with unopened set of prints, in grey centenary slip cover, with letter and original packing box.  
**£750 - 900**  
**€1,000 - 1,200**

10 •  
**AN ASTON MARTIN DB 2-4 MK II SALES BROCHURE,**  
 printed in black and blue, four page fold-out, small 4to, together with other later Aston Martin sales literature including 1985 range catalogue with Arabic text, and an Aston Martin Virage press pack.  
 (Qty)  
**£250 - 350**  
**€340 - 480**

11 •  
**TWO BOUND ASTON MARTIN SALES BROCHURES,**  
 comprising a green leather bound 'A Living Legend' sales brochure, commemorating Queen Elizabeth II's visit to the Newport Pagnell Works Service on 4th April 1966, in grey canvas slip-case, and a black cloth-bound Aston Martin DB5 sales brochure, together with unbound examples of the brochures.  
 (4)  
**£250 - 300**  
**€340 - 410**

12 •  
**AN ASTON MARTIN DB4 GT SALES BROCHURE,**  
 printed in black and green, four page fold-out, with text in French and English, also with specifications in German and Italian, 4to.  
**£250 - 350**  
**€340 - 480**

13 •  
**AN ASTON MARTIN DBS 'GOLDEN KEY' PROMOTIONAL SALES PACK,**  
 containing a car key with leather Aston Martin fob, and three sale booklets for the DBS, DBS V8, and DB6 MK2 models, one of 1,000 produced by H R Owen Ltd as part of a competition and mailed out to prospective buyers, to coincide with the Aston Martin golden anniversary, boxed.  
**£250 - 350**  
**€340 - 480**

14 •  
**TWO ASTON MARTIN DB4 SALES BROCHURES,**  
 each single sheet 4to, with quarter fold to the rear, comprising red car example circa 1960, creased and blue car 1963 version.  
 (2)  
**£250 - 300**  
**€340 - 410**

15 •  
**AN ASTON MARTIN DB3S SALES BROCHURE,**  
 four page fold-out, printed October 1954, 4to.  
**£250 - 350**  
**€340 - 480**

15A •

**AN ASTON MARTIN DB5 SALES BROCHURE,**

English text, full colour four page fold-out on card, 4to, with specifications to rear.

£250 - 350

€340 - 480

16 •

**AN ASTON MARTIN DB4GT SALES BROCHURE, 1959,**

printed in black and green, four page fold-out, with text in French and English, also with specifications in German and Italian, 4to.

£280 - 340

€390 - 470

17 •

**ASTON MARTIN DB5 SALES BROCHURES AND PARTS CATALOGUES,**

comprising two sales brochures one with price list, the other with specifications pamphlet to rear, together with a ring-bound instruction book for the 4 Litre model, a ring-bound Parts Catalogue vinyl folder and a bound Parts List with card covers.

(5)

£300 - 400

€410 - 550

18 •

**FOUR PRE-WAR LAGONDA SALES BROCHURES AND AN INSTRUCTION BOOK,**

comprising two Lagonda 'Cars for 1939 by W.O.Bentley' ring-bound brochures with cream card covers, a 'New 4½-Litre Lagonda' sales brochure, green card covers, together with an instruction book for the same, and a Lagonda range brochure with details for 16/80, Three Litre and 4½ Litre models, together with assorted issues of The Lagonda club magazines.

(Qty)

£400 - 500

€550 - 690

19 •

**AN ASTON MARTIN DB4 INSTRUCTION BOOK AND SALES BROCHURES,**

embossed green leather covers, some minor scuffs to spine and some early pages loose, together with a DB4 sales brochure, cream card covers, two specifications pamphlets for DB4 Saloon and DB4 Vantage (one torn and damaged), and two brochures for the DB6 Saloon (vertical crease) and DB6 Mk2.

(7)

£250 - 350

€340 - 480

20 •

**AN ASTON MARTIN DB5 INSTRUCTION BOOK AND WORKSHOP MANUAL,**

comprising part number 48-40-131 white plastic ring clip spine in black plastic cover, part number 48-43-103 in black plastic ring back folder, together with a Man Hour Schedule for DB4, DB5 & DB6 models, 1st issue July 1968.

(3)

£250 - 350

€340 - 480



16

14

21 •

**ASSORTED ASTON MARTIN PUBLICATIONS,**

comprising Workshop Manual for DB4 & DB4GT, part number 20-43-130, used, a DBS service information booklet, part number 069.43.0102, a DB AR1 promotional book with slip case, a limited edition Aston Martin Racing book number 303/500 with slip case, and promotional material for Rapide and DBRS 9.

(Qty)

£250 - 350

€340 - 480

22 •

**TWO WORKSHOP MANUALS FOR ASTON MARTIN DB4/DB4GT AND DB5,**

comprising DB5 Workshop manual, in black vinyl ring-bound folder, and DB4/DB4GT Workshop Manual, plastic ring-binding with card covers, together with an Aston Martin DB6 Saloon sales brochure (folded), two Castrol charts for David Brown models and other ephemera.

(7)

£250 - 350

€340 - 480

23 •

**TWO ASTON MARTIN DB2-4 INSTRUCTION BOOKS AND A WORKSHOP MANUAL,**

the two instruction books for DB2-4 Mark III models, one ring-bound with card covers, the other green leather bound but with pages loose and detached, for possible re-binding, the ring-bound Workshop Manual for DB2, DB2/4 Mk I, DB2/4 Mk II and DB Mk III models.

(3)

£250 - 300

€340 - 410

24 •

**AN ASTON MARTIN 1½ LITRE INSTRUCTION BOOK, CIRCA 1936,**

brown cloth hard covers with wrap around and press stud to front, 8vo, for 1929 International, 1930 International, 1931 International, 1932 International & Standard, 1933 Standard & Le Mans, 1934 Le Mans & Mk II, 1934 Le Mans & Mk II, 1935 MK II & Ulster and 1936 Mk II & Ulster models.

£250 - 350

€340 - 480

25 •

**ASSORTED ASTON MARTIN TECHNICAL LITERATURE AND MANUALS,**

including a DB2, DB2/4 Mk I, DB2/4 Mk II and DB Mk III Service Manual, some wear to brown card covers, four vinyl bound instruction books for DBS, DBS V8 and V8 Saloon, various conditions, a 2008 DB4 commemorative press pack with reprint catalogue and publicity images, and other related literature and ephemera.

(Qty)

£250 - 350

€340 - 480

26 •

**ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL AND PARTS CATALOGUE,**

in black vinyl ring-bound folders.

(2)

£300 - 400

€410 - 550

27 •

**AN ASTON MARTIN DB4 PARTS BOOK AND TWO SALES BROCHURES,**

stud-bound Parts Book with dark green Rexine hard covers with gilt tooling, some marks to cover put pages in good clean order, together with two sales brochures for the DB4 and a ring-bound instruction book, covers worn and damaged.

(4)

£350 - 450

€480 - 620

28 •

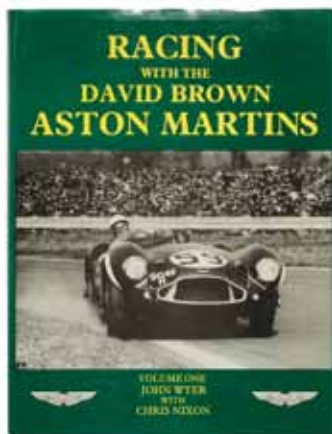
**AN ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL,**

stud-bound dark green Rexine hard covers with gilt tooling, some light workshop staining to some pages, together with a specifications sheet for the DB4-GT.

(2)

£400 - 500

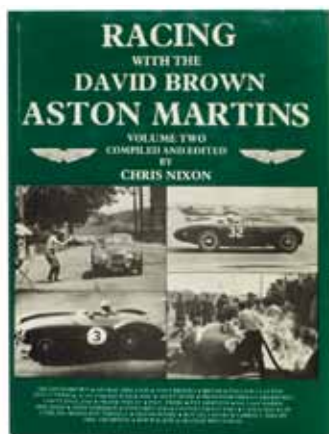
€550 - 690



31



32



29  
**ASSORTED ASTON MARTIN DB7 MEMORABILIA,**

including a gold-plated limited edition (0173/1500) model by Guiloy of the Aston Martin DB7, 26cm long, with display base, boxed and with certificate of authenticity, together with an 'A Legend Reborn' brochure, sales and publicity literature for DB7 Vantage, Volante, and GTS, a key wallet, two key fobs, and other Aston Martin gift brochures and press ephemera.

(Qty)  
£250 - 350  
€340 - 480

30  
**A COLLECTION OF ASTON MARTIN PHOTOGRAPHS, POSTERS AND OTHER RELATED EMPHEMERA,**

comprising a quantity of Aston Martin period racing photographs, showing the Aston Martin DB2 team at Le Mans, 1950; Salvadori DBR2, International Trophy Meeting and others, a large format 1976 poster commemorating the 1959 Aston Martin victory in the Sports Car World Championship, folded, three Aston Martin badges, including an Aston Martin Owners Club sew-on patch, an Aston Martin sew-on patch and an Aston Martin Silver Jubilee sticker, and two copies of McDonough: Peter Collins, 'All about the boy', hardback, with dust jacket, signed by the author.

(Qty)  
£250 - 350  
€340 - 480

PROPERTY FROM THE COLLECTION OF FORMER ASTON MARTIN WORKS DRIVER ERIC THOMPSON

31 •  
**CHRIS NIXON & JOHN WYER: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUME 1; SIGNED BY MANY DRIVERS AND STAFF,**

1st edition 1980, deluxe green leather binding, with dust jacket, signed to the title page by both authors and by publisher Frank Stroud, the following page signed by Dicky Day, Louis Klementaski, Gillian Harris, Jack Fairman, Geoff Duke, George Abecassis, Carroll Shelby, Bryan Clayton, George Phillips, Gerald Lascelles, Eric Thompson, Tony Brooks, Dickie Green, Peter Clark, David Brown, Roy Parnell, Les Leston, Dennis Poore, Innes Ireland, Stirling Moss, John Wyer, Tottie Wyer, Roy Salvadori, Peter Jopp, David Hampshire and Ted Cutting, together with several photocopies of related correspondence.

£800 - 1,000  
€1,100 - 1,400

32 •  
**CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUME 2; SIGNED BY MANY DRIVERS AND STAFF,**

1st edition 1980, deluxe green leather binding, with dust jacket, signed to the title page by the author and by publisher Frank Stroud, the following page signed by Dickie Day, Louis Klementaski, Gillian Harris, Jack Fairman, Geoff Duke, Anthony Heald, George Abecassis, Carroll Shelby, Bryan Clayton, George Phillips, Gerald Lascelles, Eberan von Eberhorst, Eric Thompson, Tony Brooks, David Brown, Roy Parnell, Les Leston, Dennis Poore, Innes Ireland, Stirling Moss, John Wyer, Tottie Wyer, Roy Salvadori, Peter Jopp, David Hampshire, Peter Clark and Ted Cutting, together with several related press cuttings and ephemera.

£800 - 1,000  
€1,100 - 1,400

33 •  
**SIGNED EDITIONS OF JOHN WYER: THE CERTAIN SOUND, AND MOTOR RACING MANAGEMENT;**

each 1st edition and with dust jackets, both signed by Wyer to the title pages, together with obituary press cuttings, an Order of Service and several signed letters.

£300 - 350  
€410 - 480

34 •  
**A SIGNED LIMITED EDITION OF CHRIS NIXON: MON AMI MATE;**

1st edition 1991, with dust jacket and slip-case, numbered 9 of 100 copies, a biographical title relating to the race careers of Mike Hawthorn and Peter Collins, with many references to Aston Martin, signed to label on title page by the author and by Louise Collins, Arnaud 'Mike' Delaunay and Jean Howarth, together with a Christmas card from the author, two Sallon caricature prints of the drivers and several items of related ephemera.

£450 - 550  
€620 - 760

35 •  
**ASTON MARTIN AND OTHER RACE DRIVER BIOGRAPHIES INCLUDING SIGNED EXAMPLES,**

including Roy Salvadori & Anthony Pritchard: Roy Salvadori Racing Driver, signed by Pritchard; Doug Nye & Stirling Moss: Stirling Moss - My Cars, My Career, signed by Moss and Nye; Tony Brooks: Poetry in Motion; and books relating to other drivers and motorsport subjects including Duncan Hamilton: Touch Wood!, with a handwritten letter by the driver; Graham Hill: Graham, signed with dedication by Bette Hill; Michael Cooper-Evans: Private Entrant - Racing with Rob Walker, signed with dedication by the driver.

(15)  
£340 - 400  
€470 - 550



40

36 •

**TWO LE MANS OFFICIAL RACE PROGRAMMES FOR 1950 AND 1952,**

French editions for the 24 Hour race event, from the collection of former Aston Martin Works driver Eric Thompson and both signed by him.

(2)

£350 - 450

€480 - 620

37 •

**TWO LE MANS OFFICIAL RACE PROGRAMMES FOR 1953 AND 1954,**

French editions for the 24 Hour race event, from the collection of former Aston Martin Works driver Eric Thompson and both signed by him, the 1954 programme signed to the front cover by winning driver Froilan Gonzalez.

(2)

£350 - 450

€480 - 620

38 •

**A 1955 LE MANS OFFICIAL RACE PROGRAMME,**

French edition for the 24 Hour race event, from the collection of former Aston Martin Works driver Eric Thompson and signed by him.

£250 - 300

€340 - 410

39

**ERIC THOMPSON'S LE MANS DRIVER'S 'HALL OF FAME' MEMBER'S BLAZER,**

single-breasted black blazer by Alain Figaret, with '24 Heures du Mans Hall of Fame' embroidered patch to breast pocket, and '24' chequered pin badge to lapel, presented in 2013 to the former Aston Martin Works driver by the Automobile Club de l'Ouest and the BRDC as the very first member inducted for his Le Mans racing achievements and services 1949-1955 including in the Works DB2, DB3 and DB3S, together with five related books including Louis Klementaski & Michael Frostick: Le Mans, signed by Eric Thompson, Klementaski, Mort Goodall, Marcus Chambers, Peter Clark, and their timekeepers.

(6)

£250 - 350

€340 - 480

40

**ERIC THOMPSON'S PERSONAL ARCHIVE OF PHOTOGRAPHS AND EPHEMERA RELATING TO HIS RACE CAREER 1939-1956,**

arranged chronologically in a green canvas concertina file, containing race photographs, some by Klementaski and Guy Griffiths, race programmes, articles, reports and press cuttings, letters and correspondence relating to the racing exploits of the former Aston Martin Works driver and other team members and drivers, from 1939 and continuing post-War from 1947, including his seasons with Aston Martin at Le Mans 1950-1954, Goodwood Nine Hour and Tourist Trophy, 1952 British Grand Prix with Connaught, and other miscellaneous race events including Delage, HRG at Spa 24, Monthery, Silverstone, Prescott, Snetterton, Thruxton and others.

(Qty)  
£1,200 - 1,400  
€1,700 - 1,900

41

**ERIC THOMPSON'S CASED HEUER AND SMITHS STOPWATCHES AND ACCOMPANYING PERSONAL LAPTIME NOTEBOOK,**

both pocket stopwatches, one by Smiths, the other by Heuer, with subsidiary dials, contained in a fitted wooden case, 20cm wide, with green baize lining, the lid concealing Thompson's personal pocket notebook with handwritten testing, practice and race lap times including Aston Martin Works cars at events during 1952-53 including the DB2 'XMC 76' at 1952 Goodwood Easter Meeting, DB2 'VMF 65' at Snetterton 1952, the DB3 at the 1952 Goodwood Nine Hour Race, the DB2 'VMG 606' at 1952 Goodwood International, DB2 'VMF 63' at Goodwood Easter Meeting 1953, the DB3 at Thruxton Whit Monday and Snetterton 1953, and the 4½ Litre Lagonda at Chalgrove testing 1954, and other events.

£1,200 - 1,400  
€1,700 - 1,900



41

**OTHER PROPERTIES  
MISCELLANEOUS AUTOMOBILIA**

42

**ASSORTED ASTON MARTIN AND LAGONDA V8 ITEMS,**

including an Aston Martin V8 parts manual in green leather ring-bound folder, a 200mph/300kmh speedometer, two sales brochures including one for Vantage, another for DBs, two Lagonda sales brochures, a door sill plate, and other sales ephemera.

(Qty)

£250 - 350

€340 - 480

43

**AN ASTON MARTIN AMR1 TEAM JACKET,**

size large, in green and cream with gold piping, with Protech and Aston Martin embroidered logos.

£250 - 350

€340 - 480

44

**TWO SETS OF ASTON MARTIN BLAZER BUTTONS**

each set of six jacket buttons and six cuff buttons in a presentation box, one Aston Martin set by the London Badge & Button Co, the other AMOC by Henry Poole & Co, together with two sets of Aston Martin cufflinks.

(Qty)

£250 - 350

€340 - 480

45

**A PAIR OF ASTON MARTIN ZAGATO ENAMELLED CUFFLINKS,**

together with a signed Aston Martin Zagato DB7 promotional book with slipcase, and other Aston Martin Zagato items including a desk flag, two leather coasters, enamelled tie pin and three key rings.

(Qty)

£250 - 350

€340 - 480



44



50, 49

46  
**ASSORTED ASTON MARTIN PROMOTIONAL ITEMS AND COLLECTABLES,**

including a desk flag, a Victorinox penknife, playing cards, pencils, paperweights, plaques including a replica Aston Clinton hill-climb plaque and a plaque presented in 2000 to commemorate the last V8 Aston Martin built at Newport Pagnell, a V8 paint samples book, assorted key rings, and badges including two enamelled Tickford coachwork badges, a 2007 Lagonda medal and a 1989 Monterey Races silver medal to commemorate the 1959 World Sportscar Championship.

(Qty)  
£250 - 350  
€340 - 480

47  
**A COLLECTION OF ASTON MARTIN RELATED TROPHIES FROM 1965-70, PRESENTED TO WILLIAM C. 'BILL' BUTCHER,**

comprising two BARC Slalom trophies from 1965, one 1st in class and one Team award, a BARC Brunton June 1965 2nd in class, a Bentley Drivers Club Firlie Hillclimb 1967 2nd in class, a 750 M.C 6 hour relay, multiple AMOC sprint, hillclimb and race trophies and others, all events were competed in either Butcher's DB4GT or DB4GT Zagato.

(Qty)  
£250  
€340



52



53

48

**A FRAMED DISPLAY AND LOOSE BADGES INCLUDING ASTON MARTIN,**

the glazed display with wooden frame, affixed with an Aston Martin bonnet badge, an 'Invited Guest' lapel badge, AMOC, and others for various marques, measuring 57 x 57cm overall, together with loose badges including three Aston Martin bonnet badges, an AMOC car badge, coachwork badges for Vantage and Volante, and a small Aston Martin fire extinguisher containing some fluid, in wooden box.

(Qty)  
£400 - 500  
€550 - 690

Please Note: There may be some export restrictions due to the nature of the fluid contained within the fire extinguisher included in this lot. Overseas bidders are advised to check any export regulations before bidding.

49

**A LAGONDA LADIES' WATCH,**

limited edition number 00743, stainless steel construction, quartz movement, in fitted wooden presentation case.

£500 - 700  
€690 - 960

50

**AN ASTON MARTIN GENTLEMANS' WATCH,**

limited edition number 0821, stainless steel construction, quartz movement, in fitted wooden presentation case.

£500 - 700  
€690 - 960

51

**ASTON MARTIN DB9 MOTOROLA V600 LIMITED EDITION MOBILE PHONE,**

number 713/1000, complete with certificate of authenticity, battery and travel charger, blue-tooth hands-free kit, computer software and instructions in various languages, presented in a brushed metal box with wooden inlay and applied Aston Martin logo, stamped 973/1000 to box and COA, in unused condition.

£300 - 400  
€410 - 550

Owing to the nature of this lot Bonhams regret that they are unable to offer any mechanical guarantees as the telephone is offered as an Aston Martin collectable only and without network connections or services.

52♦♦

**A PAIR OF ASTON MARTIN VIRAGE FRONT SEATS**

the cream leather upholstery with green piping, height 110cm, mounted for use as furniture.

£700 - 900  
€960 - 1,200





55

## DBR 38

56

53♦

### A SILVER CROSS SURF ASTON MARTIN EDITION LUXURY PRAM SYSTEM, 2013,

based upon the AML One77, originally purchased from Harrods, number 092 from a limited edition of only 800 available worldwide, unused as new, in three original packing boxes, comprising 1. Chassis, 2. Seat Unit & Accessories, 3. Carrycot. , the chassis 98 x 58 x 92-100cm, chassis weight: 7.5kg, body weight: 3.8kg. The chassis hand-finished in black, designed to be fitted with lie-flat carrycot or fully adjustable buggy seat with hood, apron, foot-muff, sun shade and rain-shield upholstered in wind/waterproof performance fabrics. 4 wheel air ride suspension with puncture-free tyres. With many accessories including cup-holder! Described by the manufacturer as suitable for new-born to toddler.

£1,500 - 2,000

€2,100 - 2,800

54

### A PAIR OF LADIES' AND GENTS' ASTON MARTIN AND LAGONDA WRIST WATCHES BY JAEGER-LECOULTRE,

stainless steel cases and link straps, the first a gentleman's Aston Martin watch, numbered 0816, green dial with Aston Martin winged logo, the other a ladies' Lagonda watch, burgundy dial with Lagonda winged logo, both with date windows, contained within a suede-lined mahogany presentation case, missing internal display pad.

(3)

£700 - 900

€960 - 1,200

55

### AN ASTON MARTIN DB6 STERLING SILVER DESKPIECE, 1993,

stylised representation of the car with sweeping lines, hallmarked Jack Spencer of Sheffield to left sill, 22cm long, mounted on a wooden display base, together with original presentation case and an Aston Martin Collection 2000 booklet advertising the piece.

(3)

£800 - 1,200

€1,100 - 1,700



61

### REGISTRATION NUMBER

Before bidding on this lot interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document and to ensure that the registration number is assigned to an age appropriate vehicle before the expiry date on the certificate.

56

**VEHICLE REGISTRATION NUMBER DBR 38**, currently held on V778 Retention Document, this registration number must be assigned to vehicle before 09.11.2015. Sold together with a front number plate.

£6,000 - 8,000

€8,300 - 11,000

The DBR series of registration numbers were first issued in June 1953.

### ACCESSORIES & SPARES

57

### A DAVID BROWN ASTON MARTIN HORN BOSS,

with push centre, together with assorted Aston Martin and Lagonda collectables, including a leather-covered hip flask by Marlborough, two Aston Martin Owners Club enamel car badges, lapel badges, patches, a key fob, and other items.

(Qty)

£250 - 300

€340 - 410

58♦

### A FRONT WINDSCREEN FOR AN ASTON MARTIN DB2 MK III,

marked Tudor Safety Glass, 37.5 x 123cm.

£250 - 350

€340 - 480



60

59♦

### A QUANTITY OF LAGONDA PARTS AND INSTRUMENTS,

comprising various models of Pre-War Lagonda instruments including Smiths Lagonda 110mph speedometer, Jaeger fuel gauge and others, a quantity of Pre-War Lagonda V12 ignition distributors including left hand rotation and right hand rotation examples, four Pre-War Lagonda wheel spinner removal tools to suit various models and two Pre-War Lagonda starter handles for various models.

(Qty)

£300 - 500

€410 - 690

60♦

### AN ASTON MARTIN V8 ENGINE BLOCK,

short block, engine number V540/2077/LFA from 1989 V8 Coupe chassis number V8/SOL/12077

£1,600 - 1,800

€2,200 - 2,500

61♦♦♦

### AN ASTON MARTIN VANQUISH ENGINE,

complete, engine number AM3/00233, from 02 Vanquish number 500211, used for 19,000 miles, removed after period of exposure to standing water.

£2,000 - 3,000

€2,800 - 4,100



64

62  
**THREE ASTON MARTIN GASKET SETS,**  
 for 4 litre engine DB5, DB5 Volante and DB6,  
 comprising 2 x part number S2-43-007  
 decarbonising sets, and 1 x part number 48-43-  
 119 overhaul conversion gasket set, in original  
 boxes.  
 (3)  
**£250 - 350**  
**€340 - 480**

63  
**A COLLECTION OF PRE-WAR LAGONDA**  
**INSTRUCTION BOOKS AND SPARE PARTS,**  
 comprising four 16/80 instruction books, a 16/80  
 special, a 2 1/2 Litre, a 3 Litre (Six Cylinder), a  
 3 Litre (Selector Model), a 3 1/2 Litre, a 3 1/2  
 Litre (S-Type engine), three 4 1/2 Litre books,  
 a 6 Cylinder, two Rapier books, a 2.6 and 3  
 Litre (Post War) service manual, together with a  
 quantity of Pre-War Lagonda spares, including  
 seven 16/80 water pump body castings, twelve  
 M45/LG Specialoid piston 88.5mm x 95mm  
 (Std +040") AA11, an M45/LG45 88.5 x 95mm  
 wooden piston pattern, an M45/LG45 fan pulley,  
 an M45/LG45 end cover plate casting, an M45/  
 LG45 shock absorber mounting bracket and  
 nine LG45 Rapide flexible exhaust pipes.  
 (Qty)  
**£250 - 350**  
**€340 - 480**

64  
**AN ASTON MARTIN MANIFOLD FITTED**  
**WITH THREE SU CARBURETTORS,**  
 to fit DB4-6, used.  
**£300 - 400**  
**€410 - 550**

65  
**A MULTI-PLATE CLUTCH AND BELL-**  
**HOUSING FROM AN ASTON MARTIN**  
**PROJECT 214,**  
 previously fitted in Aston Martin DP214 chassis  
 DB4GT/0195/R that was raced by McLaren and  
 Ireland at Le Mans in 1963, according to the  
 vendor the spares remain as they came out of  
 the original 214 car.  
 (Qty)  
**£300 - 400**  
**€410 - 550**



67

66  
**A 1972 V8 BOSCH INJECTION PUMP,**  
 used, together with a quantity of spare injectors  
 and seals.  
 (Qty)  
**£1,000 - 1,500**  
**€1,400 - 2,100**

67  
**AN ASTON MARTIN V12 VANQUISH**  
**GEARBOX,**  
 complete, from '02 Vanquish number 500211,  
 used for 19,000 miles, removed after period of  
 exposure to standing water.  
**£1,350 - 1,550**  
**€1,900 - 2,100**

68  
**TWO A-727 OR TORQUEFLITE 8**  
**AUTOMATIC TRANSMISSIONS**  
 as used in 1969-1986 Aston Martin Vantage and  
 DBS V-8 and Lagonda models, used condition,  
 each includes torque converter, both in working  
 order when removed from vehicles converted to  
 manual transmission.  
 (2)  
**£1,600 - 1,800**  
**€2,200 - 2,500**

69  
**TEN ASSORTED GKN WHEEL HUBS,**  
 to fit V8 Aston Martin cars from 1'974-1982,  
 comprising 7 front and 3 rear hubs, used.  
 (10)  
**£250 - 350**  
**€340 - 480**

70  
**FIVE GKN 15 X 7 WHEELS TO SUIT 1974-**  
**1982 V8 ASTON MARTIN,**  
 factory issued, currently fitted with 255/60-15  
 tyres, used.  
 (5)  
**£250 - 350**  
**€340 - 480**

71  
**FIVE BBS 15 X 7 WHEELS TO SUIT 1983-**  
**1989 V8 ASTON MARTIN**  
 factory issued, currently fitted with 255/60-15 BF  
 Goodrich tyres, used.  
 (5)  
**£250 - 350**  
**€340 - 480**



68

72  
**FIVE BBS 15 X 7 WHEELS TO SUIT 1983-**  
**1989 V8 ASTON MARTIN,**  
 factory issued, currently fitted with 255/60-15 BF  
 Goodrich tyres, used.  
 (5)  
**£250 - 350**  
**€340 - 480**

73  
**FOUR FISKE 17 INCH WHEELS,**  
 custom made, fits 1983-1989 V8, currently fitted  
 with 17 inch KUMHO Ecsta SPT 255/60-15  
 tyres, used. Will fit 83-89 V8 (BBS Style hub  
 pattern)  
 (4)  
**£250 - 350**  
**€340 - 480**

74  
**FIVE BBS 16 X 8.5 WHEELS TO SUIT 1983-**  
**1989 V8 ASTON MARTIN,**  
 factory issued, with centre caps, currently fitted  
 with 255/60-15 BF Goodrich tyres, used.  
 (5)  
**£250 - 350**  
**€340 - 480**

75  
**FOUR BBS 15 X 7 WHEELS TO SUIT 1983-**  
**1989 V8 ASTON MARTIN,,**  
 factory issued, currently fitted with 235/70-15  
 Avon tyres, used.  
 (4)  
**£250 - 350**  
**€340 - 480**

76  
**A SPARE WHEEL CARRIER FOR AN ASTON**  
**MARTIN DB2/4 MK I,**  
 used condition, as removed from LML624.  
**£250 - 350**  
**€340 - 480**

77  
**A SET OF FOUR BORRANI WHEEL**  
**SPINNERS FOR ASTON MARTIN DB4,**  
 three-eared type, chromed.  
 (4)  
**£400 - 600**  
**€550 - 830**

78 †

**A SET OF FIVE ASTON MARTIN VANTAGE WHEELS & TYRES,**

believed to suit a 1985 Aston Martin V8 Vantage, BBS 81 x 15 silver coloured wheels measuring 16 inches diameter with Aston Martin badges moulded plastic hub caps, fitted with Pirelli P&r 275/55.VR.15 tyres, some tyres with small signs of wear, others appear unused, possibly new/old stock, some small wear marks to wheels.

(5)

£600 - 800

€830 - 1,100

79

**AN ASTON MARTIN DB5 MOTO-LITA STEERING WHEEL**

three spoke wheel with banded wooden laminate studded outer rim, signed 'Moto-Lita', 40.5cm diameter

£250 - 350

€340 - 480

80

**A NARDI STEERING WHEEL FOR ASTON MARTIN V8,**

three-spoke wood rimmed wheel, with horn-push centre boss.

£250 - 300

€340 - 410

81

**A STEERING WHEEL FOR ASTON MARTIN DB4/DB5/DB6,**

three-spoke wooden laminate studded rim, with horn-push centre boss.

£300 - 400

€410 - 550

82 †

**ASSORTED ASTON MARTIN V8 SPARES,**

comprising two radiator cores for V8 cars, and two Vantage front spoilers (used).

(4)

£250 - 350

€340 - 480

83 †

**ASSORTED ASTON MARTIN DB SPARES,**

comprising two radiator cores for DB 4-6, two front bumpers for DB 4-5 and four starters for Aston Martin DB cars.

(Qty)

£250 - 350

€340 - 480

84 †

**AN 'ASTON MARTIN DB5' "BULLET PROOF SHIELD" BOOT PANEL UNIT,**

for display purposes only, fibreglass boot panel finished in light grey (some surface marks and scratches), with simple bungee and latch mechanism operating 'pop-up' plastic 'shield' (split to top left corner), as featured in the film Goldfinger fitted to James Bond's 'Special Equipment' DB5, with rotating licence plate prism fitted with two license plates including 'BMT 216A', and lighting unit with enamel badge, the whole measuring 110cm wide overall.

£250 - 350

€340 - 480



72



78

85 †

**ASSORTED ASTON MARTIN V8 VALANCES,**

comprising V8 front and rear valance set in red, a V8 rear valance in blue, and a Virage standard front valance.

(Qty)

£400 - 500

€550 - 690

86

**AN ASTON MARTIN DB4 FRONT GRILLE,**

mesh grille lacking surround, offered together with an Aston Martin fire extinguisher for the DB4/DB5 by Bradville Ltd, containing fluid, 14cm long.

(2)

£400 - 500

€550 - 690

Please Note: Bidders are advised that due to the nature of the container and fluid in the extinguisher this Lot may be subject to various shipping and/or import/export restrictions.

87 †

**ASSORTED ASTON MARTIN DB4 SPARES,**

comprising DB4 front and rear bumper set, a DB4 radiator core and a DB4/5 front bumper with over-riders.

(Qty)

£450 - 550

€620 - 760

88

**AN ASTON MARTIN DB4/DB5 FIRE EXTINGUISHER,**

by Bradville Ltd, marked Aston Martin Lagonda, containing some remains of fluid, 13cm long.

£250 - 300

€340 - 410

Please Note: Bidders are advised that due to the nature of the container and fluid this Lot may be subject to various shipping and or import/export restrictions.

**TOOLS**

89

**TWO ASTON MARTIN JACKS FOR DB2/4 AND V8,**

one by Bevelift, 48cm long, the other 54cm long, each with crank handles and in worn condition.

(2)

£250 - 350

€340 - 480

90

**A BOXED LAKE & ELLIOT 'MILLENNIUM' HYDRAULIC JACK TO SUIT ASTON MARTIN DB5/DB6 OR DBS,**

type 12-MSB-1½, turquoise painted bottle, 58cm long, complete with handle and extra bar, contained in original wooden box, the inside of the hinged lid bearing manufacturer's label.

(4)

£300 - 400

€410 - 550

91

**AN ASTON MARTIN DB2 JACK BY LAKE & ELLIOT,**

Millennium 1-Ton jack painted green, together with handle with wooden grip, fitted with brass instructional plaque.

(2)

£500 - 700

€690 - 960

92

**AN ASTON MARTIN DB4/DB4GT JACK,**

by Bevelift, painted black with crank handle, 65cm long.

£500 - 700

€690 - 960



102



106



111



112



115



116

93  
**AN ASTON MARTIN DB4 REPLICA TOOL SET,**  
 factory re-issue, including assorted size King Dick C-spanners, an adjustable spanner, three screwdrivers, a tyre pressure gauge, and other tools, in a plastic roll, and with accompanying black vinyl tool roll, together with a pair of DB4 driver and passenger window frames, used, and two David Brown Aston Martin enamel bonnet badges, one chromed, the other gilded.  
 (Qty)  
**£300 - 500**  
**€410 - 690**

94  
**A REPLICA TOOL ROLL FOR ASTON MARTIN DB4/DB5/DB6,**  
 black tool roll with red trim, containing various reproduction tools including King Dick spanners, two wooden-handled screwdrivers, pliers, and other tools, offered together with an Aston Martin DB6 Instruction Book, black vinyl covers.  
 (2)  
**£300 - 400**  
**€410 - 550**

95  
**A FACTORY TOOL ROLL TO SUIT ASTON MARTIN DB5/DB6, 1980S,**  
 black leather roll with red trim, strap and buckle, containing seven Garringtons spanners, pliers and an adjustable spanner, two screwdrivers, a Dunlop tyre pressure gauge and other tools.  
**£250 - 350**  
**€340 - 480**

SIGNS, PHOTOGRAPHS & ART

96◇  
**A HAND-PAINTED 'ASTON MARTIN SALES & SERVICE' LIGHT-BOX,**  
 modern, with Perspex panel featuring image of Stirling Moss in the DBR1, 40 x 75 x 12cm.  
**£250 - 350**  
**€340 - 480**

97◇  
**TONY UPSON, A HAND-PAINTED 'ASTON MARTIN DBR1' LIGHT BOX SIGN,**  
 modern, signed, alloy box frame construction with Perspex panel featuring the winged emblem and image of Stirling Moss in the DBR1, 30 x 200cm, wired for illumination.  
**£250 - 300**  
**€340 - 410**

98◇  
**AN 'ASTON MARTIN SERVICE' ILLUMINATING BOX SIGN,**  
 metal frame, with single plastic panel featuring the winged emblem, 30 x 81cm, wired for illumination.  
**£300 - 400**  
**€410 - 550**

99◇  
**A 'DAVID BROWN ASTON MARTIN SALES & SERVICE' ILLUMINATING SIGN,**  
 double-sided, metal frame construction with Perspex panels decorated with the winged emblem, 30 x 81cm, wired for illumination.  
**£300 - 400**  
**€410 - 550**

100◇  
**AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,**  
 single-sided, metal frame construction with single Perspex panel featuring the winged emblem, 61 x 81cm, wired for illumination.  
**£300 - 400**  
**€410 - 550**

101◇  
**AN 'ASTON MARTIN LAGONDA SERVICE' SIGN,**  
 single-sided, green painted metal frame with metal panel featuring the winged emblems, 61 x 122cm.  
**£350 - 450**  
**€480 - 620**

102◇◇  
**A LARGE 'ASTON MARTIN LAGONDA SERVICE' SIGN,**  
 single-sided, green painted metal frame, with metal panel in white featuring the winged emblem logos, 90 x 180cm, upper frame section loose and requiring re-fixing.  
**£500 - 700**  
**€690 - 960**

103  
**A FRAMED PHOTOGRAPH WITH SIGNATURE OF MICK JAGGER AND HIS ASTON MARTIN DB6,**  
 monochrome image depicting Jagger sitting in front of his DB6, 20 x 29cm, mounted together with signature and sketch of a guitar by the singer, framed and glazed, 42 x 44cm overall.  
**£250 - 300**  
**€340 - 410**

104

**TWO SIGNED JAMES BOND PHOTOGRAPHS FEATURING THE ASTON MARTIN DB5,**

comprising a monochrome image of Sean Connery as 007 and signed by the actor in black marker, 25 x 20cm, the other a colour image of Daniel Craig as 007 with Judi Dench as 'M', initialled 'DG' and signed by Dench, 20 x 26cm, each mounted, framed and glazed and with certificates of authenticity.

(2)

£250 - 350

€340 - 480

105

**A SIGNED PHOTOGRAPH OF SEAN CONNERY WITH THE ASTON MARTIN DB5,**

colour image of the actor as James Bond 007 leaning on the door of the famed DB5, signed by Connery 'Best Wishes...' in black marker, 25 x 19cm, mounted, framed and glazed.

£250 - 350

€340 - 480

106

**FOUR COLOUR PHOTOGRAPHS OF ASTON MARTIN RACING CARS,**

each 11 x 8 Cibachrome print, depicting Roy Salvadori in VEV1 1961 Tourist Trophy; Frere/Trintignant Aston Martin DBR1, Second at Le Mans 1959; Stirling Moss, Aston Martin DBR1, Tourist Trophy 1958 and Shelby/Salvadori Aston Martin DBR1, Winners Le Mans 1959, each matted, framed and glazed.

£250 - 350

€340 - 480

107

**AN ORIGINAL 1966 ASTON MARTIN AND 'JAMES BOND 007' PRESS PHOTOGRAPH,**

depicting Sean Connery standing next to the 'BMT 216A', with annotations and remains of press cuttings to the rear, mounted, framed and glazed, 18cm x 24cm.

£250 - 350

€340 - 480

108

**FIFTEEN PHOTOGRAPHS DEPICTING ASTON MARTIN AND LAGONDA CARS AND DRIVERS,**

including Fangio at the wheel of a two door saloon car, Shelby and Salvadori at Silverstone 1959, a formal image of Stirling Moss, Eric Thompson, Roy Salvadori, David Brown, John Wyer and others celebrating the 1959 victory, other pit and racing scenes including Eric Thompson in the David Brown Lagonda DP115 at Le Mans 1954, the largest 6 x 8.

(15)

£250 - 350

€340 - 480

109

**NINE PRESS PHOTOGRAPHS OF THE 1959 TOURIST TROPHY RACE AT GOODWOOD,**

monochrome, depicting the race, prize giving and post-race reception at event won by Moss, Fairman and Shelby in the DBR1, with pasted text to reverse of each image, together with a photograph depicting Aston Martin DBR1/300 'Champion Sports Car of the World', each 10 x 8.

(10)

£250 - 350

€340 - 480



117

110

**FOURTEEN ASSORTED ASTON MARTIN PHOTOGRAPHS,**

all monochrome, including three depicting DB2s at Le Mans 1951 by Louis Klemantaski, and others including an image of Razor Blade at the AMOC meeting Silverstone in 1952, the largest 10 x 8.

(14)

£250 - 350

€340 - 480

111

**FOUR PUBLICITY PHOTOGRAPHS DEPICTING AN ASTON MARTIN DB4 CONVERTIBLE, 1962,**

each monochrome 12 x 12 image, together with a letter from S H Benson Ltd, dated 2 October 1962, in card sleeve addressed to Mr A S Gosnell, Aston Martin Lagonda Ltd, 96 Piccadilly, W1, and a large publicity photograph of a DB4 engine bay, believed taken at Le Mans.

(Qty)

£250 - 350

€340 - 480

112

**THREE PHOTOGRAPHS DEPICTING AN ASTON MARTIN DB4 CONVERTIBLE FITTED WITH MASCO MINK-COVERED SAFETY HARNESS,**

as demonstrated at the Motor Show by Jeanette Harding, each monochrome 8 x 10 photograph, un-mounted, together with a typed press information sheet.

(4)

£250 - 350

€340 - 480

113

**TWENTY SIX ASSORTED ASTON MARTIN AND LAGONDA PHOTOGRAPHS,**

majority depicting road going cars, including some coachwork impressions, and images of custom coachwork and prototype cars and seven images by Louis Klemantaski, and one image of an engine, the largest 10 x 8.

(Qty)

£250 - 350

€340 - 480



118

114

**A FRAMED PHOTOPRINT WITH SIGNATURE OF MICK JAGGER AND HIS ASTON MARTIN DB6,**

monochrome image after the original photograph taken 25th August 1966, depicting Jagger with his car, talking to a Police motorcyclist, 45 x 60cm, mounted together with signature of Jagger in black ballpoint, framed and glazed, measuring 68 x 79cm overall.

£300 - 400

€410 - 550

115

**A 'SKYFALL' PUBLICITY PHOTOGRAPH WITH SIGNATURE,**

press launch colour image of Daniel Craig as 007 with the Aston Martin DB5, 30 x 45cm, mounted with signature of Daniel Craig 'Best Wishes', framed and glazed, 54 x 57cm overall.

£300 - 400

€410 - 550

116

**THREE PHOTOGRAPHS OF ASTON MARTIN COMPETITION CARS,**

monochrome, comprising 16 x 12 depicting Stirling Moss, DBR1, Tourist Trophy 1959; 16 x 12 limited print run 15/50 Collins/Whitehead, DB2/4 Monte Carlo Rallye 1955 and an Alan R Smith photograph 9 x 11 depicting Roy Salvadori, Daily Express Trophy Silverstone 1959, signed by the driver, each mounted, framed and glazed.

(3)

£300 - 400

€410 - 550

117

**A PHOTOGRAPH OF SEAN CONNERY WITH THE GOLDFINGER ASTON MARTIN DB5 WITH SIGNATURE,**

colour image of Connery as James Bond 007 with the DB5 on the Furka Pass in Switzerland, 36 x 29cm, mounted together with a Scottish first day cover with stamp and signed by the actor, framed and glazed, measuring 93 x 63cm overall.

£500 - 600

€690 - 830



119

118  
**A JAMES BOND 'GOLDFINGER' FRAMED PHOTOGRAPH WITH SIGNATURE,**  
 colour photograph of Sean Connery as 007 with the Aston Martin DB5, 35 x 27cm, mounted together with signature of Connery in black marker, framed and glazed, 63 x 46cm overall, with certificate of authenticity.  
**£500 - 700**  
**€690 - 960**

119  
**A JAMES BOND 'GOLDFINGER' FRAMED PHOTO MONTAGE WITH SIGNATURES,**  
 colour photograph of Honor Blackman, signed in black marker 'Honor Blackman Pussy Galore', 24 x 19.5cm, and a colour photograph of Sean Connery as 007 with the Aston Martin DB5, 24 x 19.5cm, mounted together with autograph of Connery in blue marker, and a small card with image of the Goldfinger film poster, framed and glazed, measuring approximately 38 x 67cm overall, together with certificate of authenticity.  
**£500 - 700**  
**€690 - 960**

120  
**A LARGE PHOTOGRAPH OF SEAN CONNERY WITH THE GOLDFINGER ASTON MARTIN DB5 WITH THREE SIGNATURES,**  
 colour image of Connery as James Bond 007 with the DB5 at Stoke Poges Golf Club, 59 x 90cm, mounted together with autographs of Ian Fleming, David Brown and Sean Connery, framed and glazed, measuring 83 x 111cm overall.  
**£2,500 - 3,000**  
**€3,400 - 4,100**

121  
**A PAIR OF POSTERS FOR THE FILM 'SKYFALL',**  
 Czech colour posters for the film, designed as a pair, one featuring the Aston Martin DB5, the other depicting Daniel Craig as James Bond 007, each 88 x 59cm, each framed and glazed.  
 (2)  
**£250 - 300**  
**€340 - 410**

122  
**A 'SKYFALL' FILM POSTER WITH SIGNATURE,**  
 IMAX poster for the film depicting Daniel Craig as 007 with the Aston Martin DB5, 48 x 32cm, mounted together with a 10" x 8" colour photograph of Craig as 007 in a scene from the film and initialled 'D C' by the actor in blue marker, framed and glazed, measuring 94 x 64cm overall.  
**£250 - 300**  
**€340 - 410**

123  
**A POSTER FOR THE FILM 'THE LIVING DAYLIGHTS', 1986,**  
 teaser poster, featuring front grille view of the Aston Martin DB5, 29.5 x 44.5cm.  
**£250 - 300**  
**€340 - 410**

124  
**AN ORIGINAL 'GOLDFINGER' FILM POSTER, 1965,**  
 French Grande version of the poster featuring action scenes from the film starring Sean Connery as James Bond 007 and including image of the Aston Martin DB5, with faint fold-marks and in good order, 167 x 116cm, laid to linen.  
**£750 - 1,000**  
**€1,000 - 1,400**

This example is one of the few versions of the poster for the film to feature the Aston Martin DB5.

125  
**ASSORTED ASTON MARTIN ADVERTISING POSTERS AND PRINTS,**  
 comprising six 'World Champions' black and green 1976 posters, two 'What The Motor magazine said about the Aston Martin V8', 1976 posters, two Aston Martin Jubilee posters, 1970 printed in black on yellow, one '1959-1984 Aston Martin is Back' poster, a print after F Gordon Crosby and a large photocopy of a DBIII Mk B blueprint, all rolled.  
 (Qty)  
**£250 - 350**  
**€340 - 480**



120



124

126  
**A COLLECTION OF ASSORTED ASTON MARTIN PRINTS WITH A JAMES BOND 'GOLDFINGER' THEME,**  
 all with depictions of the Aston Martin DB5 used in the film, all mounted, framed and glazed, the largest is 41cm x 29cm  
 (5)  
**£250 - 350**  
**€340 - 480**

127  
**'JIM CLARK - ASTON MARTIN ZAGATO', A LIMITED EDITION PRINT AFTER CHRISTOPHER DUGAN,**  
 numbered 77/250, signed by the artist, depicting Clark in the DB4 GT, 29 x 57cm, mounted, framed and glazed.  
**£250 - 300**  
**€340 - 410**

128  
**THREE FRAMED ASTON MARTIN POSTER AND PRINTS,**  
 comprising a monochrome photo-print depicting Sean Connery with an Aston Martin, and two reprinted film posters for Dr No and For Your Eyes Only, each framed and Perspex glazed.  
 (3)  
**£250 - 350**  
**€340 - 480**



133

129  
**FOUR LIMITED EDITION ASTON MARTIN PRINTS,**

including 'Thoroughbred Stable' by Fearnley, numbered 385/850, a print of an Aston Martin DB6, numbered 16/500, 'Aston Martin DB5' by Steve Dunn, numbered 12/50, depicting the Goldfinger DB5 'BMT 216A' and another Aston Martin themed print numbered 21/500, all mounted, framed and glazed, the largest is 42cm x 58cm.

(4)  
**£250 - 350**  
**€340 - 480**

130  
**THREE SIGNED ASTON MARTIN PRINTS, AFTER KEITH WOODCOCK**

comprising 'Night Stop - Le Mans 1935', limited edition number 62/100, signed by Charles Martin and the artist, 37 x 44cm, matted, 'Aston Martin World Champions', limited edition number 29/200, signed by Jack Fairman, Roy Salvadori, Stirling Moss and the artist, 40 x 50cm and 'Aston Martin's Last Great Victory', limited edition number 39/214, signed by David Brown, Roy Salvadori, Stirling Moss and the artist, 40 x 50cm, each framed and glazed.

(3)  
**£300 - 400**  
**€410 - 550**

131  
**TWO JAMES BOND MONTAGES FEATURING ASTON MARTIN WITH SIGNATURES OF SEAN CONNERY AND DANIEL CRAIG AS JAMES BOND,**

each colour montage image depicting Connery and Craig as 007 in scenes from the films, featuring the DB5 and the DBS V12 respectively, each mounted together with signature of the corresponding actor, each approximately 49 x 33cm overall.

(2)  
**£300 - 400**  
**€410 - 550**

132  
**'ASTON MARTIN VICTORIOUS - LE MANS 1959', A SIGNED PRINT AFTER NICHOLAS WATTS,**

limited edition (775/850), full colour, depicting the Aston Martin DBR1 of Salvadori and Shelby ahead of the Ferrari 250 TR, signed by Salvadori and Shelby and by the artist, 64cm x 82cm, together with a signed certificate of authenticity and photographs of the signatories.

(4)  
**£300 - 400**  
**€410 - 550**

133  
**A LIMITED EDITION PRINT OF THE GOLDFINGER ASTON MARTIN DB5,**

two colour screen print with white and gold-coloured metallic ink on black ground after Rob Loukotka, numbered 147/180 and signed by the artist, stylised monochrome image depicting the 007 DB5 'BMT 216A' with guns blazing at speed in a Swiss forest scene, 30 x 91cm, mounted, framed and glazed.

**£300 - 400**  
**€410 - 550**

134  
**AN ASTON MARTIN DBR1 MONTAGE WITH SIGNATURES OF CARROLL SHELBY AND ROY SALVADORI,**

featuring a small colour print of the 1959 Le Mans winning car and drivers, mounted together with a '1959 Le Mans' title plate and signatures of Shelby and Salvadori in black marker, 37 x 29cm overall.

**£350 - 450**  
**€480 - 620**

135  
**TWO ASTON MARTIN DB3S TECHNICAL ILLUSTRATIONS FOR THE AUTOCAR, 1953,**

each pen and ink on artists' board, the first a view of the front section of the car, with monochrome wash, the second a view of the cockpit showing interior and dashboard, the reverse with Autocar stamp, date and issue details for 30/10/1953 page 694, each measuring approximately 24 x 29cm, mounted together, framed and glazed.

**£250 - 350**  
**€340 - 480**

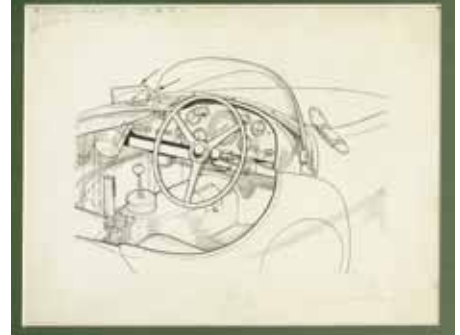
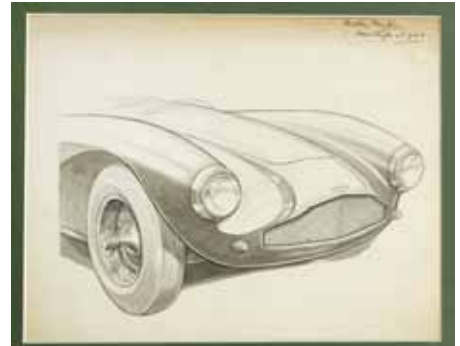
This Lot was formerly part of The Autocar Archive.

136  
**AN ASTON MARTIN DB3 TECHNICAL ILLUSTRATION FOR THE AUTOCAR, 1952,**

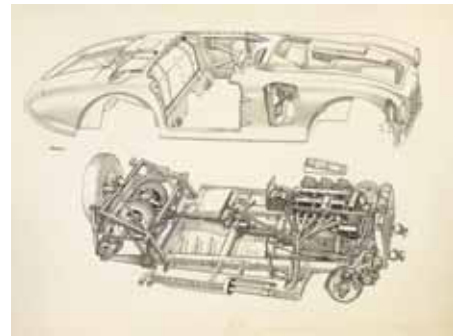
signed by the artist R.E.Poulton, pen and ink with monochrome wash on artists' board, showing views of chassis with engine detail and bodywork, 45 x 65cm, the reverse with Autocar stamp, date and issue details for 6/6/1952 pages 694-695.

**£300 - 400**  
**€410 - 550**

This Lot was formerly part of The Autocar Archive. See Bonhams & Brooks Sale 24th October 2001, Lot 530.



135



136

137  
**TONY UPSON, 'ASTON MARTIN EMBLEM',** signed, acrylic on canvas, depicting the David Brown Aston Martin bonnet badge, 80 x 125cm.  
**£300 - 400**  
**€410 - 550**

138  
**TONY UPSON, 'ASTON MARTIN ZAGATO EMBLEM',** signed, acrylic on canvas, depicting the coachwork badge, 104 x 104cm.  
**£300 - 400**  
**€410 - 550**



145



146



147



149



148



163



164

139

**TONY UPSON, 'ASTON MARTIN DBR1 - 1,000KM VICTORY',**

signed, acrylic on canvas, celebrating the World Championship victory for the DBR1 of Moss & Brabham at Nurburgring 1958, 104 x 104cm.

£300 - 400  
€410 - 550

140

**TONY UPSON, 'ASTON MARTIN DB5',**

signed, acrylic on canvas, a study of the car and featuring the winged emblem, 104 x 104cm.

£300 - 400  
€410 - 550

141

**TONY UPSON, 'ASTON MARTIN RACING GIRL',**

signed, acrylic on canvas, depicting an attractive podium girl in Aston Martin attire against a Union Jack background, 80 x 125cm.

£300 - 400  
€410 - 550

142

**TONY UPSON, 'JAMES BOND ASTON MARTIN DB5',**

signed, acrylic on canvas, a front view of the car as driven by Sean Connery as 007 in the Goldfinger and Thunderball films, 104 x 140cm.

£300 - 400  
€410 - 550

143

**TONY UPSON, 'ASTON MARTIN OWNERS CLUB EMBLEM',**

signed, acrylic on canvas, featuring image of the club badge, 80 x 125cm.

£300 - 400  
€410 - 550

144

**TONY UPSON, 'ASTON MARTIN ZAGATO',**

signed, acrylic on canvas, a study of the car and featuring the winged emblem, 95 x 156cm.

£300 - 400  
€410 - 550

145

**ANDY DANKS (BRITISH 1950-), 'ASTON MARTIN GREATS', PAINTING SIGNED BY TONY BROOKS,**

also signed and dated '91 by the artist, watercolour montage depicting six great racing Aston Martin cars and their drivers, 54 x 75cm, mounted framed and glazed.

£300 - 400  
€410 - 550

146

**ANON, 'ASTON MARTIN DB4C/1085/R',**

watercolour and gouache airbrushed car portrait, heightened with white, depicting the Italian Red series 5 car registered as 591 EYE, on paper with artists logo, dated 12-90, 42 x 67cm, mounted, framed and glazed.

£400 - 500  
€550 - 690

147

**JOHN EVANS (1943-), 'ASTON MARTIN MONTAGE',**

signed 1985, watercolour and gouache depicting LM21, Spa Special, C5/564/U Ulster, L3/323/S Le Mans and 15/98 F7/787/LS 4 door saloon by Bertelli, with applied Aston Martin badge, 33 x 52.5cm, mounted, framed and glazed.

£700 - 900  
€960 - 1,200

148

**PAUL PENNELL, 'ASTON MARTIN DB5',**

silver plated tray, repousse worked, depicting an Aston Martin DB5, rear three quarters with DB5 symbol, in relief, signed 'Paul Pennell 1/1', 51cm from handle to handle.

£250 - 350  
€340 - 480

149

**PAUL PENNELL, 'ASTON MARTIN DB4 ZAGATO',**

aluminium panel, repousse worked, depicting an Aston Martin DB4 Zagato in relief, painted in parts, framed, 64cm x 83cm x 3cm, together with titled certificate provided by the artist applied to back of frame.

£400 - 600  
€550 - 830

150

**A 'DB4' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite shield, 100cm high.

£250 - 300  
€340 - 410

151

**AN ASTON MARTIN CHASSIS PLATE GARAGE DISPLAY EMBLEM,**

modern, cold-cast aluminium and resin composite, with lettering in relief, 56 x 103cm.

£250 - 350  
€340 - 480

152

**A 'LAGONDA' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and brass composite, in the form of the winged badge, 120cm wide.

£250 - 350  
€340 - 480



153◇

**A 'SUPERLEGGERA' GARAGE DISPLAY EMBLEM,**

modern, cold-cast and aluminium composite, in the form of the bonnet script, 150cm wide.

£250 - 350

€340 - 480

154

**A HAND-PAINTED 'ROYAL ENDORSEMENT' COAT OF ARMS,**

modern, fibreglass, in the form of the Royal Appointment crest, 70 x 70cm.

£250 - 300

€340 - 410

155◇

**A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z' badge, 70 x 100cm.

£250 - 300

€340 - 410

156◇

**AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the winged badge, 150cm wide.

£250 - 350

€340 - 480

157◇

**AN 'ASTON MARTIN CHASSIS PLATE' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, with raised lettering against a black ground, 70 x 100cm.

£250 - 350

€340 - 480

158◇

**A 'DB6' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite shield, 100cm high.

£250 - 300

€340 - 410

159◇

**A 'DB5' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite shield, 100cm high.

£250 - 300

€340 - 410

160◇

**A 'TOURING MILANO' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium and brass composite, in the form of the winged badge, 150cm wide.

£300 - 400

€410 - 550

161◇

**AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and bronze composite, in the form of the winged badge, 150cm wide.

£300 - 400

€410 - 550



165

**MODELS**

162

**A SPECIAL EDITION 'GOLD PLATED' JAMES BOND 007 ASTON MARTIN DB5 MODEL AND ASTON MARTIN MEDAL IN PRESENTATION CASE.**

precision engineered 1:24 scale die-cast metal, constructed from more than 300 parts exclusively by the Danbury Mint, the main body, bonnet, boot and ejector panel are 22ct gold plated, in original packing, roof panel and ejector seat still sealed unopened as new condition, features telephone concealed in the driver's door, leather seats, rotating number plates, bullet-proof shield, tyre slashers, battering rams, machine guns, the bonnet lifts to scale model engine bay, with box, together with an Aston Martin 1954 - 2007 commemorative medal in a presentation box.

(Qty)

£250 - 350

€340 - 480

163

**SEVEN ASTON MARTIN MODELS,**

comprising a ceramic DB5 by Kevin Godfrey Designs, a boxed 1:43 scale Aston Martin Racing Collection 2005 Silverstone Winner DBR9, a boxed 1:43 scale V8 Vantage, three unboxed 1:43 scale models in painted white metal by Western Models and a stylised wooden model by Curtis Stimpson Woodeye Productions with display base.

£250 - 350

€340 - 480

164

**A 1:8 SCALE SCRATCHBUILT MODEL OF AN ASTON MARTIN DB4 GT ENGINE AND GEARBOX, BY JAVAN SMITH,**

finely detailed, mounted on a base and within a Perspex display case, measuring 24.5 x 19.5 x 13.5cm overall.

£500 - 700

€690 - 960

165

**A 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

kit-built, constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, well detailed model with opening doors, bonnet and boot, loaded with all the Bond 'Special Equipment' including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, approximately 60cm long, mounted on a Perspex plinth within an etched display case.

£1,800 - 2,000

€2,500 - 2,800



166

166

**A 1:8 SCALE SCRATCHBUILT MODEL OF THE 1957 NURBURGRING WINNING ASTON MARTIN DBR1, BY JAVAN SMITH,**

finely detailed 'kerbside' model of the car as driven to victory at the 1,000Km event by Tony Brooks and Noel Cunningham-Reid, in race livery, with full cockpit detailing, mounted on an oak plinth and enclosed within a display case etched with the Aston Martin winged emblem, 60 x 27 x 20cm overall.

£1,800 - 2,000

€2,500 - 2,800



167

167

**A 1:8 SCALE SCRATCHBUILT MODEL OF THE 1963 MONZA WINNING ASTON MARTIN 'DP214', BY JAVAN SMITH,**

finely detailed limited edition 'kerbside' model, numbered 5 of only 12 examples, of the DB4 GT variant in race livery as driven by Roy Salvadori in the Coppa Inter-Europa at Monza, Italy, September 1963, in a battle for victory against Mike Parkes' Ferrari 250GTO, earning David Brown's Aston Martins their last victory of the era, mounted on a Perspex plinth within a Perspex display case etched with the Aston Martin winged emblem, 66 x 32 x 32cm overall, with certificate of authenticity.

£1,800 - 2,200

€2,500 - 3,000



168

168 † ♦♦♦

**AN ASTON MARTIN APPROVED '1959 LE MANS TRIBUTE' HALF-SCALE MODEL OF THE WINNING ASTON MARTIN DBR1, BY THE EVANTA MOTOR COMPANY OF HERTFORDSHIRE, ENGLAND,**

chassis numbered EVANTA-DBR1-002 of a limited edition of 59 examples to be built, a static model of the car to commemorate the victory by Roy Salvadori and Carroll Shelby at the 24-hour race, fibre-glass body shell with removable bonnet and rear panel, plastic windscreen, chromed spoked fixed wheels with spinners fitted with pneumatic tyres, the cockpit with two canvas seats, dashboard bearing maker's plaque and with dummy instrument panel and wooden laminated steering wheel, bodywork finished in Aston Martin Californian Sage Green and bearing number '5' race roundel with drivers' details to each side, measuring approximately 203 cm long, 83cm wide and 53cm high, offered together with mock 'V5 registration document' and 'test certificate', sold together with a purpose built wooden packing crate, with decorated period appearance that doubles as a display base.

(Qty)

£7,500 - 9,500

€10,000 - 13,000



170



169

169♦♦

**A PUR SANG-ROSE DBR1 HALF-SCALE CHILD'S CAR, CHASSIS NO. 006,**

Arguably the most beautiful sports-racing car of all time, the Aston Martin DBR1 not only won the World Sportscar Championship in 1959 but also the prestigious Le Mans 24-Hour Race (driven by Carroll Shelby and Roy Salvadori) that same year. Manufactured by Pur Sang, of Argentina, the PS-R DBR1 half-scale 'junior' prototype faithfully and accurately recreates the excitement and aura of the original.

Pur Sang needs no introduction to those familiar with the world of Bugattis, the firm's Type 35 recreations being universally admired for their incredible authenticity and quality execution. Powered by an electric motor with rechargeable battery, the junior DBR1 is a meticulous recreation of the original and features a bespoke steel spaceframe chassis, fully articulated suspension, rack and pinion steering and twin braking system. Hand formed over a wooden buck, the aluminium bodywork features authentic wire rolled edges to the wheel arches, just like the original.

The seat covering is made of the original woven material, as used in the 1959 Le Mans winner, while the wood-rim steering wheel and original-pattern appliquéd instrument panel are true to its big brother's form. Tyres and wheels are faithful versions of the Borrani and Dunlop originals. The electrical system incorporates working lights and an 'electronic exhaust' sound system featuring authentic recordings of the DBR1 engine's distinctive bark.

The prototype Pur Sang-Rose DBR1 was first shown in the UK at the new Aston Martin factory at Gaydon, Warwickshire, on 4th December 2003. Under the appreciative eye of then Aston Martin CEO, Dr Ulrich Bez, the factory representatives were - we hear - delighted to see the finished car. Having gauged public reaction, the manufacturers planned a limited production series (of which this is number '006'), commencing with a run of 10 cars. (lacking one tail-light lens), 210 x 86 x 50cm.

**£10,000 - 15,000**  
**€14,000 - 21,000**

CHARITY LOT

170

**A UNIQUE ASTON MARTIN DB5 DESK LAMP CUSTOM MADE BY STAFF AT THE ASTON MARTIN WORKS SERVICE IN 2015, AND OFFERED ON BEHALF OF THE WILLEN HOSPICE (REGISTERED CHARITY NUMBER 270194),**

comprising a DB5 number plate light housing, the outside finished in Silver Birch and fitted with David Brown enamel badge, the inside fitted with adjustable LED lighting unit, mounted on two architectural style arms finished in Black Pearl mounted on a base made of Queensland Walnut.

Special thanks go to Spraytec for their assistance with this project.

**£400 - 500**  
**€550 - 690**



## VEHICLES

### 171 1970 DAVID BROWN 780 SELECTAMATIC TRACTOR

Registration no. BOU 81H  
Chassis no. 607231  
Engine no. 355011-8759

Perhaps best known for his ownership of Aston Martin from 1947 to 1972, David Brown became managing director of the family firm, David Brown Gear Company Limited, in 1931. He first turned to the manufacture of tractors in 1936 in collaboration with inventor Harry Ferguson, building the Ferguson-Brown tractor at a plant in Meltham Mills, West Yorkshire. In the post-war era David Brown Ltd was one of the UK's largest tractor manufacturers but its owner's subsidisation of his beloved Aston Martin could not be sustained forever; when the sports car maker was sold in 1972 the tractor division was bought by Tenneco International, which re-badged its products as 'Case'.

Definitely a cut above the average 'Fergie' and guaranteed to excite the more-knowledgeable enthusiasts at your local agricultural show, this David Brown 780 Selectamatic is powered by a three-cylinder 46 horsepower engine driving via a six-speed gearbox.



Restored to show quality in 2014 by the leading tractor restorers D & R Services of Coventry, the vehicle is described by the vendor as in generally very good condition and offered with V5C document. Please note, this Tractor is subject to Bonhams Motor Car Buyers Premium rate of 15% upto £50,000 and 12% on the balance thereafter.

**£5,000 - 7,000**  
**€6,900 - 9,600**

**NO LOTS**  
172 - 200

# ASTON MARTIN AND LAGONDA MOTOR CARS

Lots 201 - 255

Further images of each lot can be found at:  
[www.bonhams.com/22721](http://www.bonhams.com/22721)





201

## 1958 ASTON MARTIN DB MARK III SPORTS SALOON

Registration no. 345 AKA  
Chassis no. AM300/3/1547  
Engine no. DBA/1201

- Fully documented ownership
- Present owner since 1975
- Restoration project
- Arguably the first 'James Bond' Aston Martin



Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph. Unbeknown to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel 'Goldfinger', though by the time the book made it to the screen the DB5 was the current model, so that was used instead.

The accompanying copy of the factory order form states that 'AM300/3/1547' was delivered new via agent C Williams to Littlewoods Pools Limited on 16th May 1958, while the old-style buff logbook shows that the Aston was first registered as '345 AKA' on 20th May that year to Littlewoods Mail Order Stores Limited. Overdrive, a twin exhaust system and an HMV radio are listed as non-standard equipment, though the latter two items have not survived. The car was returned to the factory for servicing at 1,296 miles (date unspecified) for the overdrive unit to be replaced.

In July 1961 the car passed to Mr Cecil Moores (from the Littlewoods company) of Freshwell, who appears to have kept it until March 1963. It stayed in the Liverpool area through two further owners before moving first to Rutland and then Wiltshire with the same owner from 1967 to 1972, when it moved to Portsmouth with the next owner. There is an MoT certificate on file issued by Stubbington Motors Limited, nr. Fareham, Hants, on 27th January 1973 at 39,871 miles, though it is not known whether or not this represents the first revolution of the odometer. Thereafter there appears to be no record of the car until the present owner purchased it privately on 24th June 1975.





The engine ran but the car was not roadworthy, in particular the front suspension turrets had split through the top rings and as replacements were not available at that time these were welded and polished. Nearly 40 years later they are still intact, although they should not be relied on today. Following many months of work (and trips to Aston Service Dorset) the car was successfully MoT'd on 21st May 1976 at 40,276 miles and re-registered, becoming the owner's daily transport. Fettleing continued; in particular the brakes were rebuilt and a Mark II cylinder head fitted as the DBA unit had cracked between the valve seats and was beyond repair. The head was supplied by Aston Service Dorset and the machining work was carried out by Aero-Bonner at Shoreham Airport.

The car was used daily in Holland and for trips into Germany and France. However, a mechanical failure resulted in damage to the offside body and rear chassis. The latter was repaired, although it appears not perfectly aligned, and the car re-commissioned, eventually returning to the UK in October 1977, since when it has been stored unused. Sold strictly as viewed, it comes with the original DBA inlet manifolds and a V5C registration document.

**£30,000 - 50,000**

**€42,000 - 69,000**

**No Reserve**



## 1990 ASTON MARTIN VIRAGE COUPÉ

Registration no. A8 AML

Chassis no. SCFCAM1S5LBR50124

Engine no. 89/50124/A

- *Landmark model*
- *Only five owners*
- *40,000 miles from new*
- *Regularly maintained*



'When the obituary of the Motor Car is written, probably in about seven years' time, I'm sure this design from the pens of British designers Heffernan and Greenley will be remembered as one of the most beautiful front-engined cars ever made. Aston Martin chairman Victor Gauntlett wanted an evolutionary design, and the boys have done him proud. It's got terrific poise and looks every inch an Aston. In fact, the Virage in its present form is a car of such beauty and visual balance it's going to be a difficult shape to modify.' – Rowan Atkinson, *Car* magazine.

Launched at the International Motor Show, Birmingham, in October 1988, the sensational new Virage restated its Aston Martin V8 forerunner's muscular looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty 5.3-litre V8 engine's new 32-valve top end, was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds.

An automatic transmission model, the Virage offered here has been in the current (fifth) owner's hands since 2011 having previously formed part of the Pritchard Group's large collection (since August 1994). Works carried out while in the present ownership include annual services: replacement of the rear brake callipers; a 'glass out' roof re-spray; and replacement of the front spoiler and a re-spray by Trinity Engineering. The Vantage front spoiler, rear spoiler, Volante wheels and a change of colour are the only notified departures from factory specification. Described as in generally good condition, with excellent bodywork and paint, the car is offered with sundry bills, current MoT and V5C registration document. A total of circa 40,000 miles is currently displayed on the odometer.

**£20,000 - 25,000**

**€28,000 - 34,000**

203

## 1972 ASTON MARTIN V8 SERIES 2 SPORTS SALOON

Registration no. MHX 427L  
Chassis no. V8/10566/RCA  
Engine no. V/540/437

- *Three owners from new*
- *Relatively low mileage*
- *Dry stored for 26 years*
- *In need of re-commissioning*



Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

A desirable, manual transmission model, chassis number '10556' was sold new via HWM of Walton-on-Thames and subsequently resold by them to the immediately preceding owner, from whom it was purchased by the current (third) owner in 1980. Originally painted Cornish Gold, the car had been re-sprayed in the present Cambridge Blue prior to its acquisition by the vendor.

We are advised that the Aston had no faults when last used 26 years ago, other than the air conditioning not working, since when it has been kept well covered in dry storage. In excellent condition when last run, the V8 engine has never been apart and the car as a whole is described as original and complete apart from the small chromed fire extinguisher, which is missing. Offered in need of re-commissioning, 'MHX 427L' comes with its original owner's handbook, and a V5 registration document.

**£20,000 - 30,000**

**€28,000 - 42,000**

204

## 1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. MJW 707E

Chassis no. DB6/3040/R

Engine no. 400/3075

- Fully document ownership history
- Circa 85,000 miles from new
- Regularly maintained
- Good history file





'MJW 707E' was first registered to Cyril Williams Motors, Wolverhampton on 15th February 1967 and to its first private owner, one B C Felton of Streetly, Sutton Coldfield on 20th July that same year. In July 1972 the Aston passed to its second private owner, E Shipley of Egham, Surrey, who kept it until August 1982. The next owner, David Thomas of Milton Keynes, kept the car until December 1990 when it was sold at auction as part of his estate to the current vendor. The auction catalogue description states that the Aston had been carefully stored in recent times and well maintained to his exacting standards by the late owner.

An MoT certificate dated January 1972 recorded the mileage as 33,075, while a letter from Smiths Industries dated 7th June 1972 indicates that the speedometer was replaced when the mileage was 33,296. A manuscript note suggests that the original speedometer was 8% fast and that the true mileage at that time was 30,632. When the vendor acquired the vehicle, the odometer reading was 40,734 miles.

Shortly after acquisition the DB6 was despatched to Aston Martin Works Service in Newport Pagnell for various works including a full inspection, removal of the cylinder head, checking the block surfaces, fitting new gaskets, refurbishing carburettors, a new kingpin and replacing trim items, etc (see bills totalling £10,000 on file).

In 1996 a new Borg & Beck type clutch was installed by Car Care Works, Bovingdon and in 2015 new uprated brake servos were fitted.

Until 1997, the vendor used the Aston for an average of approximately 2,000 miles each year. From 1997 until 2015 it has been kept in a de-humidified garage and has not been driven other than for a few miles each year for MoT tests and servicing. The odometer has shown 53,357 miles since 2000 and is clearly stuck (although speed is shown correctly). It is estimated that 'MJW 707E' has covered no more than 1,500 miles since August 1996 and that a correct odometer reading would be approximately 54,000 miles. Taking the speedometer replacement in 1972 into account, it is estimated that the car may have covered only some 85,000 miles in total since it left the factory in 1967.

MoT'd to August 2015 and described by the vendor as in generally very good condition, the car is offered with the aforementioned bills and correspondence; an old-style green logbook; V5C document; numerous old tax discs and MoTs; the original Lake & Elliot car jack and a nice file of earlier correspondence and bills, etc dating back to 1972.

**£150,000 - 180,000**

**€210,000 - 250,000**

205 \* N

## 1984 ASTON MARTIN LAGONDA SALOON

Chassis no. SCFDL01S8ETL13328

Engine no. V/580/3228LFA

- *Left-hand drive*
- *USA delivered*
- *Only 1,632 miles from new*
- *Recently serviced*





Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which was constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show.

Clothed in striking 'razor-edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor while breaking new ground in terms of electronic instrumentation and switch-gear. Problems with the latter would delay production until April 1978, by which time a less radical design had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, deep Wilton carpeting and plentiful walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

The Lagonda was face-lifted in 1987, acquiring a slightly softer, less hard-edged look and continued in production until May 1990, by which time a total of 645 had been built. Even today, almost 40 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

A left-hand drive model, this highly original and un-restored example finished in Mercedes Lapis Blue metallic with blue-piped tan leather interior. The car was purchased by the current vendor from one William R Papke of Ada, Michigan. Mr Papke had bought the Lagonda in September 1996 from dealer Harry Woodnorth in Chicago, who is believed to have purchased it from the original owner. The recorded mileage total at that time was 971 miles and the current odometer reading is 1,632 miles. Offered from the vendor's private collection, the Lagonda benefits from a recent service by Autosport Designs and is offered with a copy of its Car Record Card.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£50,000 - 75,000**  
**€70,000 - 100,000**

206 \* N

## 1959 ASTON MARTIN DB4 SERIES I 4.2-LITRE TO DB4 GT SPECIFICATION

Chassis no. DB4/122/R

Engine no. 370/127

- Faithful re-creation of a legendary model
- Conversion carried out by recognised specialists Bodylines
- 4.2-litre engine and other racing/performance upgrades
- Competition history



The competition potential of Aston Martin's new DB4 had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4 GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. Extensive modifications to the standard car took 5" (127mm) out of the wheelbase, and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were made of Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin, quick-release, Monza competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and 3-ear 'knock-offs'. The interior was trimmed to full Aston Martin road car specification, with fine Connolly leather upholstery and deep-pile Wilton carpeting. The evocative instrument binnacle on the GT benefited from the addition of an oil temperature gauge to the standard array.

DB4 GTs offered a strong challenge to the prevailing Ferrari dominance in GT racing, examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4 GT earned its stripes every day on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' back by the works following the demise of Moss's intended DBR2! The DB4 GT was indeed a true dual-purpose car, equally at ease on both the circuit and Grand Tour. Only 195 'Sanction 1' DB4 GTs were produced between 1959 and 1963 (including DB4 GT Zagato).

This stunning re-creation of one of Aston Martin's most iconic models started life as a standard 'Series I' DB4. Sold new to one G W McAlpine and first registered WLY 72, 'DB4/122/R' was converted to DB4GT specification by marque specialists Bodylines of Northampton, during the mid-1990s. Works undertaken include removing the front of the car and sand blasting the chassis, which was shortened by 5" and then rebuilt, and fitting a custom made internal roll cage. A new rear lower valance was fabricated and the original rear end refitted together with a complete new GT front end, door skins and sills. Finished in October 1995, the project consumed 635 hours of labour so was far from cheap.





D Salvage (Don Salvage) is recorded on the accompanying copy order form as owner at that time, and the AMOC Register lists several results for Don and '122/R' over the next few years, commencing in 1997 with a 1st-in-class award at Wiscombe Park, while other venues attended include Cornbury Park, Brands Hatch, Silverstone, Mallory Park, Donington Park, Snetterton and Croft.

Noteworthy features of this faithful DB4GT replica include a 4.2-litre engine, electronic ignition, five-speed gearbox, hydraulic clutch, adjustable suspension, GT fuel tank, FIA-approved auxiliary tank and Borrani wire wheels. Extensively upgraded for racing, the engine incorporates a steel crankshaft, lightweight pistons, forged connecting rods, large valves, modified camshafts and a special exhaust system. The interior boasts a roll cage, fire extinguisher and removable steering wheel for easy access.

With all the surviving genuine DB4GTs either in museums or private collections, this stunning re-creation represents a wonderful opportunity to acquire a car built in the spirit of the original but at a fraction of the cost.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£350,000 - 400,000**

**€490,000 - 560,000**



## 1994 ASTON MARTIN VIRAGE VOLANTE

Registration no. J900 AML

Chassis no. to be advised

Engine no. 89/60135A

- *First registered to Aston Martin Lagonda Ltd*
- *Fully equipped*
- *AML Works Service maintained*
- *Circa 26,000 miles from new*



The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements.

Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual 'box continued to be available as an option.

An automatic transmission model, this Virage Volante Convertible was first registered on 10th February 1994 to Aston Martin Lagonda Ltd. The Volante originally carried the factory's famous 'AML 1' registration and, presumably, was retained as a demonstrator with showings at all their major shows that year. It is certainly very well equipped, boasting air conditioning, climate control, cruise control, electric heated leather seats, power-assisted steering, power locks, power seats, tilt steering wheel and radio/CD stereo system. The service booklet has been stamped nine times by Aston Martin Works Service and the current odometer reading is only 26,000 miles. The last 3 years of servicing have been carried out by Goldsmith & Young and AML Ltd.

The Edinburgh Silver paintwork, Navy Blue leather upholstery and matching mohair convertible hood are all described as in good excellent condition, and there can be few better Virage Volantes currently available than this well cared for and sparingly used example. Sold with the valuable registration 'J900 AML', this increasingly collectible classic is offered with the aforementioned service history, sundry bills, old-style logbook, V5 registration document and fresh MoT. The only notified departure from factory specification concerns the exhaust system, which was upgraded recently by AML Ltd. with consequent power increase.

**£30,000 - 40,000**

**€41,000 - 55,000**

## 2000 ASTON MARTIN DB7 VANTAGE VOLANTE

Registration no. P8 CKT  
 Chassis no. SCFAB3232YK400571  
 Engine no. AM2/00596

- *Landmark, V12-engined model*
- *Relatively low mileage*
- *Exceptional value for money*
- *Comes with all books and tools*



Introduced at the Geneva Salon in March 1999, the DB7 Vantage was no mere high-performance version of the existing six-cylinder DB7, but an exciting new model powered by a state-of-the-art, all-alloy V12 engine, the first of this configuration to power a production Aston Martin. Produced jointly by parent company Ford's Research and Vehicle Technology department and fellow group member Cosworth Technology, this 6-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. Engine functions, diagnostics, traction control and vehicle security were assigned to a Visteon electronic engine management system while there was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé, 165mph for the Vantage Volante convertible.

To accommodate the new engine/transmission package, the existing DB7 bodyshell was re-engineered, acquiring a new frontal structure and enlarged transmission tunnel. The result was a torsionally stiffer structure that exceeded all contemporary crash test requirements. Both front and rear suspension arrangements were developed specifically for this new model, incorporating revised linkages and special Bilstein shock absorbers. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes and Teves electronic four-channel ABS.

The Vantage's introduction was the culmination of two years intensive development and testing that included hundreds of thousands of miles covered in climatic conditions ranging from arctic to desert, as well as continuous 30-day accelerated durability tests at MIRA. Notwithstanding all the DB7 Vantage's high tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to an individual buyer's personal requirements. All the usual luxury appurtenances came as standard, while clients could choose from a list of options that included satellite navigation, fitted luggage and parking sensors.

Attractively trimmed in leather with blue carpets, dashboard and roof lining throughout. And specified with double spoke alloy wheels, this Vantage Volante was purchased locally by the vendor and comes complete with service books, owner's manual and tools. A total of 60,124 miles is currently displayed on the odometer and the car is described as in generally good condition. Offered with V5C registration document and current MoT, it represents a rare opportunity to acquire an example of this ultimate soft-top Aston Martin for a fraction of the original purchase price.

**£25,000 - 27,000**  
**£35,000 - 37,000**

209 N

*Originally the property of HRH Prince Bertil of Sweden*

## **1952 ASTON MARTIN DB2 DROPHEAD COUPÉ**

Chassis no. LML/50/117

Engine no. LB6A/50/40

- *European royalty ownership*
- *Delivered new to France*
- *Rare drophead coupé model*
- *Restored in the 1990s*





Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Introduced in May 1950, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

Writing in 1952, *Autosport's* John Bolster enthused: 'The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the "automatic transmission" carriages.' Bolster enjoyed the DB2's outstanding performance, particularly that of the 120mph Vantage version, and remarked on the car's inherent safety and versatility: 'Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.' When production ceased in May 1953, a total of 411 DB2s had been made, around 98 of them drophead coupés.

Although supplied new to France via Majestic Autos, this rare DB2 drophead coupé was delivered in right-hand drive configuration, albeit with speedometer in km/h. Its first owner was HRH Prince Bertil of Sweden and the Aston was delivered to his French residence, Villa Mirages in Sainte Maxime in March 1953. At that time Sweden drove on the left, so it is possible that the Prince wanted the steering wheel on the side he was familiar with; on the other hand, there are some who prefer this arrangement for mountain driving in Continental Europe.

The accompanying copy of the factory build sheet records the original colour scheme as Jubilee Blue with beige interior trim, black hood and beige wheels, while items of non-standard equipment listed include a quick release radiator cap, horn relay and the latest type 'D' lights. Little more than a year after delivery (in April 1953) the DB2 was back at the Newport Pagnell factory for the installation of a 3.0-litre engine, replacing the original 2.6-litre Vantage specification unit. It is not known when the current engine – a 2.6-litre 'LB6A' unit from a contemporary Lagonda – was installed. Various other works and modifications are recorded under 'Service Work', the last entry being dated 29th May 1956.





The DB2 is believed to have remained in Prince Bertil's possession for many years before passing into the ownership of the well-known Aston Martin collector Jean Louis Hebert of France. Mr Hebert had the Aston extensively restored during the 1990s and only recently sold it to the current vendor. Presented in generally good-to-very-good condition, the car performed very well on a recent short test drive, its engine starting 'on the button' and responding eagerly to the throttle.

Accompanying documentation consists of the aforementioned copy build sheet; current French Carte Grise; old French Carte Grise in the name of Jean Louis Hebert (dated 2004); and correspondence (1999) between Hebert and John Godley, Assistant Secretary of the Aston Martin Owners Club, confirming chassis 'LML/50/117' was owned by the late Prince Bertil of Sweden.

**£250,000 - 300,000**

**€340,000 - 410,000**



210

**1967 ASTON MARTIN DB6 'MARK 1' VOLANTE**

Registration no. JUF 129E  
Chassis no. DBVC/3662/R  
Engine no. 400/3271

- *One of the rarest of post-war Aston Martins*
- *The first ever 'Volante' model*
- *Desirable manual transmission model*
- *Recent extensive renovation*







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

Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965 at the Paris and London Motor Shows, updating the DB5. Although Royal patronage of the marque undoubtedly helped DB6 sales, as did its DB5 predecessor's appearance in the James Bond movies 'Goldfinger' and 'Thunderball', the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to ever-more restrictive legislation.

Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the underlying *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Somewhat confusingly, '*Superleggera*' badges continued to be applied for a time, presumably until stocks ran out. The wheelbase was now 4" (100mm) longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater.

Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes, yet another example of racing improving the breed. 'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' declared *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had ever tested.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification.



Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time air conditioning and power-assisted steering were available as options.

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

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection.

Between 1965 and 1970 when production ceased a total of 1,575 DB6 saloons was completed. During this time the factory made only 178 of the long-wheelbase Volantes and today these rare cars are among the most sought after of David Brown-era Aston Martins.



This manual-transmission DB6 Volante comes with invoices for a 'no expense spared' bodywork renovation, bare-metal total repaint and full interior re-trim together with various other works, issued by Moto Technique of West Molesey, Surrey between late 2009 and early 2011, and is presented in truly beautiful condition. 'DBVC/3662/R' was sold new via Odeon Motors to Ralph Hilton Transport Services Ltd of Charlton, London SE7 and originally registered 'JH 1'.

The accompanying copy order form shows that the DB6 was originally finished in Dubonnet Rosso with natural Connolly hide interior trim, and was delivered equipped with chrome road wheels, 3-ear hubcaps, two lap and diagonal safety belts, and a power aerial. The AMOC Register (published 2000) records another registration - 'GJK 3' (1987) - and this car has also been registered as 'XRE 170G'. Its accompanying V5C registration document shows that the Volante was previously owned by one Robert Gray of Fawley, Southampton who acquired it in October 2010. A total of 58,931 miles is currently displayed on the odometer and the car is MoT'd to September 2015.

**£680,000 - 760,000**  
**€940,000 - 1,100,000**



211

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

Registration no. to be advised

Chassis no. DB5/1560/R

Engine no. 400/1548

- *Engine rebuilt and upgraded by Aston Workshop*
- *Present ownership since 2002*
- *Used sparingly by the current vendor*
- *The most famous of all 'James Bond' Aston Martins*





'Like all classic GT cars, it combines enormous speed with comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not been entirely sacrificed to speed and elegant looks.' – *Motor*.

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil temperature gauge as standard equipment.

This DB5's accompanying copy build sheet records that '1560/R' was supplied new via Brooklands to one Eric Sawyer Esq c/o Kaye-Gibson Ltd of Edmonton, London N18. The original finish is recorded as Porcelain White with red interior trim, while chrome road wheels and a heated rear screen are the only items of non-standard equipment listed. The car was originally registered 'GMC 484B'. Only one additional owner is recorded: Mr R C Clarke of Dunstable, Bedfordshire, the change being undated.





The previous listed keeper was Richard Carrington of Ware, who acquired the Aston in 1986, while the AMOC Register (published 2000) lists the then owner as P G R Hommes (Netherlands). The current vendor acquired the car via Aston Workshop, County Durham in 2002, since when it has carried his cherished registration.

The DB5 then had approximately £5,000 worth of work undertaken to sort out various issues (bills available). More recently, in February 2008, Aston Workshop removed and stripped the engine, machined the block and re-bored new cylinder liners to accept oversize Cosworth pistons, thereby increasing the swept volume to 4.2 litres. In addition, steel valve seats were installed, the combustion chambers machined, the cylinder head re-faced, the water pump overhauled and a reconditioned five-speed gearbox fitted. The total cost of these works was £50,000 (bills on file).

Since acquisition the Aston has spent most of its life at the owner's Spanish home, hence the limited quantity of MoTs on file, and has covered only some 6,000 in the last 13 years. Freshly MoT'd, the car comes with the aforementioned bills and a V5C registration document.

**£380,000 - 440,000**

**€520,000 - 610,000**

## 1980 ASTON MARTIN V8 VANTAGE 'SERIES 2' SPORTS SALOON

Registration no. LJH 439W

Chassis no. V8VOL 12241

Engine no. V/540/2241/V

- Factory converted from left- to right-hand drive when new
- Fitted by the factory with the upgraded 'X-pack' engine
- Five owners from new
- Extensive service history



With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburetors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375-380bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.

In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for. Thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes and tyres.

In 1986 an optional upgraded 'X-pack' engine with 432bhp on tap was made available, the engine number suffix changing from 'V' to 'X'. As the mechanical specification progressed so did the coachwork, with wheel arches flaring to accommodate wider rims, increasing the overall width by 2", and 16"-diameter wheels being introduced. Unlike the V8 saloon, which reverted to fuel injection in 1986, the V8 Vantage kept its 481DF Weber carburetors to the end of production in December 1989, by which time 361 cars had been built.





Chassis number '12241' was ordered in left-hand drive configuration on 14th March 1980 and first registered as 'JBM 112V' on 4th July that same year to His Highness Sheikh Salem Al Ali Al Sabah of Kuwait. It seems that, although invoiced, the car was never exported and returned shortly thereafter to Aston Martin with zero miles recorded. It was converted to right-hand-drive at the factory and on 31st December 1980 was sold to Sir George Pigot, Bt of Berkshire. The car was reregistered as 'GHP 637'.

From January 1985 the Vantage was stored at Aston Martin Lagonda Limited, Newport Pagnell where in May 1989 the engine was rebuilt to 'X-pack' specification at a cost of £8,000+VAT. In September 1993 the car was purchased by Ray Northway of Berkshire and reregistered as 'SWL 660', and in March 1995 was repainted in Rolls-Royce Royal Blue metallic by Silchester Garage. Its next owner, Adrian Gosden of London, acquired the Aston in September 1996.

In March 2000 it was sold to Keith Williams of Dunbartonshire and on 23rd March 2006 was reregistered as 'LJH 439W'. The current owner purchased the car on 30th July 2008.

Today the Vantage presents beautifully having had more than £30,000 spent on it by the current owner over the course of the last seven years. Works carried out include an engine top-end rebuild, new sills, a bare-metal repaint, suspension upgrades and interior refurbishment. Driven regularly by the current owner and meticulously maintained, the car is currently reading 105,806 on the odometer, 'LJH 438W' is currently MoT'd and comes with a V5C registration document. There is also extensive marque specialist service history from new and MoTs on file dating back to 1987.

**£110,000 - 130,000**  
**€150,000 - 180,000**

213  
**NO LOT**

214 \* N

**1960 ASTON MARTIN DB4  
'SERIES I' SPORTS SALOON  
COACHWORK BY TICKFORD**

Chassis no. DB4/245/L

Engine no. 370/243

- *Left-hand drive*
- *USA delivered*
- *Matching chassis and engine numbers*
- *One of only some 150 'Series I' cars*





'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.' - *The Autocar*, 3rd October 1958.

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





When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, *Superleggera* coachwork looked sensational, establishing a look that would endure for the next dozen years.

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

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved.



The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

This left-hand drive 'Series I' DB4 was delivered new via Aston Martin's United States West Coast importer Charles Hornburg and first owned by one Paul S Pollack (Karl's Shoes Limited) of Los Angeles, California. The accompanying copy order form records that the car was finished in Snow Shadow Grey with red Connolly leather interior trim and equipped with chromed road wheels. Highly collectible, this rare 'Series I' car is one of approximately 150 built. As such it features particularly clean styling, closest to Touring's original conception for the model.

The AMOC Register (published 2000) shows that '245/L' formerly belonged to one R J Minella in the USA and that during the early mid-1990s it was entered in various concours events by 'Rodd', presumably a previous owner. The car's record is most impressive, consisting of mainly 1st-in-class awards and wins in the Charles Turner Trophy competition (on two occasions).

'245/L' is finished in Peony Red with Mushroom leather interior trim complemented by clean brightwork and chromed wire wheels shod with period-correct Avon cross-ply tyres. The engine bay is very tidy and it is obvious that the chassis has been restored, retaining the correct lever-arm dampers. The DB4 appears to be a strong runner, starting readily and showing decent oil pressure; however, we are advised that the gearbox is somewhat balky and would benefit from expert attention. Eligible for AMOC and a wide variety of other historic events, the car is offered with the aforementioned copy order form.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£450,000 - 550,000**

**€630,000 - 770,000**

215 Ω N

## 1988 ASTON MARTIN V8 VANTAGE VOLANTE

Chassis no. SCFCV81V8KTL15705

Engine no. V585/5705LFA

- *Left-hand drive*
- *USA delivered*
- *Five-speed manual gearbox conversion*
- *Repainted and re-trimmed*





Produced to satisfy demands from the USA, the Aston Martin V8 Volante convertible debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible. By the end of production in December 1989 a total of only 166 Vantage Volantes had been completed and today this rare soft-top supercar is highly sought after.

Originally an automatic transmission model, this left-hand drive Vantage Volante was delivered new to one Ron Tonkin in Portland, Oregon, USA having left the factory finished in Suffolk Red with tan trim. In 1991 the Aston was exported to the UK and the following year found a new owner in Germany, where an Aston Martin dealer fitted chromed bumpers to European specification. In 1998 the car was purchased by Autosport Designs Sales from Aston Martin dealer Michael Brinkert in Germany and brought back to the USA, passing into the ownership of then AMOC USA Chairman Chris Greendale.

It was used and enjoyed for several years in Mr. Greendale's ownership and commonly seen at various AMOC concours events. Mr. Greendale traded the Vantage to Aston Martin of New England. Subsequently, it was sold on to Mr. Tim Montgomery in California. Repainted and re-trimmed while in Mr Montgomery's ownership, the Aston was purchased by Autosport Designs Sales in May 2007 and fitted with an original factory original ZF five-speed manual gearbox, a Vantage blanking plate and 'carburettor' bonnet being installed at the same time.

On 30th July 2008 (at 39,460 miles) the car was sold to Jack Dimaio and in July 2009 passed to its next private owner, Pasi Hamalainen of Manhattan Beach, California, from whom it was purchased by the current vendor in January 2015. Finished in Mercedes-Benz Midnight Blue with blue-piped Magnolia leather interior and dark blue hood, the Aston is offered with State of California Certificate of Title and a copy of its Car Record Card.

Should the vehicle remain in the UK, local import taxes of 20% will be applied to the hammer price.

**£160,000 - 200,000**  
**€220,000 - 280,000**

## 2010 ASTON MARTIN V8 VANTAGE GT2 COMPETITION COUPÉ

Chassis no. GT2-007

01  
2012 GT Open  
© Alfredo Filippone

- One of only three survivors from ten built
- Extensive competition history
- Le Mans support race winner
- Checked by Prodrive Aston Martin Racing and in full working order
- Eligible to race in the British Endurance Championship and Dunlop 24 Hour Race



Having attained the ultimate accolade for a sports car manufacturer by winning the Le Mans 2-Hour race, a feat achieved in 1959 with the DBR1, Aston Martin has returned to international endurance racing with a series of cars for the production-based 'GT' categories, commencing with the DBR9 GT1 in 2005.

Intended for customer use in both FIA and ACO races, the GT2 version of the V8 Vantage coupé was introduced in 2007. The GT2 retained the road-going Vantage's aluminium chassis/body structure with the addition of a FIA-specification tubular steel roll cage, while the body panels were made of carbon fibre with the exception of the roof, which remained aluminium. Much attention was paid to refining the GT2's aerodynamics for racing, including equipping the car with a carbon front splitter, rear wing and rear diffuser. Capable of running on 'E85' bio-ethanol fuel, the engine was a 4.5-litre dry-sump competition version of the road car's 4.3-litre V8 running Pectel SQ6 engine management. Its maximum output of around 475bhp was transmitted to the track via a competition clutch and a six-speed sequential gearbox equipped with a 'flat-shift' mechanism enabling full-throttle changes.

Suspension was by double wishbones and Koni dampers all round, adjustable for corner weights, ride heights, toe and camber settings. The braking system consisted of Brembo six-piston callipers and the front and four-piston at the rear, gripping two-piece discs all round. Wheels were 18"-diameter aluminium-alloy centre-lock type: 12.5" wide at the front, 13" at the rear. Aston Martin Racing provided the full military-specification wiring loom, while the fuel reservoir was an FIA-approved bag tank. The V8 Vantage GT2 made its competition debut at the Grand Prix of Long Beach in 2008 and since then the car has competed at major venues around the world, including Le Mans.

The prototype, chassis number 'X2', was followed by nine production cars. Of these ten GT2s only three remain intact, the rest having been crashed, fire damaged or broken for parts. This now rare example, carrying the evocative chassis number 'GT2-007', began its competition career in 2010, racing in the 'GT Open' category. It was owned and entered by Villois Racing, an Italian team run by brother and sister Chicco and Giuliana Villois, which had been competing with a pair of Aston Martin DBSR9 GT3s since its foundation in 2007.



01



In 2010 'GT2-007' competed at Valencia, the Nürburgring, Imola, Spa Francorchamps, Magny-Cours, Brands Hatch, Monza and Barcelona. The Vantage was driven throughout the season by Max Wiser and Lucas Guerrero, with Gabriele Lancieri taking Guerrero's place for the final round in Barcelona. Its best results - a win in the first race and 3rd place in the second - came at the Brand Hatch round in September. 'GT2-007' appears to have sat out the 2011 season but was back in action at the start of 2012, competing in the first round of the International GT Series at the Algarve, driven by Alvaro Barba and Matteo Malucelli, finishing 7th in the first race and 5th in the second. Villois Racing then took delivery of a V12 Vantage GT3 and ran that car for the rest of the season.

However, that was not the end of the story for 'GT2-007', which was entered for the Aston Martin Racing Festival event at Le Mans that year, held as part of the marque's centenary celebrations. Driven by Luca Filippi and Brian Lavio, '007' started from 2nd on the grid in wet conditions and was leading the 31-strong field when Filippi handed over to Lavio, who completed the race without incident to score a commanding victory, finishing more than a minute ahead of the next car.

All the kit needed to run the GT2 comes with it, comprising a laptop with full diagnostic software; data cable; air jack connector; and a water heater to warm the engine for starting from cold. The car was checked over by a senior engineer at Prodrive Aston Martin Racing in March 2015. All systems were found to be in working order and the car fired up beautifully. It should be noted that this car's engine produces around 530bhp compared to the stock 475-or-so horsepower (see engineer's letter on file).

One of only three left in the world, this Aston Martin V8 Vantage GT2 is the ultimate track weapon or would be a significant addition to any important private or museum collection. It could also be hired out for public relations purposes or to drivers or racing teams for track days or race weekends. As a past winner it would doubtless be very welcome at this year's Le Mans Aston Martin support race and offers the exciting prospect of repeating its past success.

**£110,000 - 130,000**

**€150,000 - 180,000**

217

**1969 ASTON MARTIN DB6 'MARK 1'  
VANTAGE SPORTS SALOON**

Registration no. VDB 6  
Chassis no. DB6/4012/R  
Engine no. 400/4060

- *Only three owners (two from the same family) from new*
- *Only circa 15,000 miles from new*
- *Desirable Vantage high-performance model*
- *Valuable registration mark*
- *Full documentation from new*





'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.' – *The Motor* on the DB6, 26th November 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Carrozzeria* Touring-developed *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

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

Like *Motor*, *Autocar* found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80.

A home-market model manufactured to Vantage specification complete with the five-speed manual gearbox, chassis number 'DB6/4012/R' was ordered with a Waso steering lock, front seatbelts, fog lamps, chrome road wheels, heated rear window, three-ear spinners, a 3.73:1 limited-slip differential, power aerial and Avon tyres. Manufactured in April 1969, the car was delivered to Wilmslow Garages Limited of Wilmslow, Cheshire and registered shortly thereafter to its first owner, Mr John Henry Parry.



Clearly an enthusiast, Mr Parry not only ordered his car to this enhanced specification but also appears to have moved in Aston Martin circles, as there are records and photographs on file confirming that his father owned Astons pre-war, while a then current friend owned a DB5. The box of cleaning equipment still in the boot, with Mr Parry's name and address clearly marked, indicates that the car was well cared for during his ownership. In 1977 the registration 'VDB 6', eminently suitable for a DB6 Vantage, became available and so the original registration 'KEY 240G' was taken off the car.

In 1983 Mr Parry reluctantly decided to sell and an advertisement was placed in the then popular 'Classic Car' section of the *Sunday Times*. The mileage noted and registration number listed in the advertisement caught the attention of the current owner's father, and a deal was done subject to inspection by the factory, which subsequently only confirmed the car's quality. The only mechanical work suggested was a 10,000-mile service (appropriate for the car's then current mileage). However, this was added to by the replacement of external rubber components as well as a complete repaint at Newport Pagnell in the original Dark Oyster livery. In all other respects the car remains 'factory original'.

Used sparingly over the intervening 30-plus years (the current odometer reading is only circa 15,000 miles) the Aston has been maintained by the factory and more recently by Goldsmith & Young, whose principle, John Goldsmith, is chairman of the AMOC. As well as regular servicing, Goldsmith & Young have undertaken a cylinder head rebuild to insert unleaded valve seats, the opportunity being taken to increase the size of the valves and to gas flow the head at the same time. On a subsequent visit Goldsmith & Young rebuilt the suspension, which included fitting upgraded springs all round, conversion to telescopic shock absorbers at the rear, and the installation of an improved front anti-roll bar. Throughout its time with the current owner's family the DB6 has been stored in a climate-controlled garage beneath a fitted cover, and is presented today in essentially the same condition as when purchased.

Approximately 20 years ago the car's purchaser passed it to his son, who offers it today with a full file including registration documents going back to, and including, Mr Parry's original green logbook; the owner's manual, service book and warranty card supplied with the car when new; correspondence with Aston Martin Lagonda Ltd and various independent marque specialists; a substantial quantity of expired MoT certificates and tax discs; and all invoices for works carried out while in the current family ownership.

**£250,000 - 300,000**  
**€340,000 - 410,000**



218

**1962 ASTON MARTIN DB4 'SERIES III' SPORTS SALOON**

Registration no. BTB 478A  
Chassis no. DB4/691/R  
Engine no. 370/718

- *Off the road for more than 30 years*
- *Original and substantially complete*
- *Rebuilt engine*
- *Unfinished restoration project*





'For many Aston Martin enthusiasts the DB4 was the best of the post-war cars. Previous cars were lacking in power while the later DB5 and DB6 put on weight and were more like fast tourers than high-speed thoroughbreds...' – Mike Twite, *Motor*, 1967.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars.

The final, fifth, series was built on a 3.5" longer wheelbase (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

This 'Series III' DB4 was supplied new in July 1961 to one Robert Drummond of London SW1 and first registered as '791 CUV'. Only two months later the car was returned to the factory to have an overdrive fitted. The Aston had been off the road in storage when it was purchased by the current owner 33 years ago as a restoration project. Work started the following year. The engine was stripped and then fully rebuilt with new bearing shells, valves, etc and is said to have run very well. New chassis sections and sills have been fitted and the car might best be described as 'semi-restored'. We are advised that the Aston is completely original and comes with all components including the original leather interior, the latter in good condition. Offered for completion and sold strictly as viewed, this potentially most rewarding restoration project comes with an old-style logbook and a copy order form (confirming matching chassis/engine numbers) and is expected to possess a current V5C document by time of sale.

**£200,000 - 220,000**  
**€280,000 - 300,000**

219 \* N

## 1961 ASTON MARTIN DB4 'SERIES II' SPORTS SALOON

Chassis no. DB4/568/L

Engine no. 370/590

- Original Left-hand drive
- Matching Numbers
- Original Colour combination
- USA delivered
- Fully restored by Aston Martin Works Service
- Superb condition



'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.'

- *The Autocar*, 3rd October 1958.

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.' The 3.7-litre, six-cylinder power unit was the work of Tadek Marek, and had first been seen at Le Mans the previous year in the DBR2.

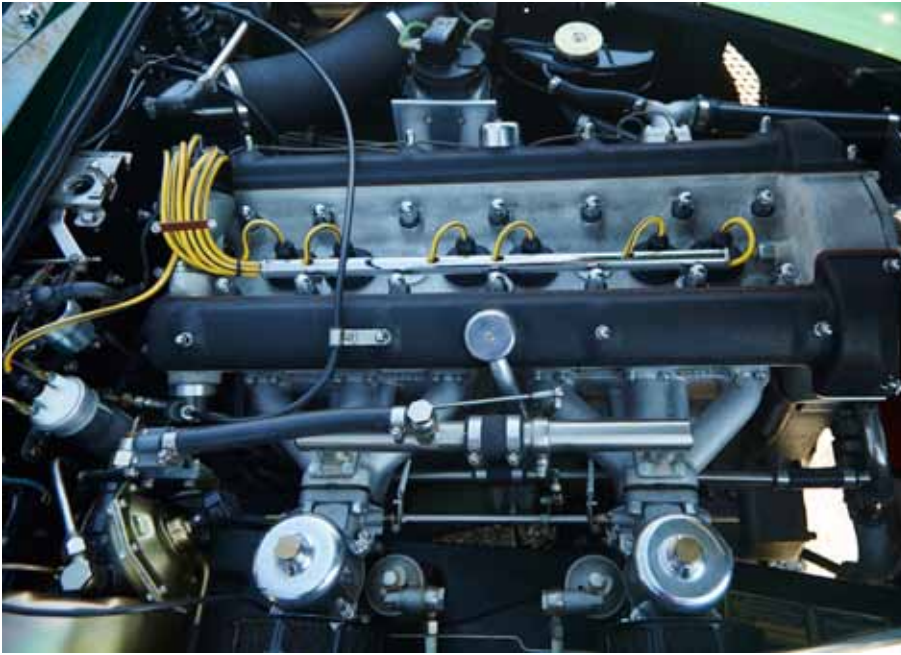
This left-hand drive 'Series II' DB4 was delivered new via Aston Martin's United States East Coast importer J S Inskip and first owned by one Fordyce L Foster of Hammondsport, New York. The accompanying copy order form records that the car was finished in Deep Carriage Green with Champagne Connolly leather interior trim (the same combination it wears today) and equipped with a heated rear screen, Bray block heater, Motorola radio and a wing mirror to the driver's side. Service work is recorded in 1961, 1962 and 1973.

Eventually the DB4 was sold to Norway where its next known owner was shipping-company boss Morten Sigval Bergesen of Oslo. Mr Bergesen obviously prized his DB4, keeping it on display in his office lobby for over 20 years. His son, Morten Bergesen Jr, subsequently took possession of the Aston Martin and in 2004 commissioned a total restoration by Aston Martin Works Service in Newport Pagnell, which was completed without regard to cost and returned the DB4 to impeccable condition, beautifully refinished in its original factory colour scheme. The process was carefully recorded and documented in two Works Service leather binders, complete with sections for each major milestone.









Also included are images depicting the engine rebuild together with dynamometer printouts, confirming that the engine produced its factory-specified power output of 240bhp following completion. Its documentation alone cannot fully articulate the thoroughness of this DB4's restoration - only a full examination can convey the care and massive investment in time and money lavished upon it. The current vendor acquired the car directly from Morten Bergesen Jr.

A truly spectacular example of the DB4 that ushered in a new era at Newport Pagnell, this Series II is, arguably, one of the finest examples extant. Eligible for AMOC and a wide variety of other historic events. Eligible for AMOC and a wide variety of other historic events, it comes with the aforementioned documentation and Arizona Certificate of Title.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£650,000 - 750,000**

**€890,000 - 1,000,000**



## 1990 ASTON MARTIN VIRAGE COUPÉ

Registration no. AV 7656

Chassis no. SCFCAM1S1MBR50168

Engine no. 89/50168/A

- *Landmark model*
- *Extensively upgraded to unique specification by AML Ltd*
- *AMOC concours winning*
- *Only circa 6,300 miles from new*



'We wanted a car that was a new form. Fresh, exciting, purposeful but unquestionably Aston Martin,' explained Aston Martin Chairman and Chief Executive Victor Gauntlett on the Virage's arrival, while stressing: 'It was important that, although new in virtually every way, the Virage was of evolutionary, rather than revolutionary, design. It has to be a car that could stand in line with every post-war Aston Martin and be the self-evident successor to that tradition.'

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer re-stated its Aston Martin V8 forerunner's muscular good looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty V8 engine's new 32-valve top end, was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds. Running on unleaded fuel and designed to meet the requirements of a more emission sensitive world, the fuel-injected, catalytic converter-equipped V8 was suitable for all Aston Martin markets.

The Virage continued Aston Martin's tradition of fine craftsmanship with its hand beaten aluminium body and fine leather upholstery, complimenting the highest standards of modern technology applied to the design of chassis and engine.

One of 426 Virages produced between 1988 and 1995, '50168' originally owned and kept in the private collection of a foreign royal who decided in 1998, after it had covered a mere 100 miles, to return the car to Aston Martin Lagonda Ltd to be fully upgraded. Undertaken to a unique specification at a cost in excess of £100,000, these works included removing the engine for dismantling, cleaning and inspection. The transmission and drive train were removed also. The engine was rebuilt to the latest specification incorporating modifications to fuel and hot climate cooling systems complete with new hoses. The engine compartment was refurbished; the automatic transmission changed to the later to four-speed type; and the final drive ratio changed to match.



All interior and bodywork fixtures and fittings were removed together with the bumpers, lamps, bonnet, boot lid and doors, following which the bodywork was stripped to bare metal and the panels reshaped and made good. The car was then fully repainted using the latest technology paint, and the under-body, interior and side panels insulated with the latest sound and heat insulation.

The steering and suspension have been up-rated to sports specification; the braking system upgraded to the latest specification with the most recent callipers and brake discs; and 17" ABS wheels fitted. The electrical system was rewired to allow for the installation of later instruments and a driver's air bag. A 1996-model dashboard, instruments, door pads, seats and interior fittings were installed together with a bespoke music system and the latest R12 air conditioning system and rear venting.

The interior was completely re-trimmed with Connolly leather (special grain) and soft foam supports, while the floor was re-carpeted with leather-bound Wilton carpet and the wood trim replaced. Lastly, the latest tool kit was provided.

The present owner purchased the Virage in 2002, at which time it covered only 1,000 miles (the current odometer reading is 6,229 miles). The previous owner had maintained this rare and important car to the highest possible standard, entering and winning the coveted Aston Martin Owners Club Elite Class concours with a score of 98.5 marks. Concours-win medals from three meetings are included in the sale.

In September/October 2014 the car received a major service and repairs to the bodywork followed by repainting, which was undertaken by marque specialists R S Williams Ltd (see bills of file totalling £7,452.89). The car also comes with a V5C document.

**£40,000 - 50,000**  
**€55,000 - 69,000**

221

**1956 ASTON MARTIN DB2/4 MARK II SPORTS SALOON  
COACHWORK BY TICKFORD**

Registration no. SXU 562 (see text)

Chassis no. AM300/1111

Engine no. VB6J/647

- *In-period competition history*
- *Matching chassis and engine numbers*
- *Current ownership since 1993*
- *'Barn find' restoration project*





The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the famous Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a  $\frac{3}{4}$ " increase in roof height that afforded greater headroom. Other than a handful of DB MkIIIs from early production, the DB2/4 MkII is the last Aston Martin from the Feltham era that is eligible for all the best touring and rally events with a cut-off date of 1957.

This car's accompanying copy order form reveals that it was ordered via Brooklands of Bond Street by Captain The Count Charles de Salis, then serving with the 2nd Battalion Scots Guards, BAOR 44. The form confirms that it retains matching chassis and engine numbers, and was delivered finished in Moonbeam Grey with red Connolly leather interior. Alfin brake drums and an extra road wheel, complete with tyre and tube, are the only items of non-standard equipment listed. Servicing is recorded up to March 1957. The entry dated 21st July 1956 contains the intriguing note: 'Car checked generally after use in Rally', which refers to that year's Alpine Rally in which Count de Salis and his co-driver finished 11th overall and 2nd in the Alpine Cup. This also explains why the extra road wheel was specified. It should be noted that the order form quotes the original registration as 'SXV 562' whereas the accompanying old-style V5 document, issued June 1984, records it as 'SXU 562', no doubt as the result of some past clerical error. The AMOC Register records the car's Alpine result and has only one further entry: '1970 Crystal Palace Parade (Court)', this being the name of the owner shown on the aforementioned V5.

The Aston has been in the current vendor's hands since 1993 and is presented in 'barn find' condition, ripe for sympathetic restoration. We are advised that the engine turns freely and that the car comes with its original jack and starting handle. Sold strictly as viewed, it represents a wonderful opportunity for the dedicated Aston Martin enthusiast to acquire a potentially most rewarding restoration project.

**£70,000 - 100,000**  
**£96,000 - 140,000**

222 \* N

## 1964 ASTON MARTIN DB5 SPORTS SALOON

Chassis no. DB5/1740/L

Engine no. 400/1719

- One of only 139 original left-hand drive DB5 saloons
- Fully restored by The Aston Workshop
- Matching chassis and engine numbers
- The most famous of all 'James Bond' Aston Martins







Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

According to the accompanying copy order form, '1740/L' was supplied by Aston Martin Lagonda directly to its first owner, Mr Sidney R Langsam, a resident of Colorado, USA. The form also lists the UK registration number 'AGN 592B', presumably because Mr Langsam collected the car in the UK, possibly to do some touring, prior to shipping it to the United States. A desirable five-speed model, the DB5 was originally finished in Fiesta red with red-piped black leather interior trim, and was fitted with various items of non-standard equipment including Normalair air conditioning, heated rear screen, two wing mirrors, power operated aerial and chrome road wheels. Aston Martin Owners Club records show '1740/L' as belonging to a Mr L Hansen of Hamburg, Germany in 1992.

In July 2002 the DB5 was purchased by the immediately preceding owner and treated to a complete restoration by recognised marque specialists The Aston Workshop in County Durham, which was completed in May 2005. The car has been converted to accept unleaded fuel, while other noteworthy features include 'fast road' camshafts, upgraded brakes, a handling kit, chromed wire wheels, Alpine sound system and a modern air conditioning unit. Finished in blue metallic with tan leather interior trim, this beautiful DB5 comes with the aforementioned copy order form and its jack and correct Britool tool roll.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£650,000 - 700,000**  
**£910,000 - 980,000**

## THE GEOFFREY MARSH DISPERSAL SALE OF THE MARSH PLANT COMPETITION ASTON MARTIN MOTOR CARS

Bonhams is grateful to Geoffrey Marsh for authoring the introduction and catalogue descriptions from the Marsh Plant Collection.

Geoffrey Marsh, as a small boy, was sat in the V16 BRM by his father, who had loaned a building to George Gray where the first six BRM bodies were built. George had worked before World War II at Thomson and Taylor at Brooklands on the Bluebird cars and the Railton Mobil Special land speed record car. George was persuaded to leave and join the ERA organisation where he built the bodies and fuel tanks in aluminium.

During the War he came to Emsworth where he ran a shadow aircraft factory. He set up in business where many of the pre-war racing fraternity came to have their racing car bodies repaired or refurbished.

George and Tony Vandervell struck up a good relationship which led to George building almost all of the Vanwall racing car bodies. All of this history had made a lasting impression on the young Geoffrey Marsh, who was lucky enough to own his first interesting car, an AC Aceca Bristol, in 1962. Some years later Geoffrey purchased a Ferrari 250 GT SWB of the type winning in the Tourist Trophy races at the nearby Goodwood Motor Circuit. With his engineering background and interest in motor sport, this influence was to lead to the creation of the Marsh Plant Racing Team.

Marsh Plant entered motor racing for the first time on the 10th July 1976, with the ex-Le Mans Ferrari Daytona to promote their Motor Trade activities. Competition followed with various cars including a Lola T70 MKIIIB, BRM P25 and Chevron B8. 1979 saw the start of the Aston Martin relationship with the purchase of the DBR4 Grand Prix single-seater. Later that year a Lister-Jaguar was purchased from the legendary Gerry Marshall, who went on to win 61 races for the Team, with numerous class wins, out of a total of 86 overall first places.

Other race winning drivers for the Team include Richard Bond, Robs Lamplough, Mike Salmon, Ray Mallock, Gary Pearson, Malcolm Young, Michael Mallock and Anthony Reid.

In 1983 a Lola T280 DFV was campaigned in the Thundersports Series. It was not until 1987 that the first of three Aston Martin DB4 lightweights was built. After winning both races at Elkhart Lake (Road America circuit) the car was purchased by Peter Livanos and was left in the USA. The next challenge was to build an Aston Martin V8 for the AMOC Intermarque Series so a donor car, chassis no. 10526 which became V8R02, was purchased.

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223 †

### 1971/1999 ASTON MARTIN AMV8R “EVO 4”

Chassis no. 10330  
Engine no. AE/MP5

- *The ultimate incarnation of the Marsh Plant V8*
- *Fastidiously maintained*
- *Jock Clear design input*
- *Spares package*

As this took nearly five years to complete, the opportunity arose in 1988 to purchase the ex-Hyde Vale V8, chassis no. 10330 – the car offered here – which was rebuilt, modified and redesigned by Marsh Plant. It was campaigned initially in 1989, achieving six overall first places. This was followed in 1990 by two first places and one in 1991. In tandem, the Grand Prix DBR4 was also campaigned in 1990 and won all three races to win the AMOC Historic Car Championship.

V8R02 (chassis 10526) was a leap forward for a V8 race car as it used a flat floor under the car with a diffuser exiting at the rear. The front radiator grill was removed to allow air to pass over the front of the car exiting both sides of the engine. The ground effect was completed by an air splitter low down at the front of the car. The new V8R02 ground effect car was first raced during the 1993 season. This continued until the end of 1996, achieving 14 overall first places. In 1998 V8R02 achieved just one more overall first place at Brands Hatch before being used as a development test car.

Chassis no. 10330 had by now been stripped down to the bare chassis and used as a donor car for what would become the latest and ultimate development by Marsh Plant of the V8 and became known as EVO 4. The new car used an enlarged V8 displacing 6,145cc and mated to a Hewland SGT-S sequential gearbox. This was the first sequential gearbox ever fitted to an Aston Martin. The car incorporates driver aids such as power steering and gear change lights in the driver's sight line. It has a rear wing designed by Jock Clear, the respected Formula 1 engineer with much experience in various F1 teams, most recently with Mercedes F1 and shortly moving to Ferrari to replace Pat Fry as Head of Engineering.

EVO 4 emerged for racing in 1999 and was last raced by Gerry Marshall on the 10th October that year at Donington to culminate a long and successful career racing the Marsh Plant V8 cars. Gerry was finding difficulty in driving the V8 for a full race distance so for the 2000 season until 2004 he reverted to driving the DB4 lightweight where he achieved 13 first places, seven second places and three third places before his untimely death in April 2005.



Photo credit: Jeff Bloxham / Geoffrey Marsh

The Marsh Plant V8 race cars were subject to inaccurate reporting in *Autosport*, which led Geoffrey Marsh to bring out EVO 4 for Anthony Reid to compete at Donington on the 19th October, 2008, where he won the AMOC Super GT race. The car had been in heated storage for almost nine years. A test took place at Silverstone on the 29th May, 2009, with a four page report in *Autosport* 11th June, 2009 (see attachment).

Due to the recession it was decided that the Team's last race would be at the AMOC Centenary Meeting on the 6-7th July, 2013, where Ray and Michael Mallock achieved a third and second place in the DB4 lightweight. Disposal of the Team cars had started and it was decided to bring out EVO 4 to be driven by Anthony Reid at the Goodwood Festival of Speed hill-climb, which ended in an accident.

The car was repaired to a high standard with all new parts held as running spares by the Team. Bodywork has been repaired and the car selectively repainted. A full pictorial record of the repair is available.

The car is eligible for the CSCC Special Saloons and Modsports Series. Technical data and an extensive list of valuable spares together with pictures is supplied with the car. This will include: Complete technical support file giving full history of the car and component documentation; ATL fuel cell (expires October 2018); Willans seat belts (expire end 2019); 30-litre dry break fuel filler bottle with stand; Stack Data Logging for engine information driver activity and suspension data; Quick lift jack; and a quantity of wheels and tyres for which an inventory is available by request. EVO 4 also comes with body mould for the front of the car forward of the windscreen. All spares can be collected from Marsh Plant in Havant, Hampshire.

So here we offer the ultimate incarnation of the Marsh Plant Aston Martin V8, offered direct from the man himself.

Should the vehicle remain in the UK, local import taxes at the standard rate will be applied to the hammer price.

**£60,000 - 80,000**  
**£83,000 - 110,000**

224 †

## 2004 ASTON MARTIN DB7 V12 GT RACE CAR

Chassis no. AMWS R7 DP 002

Engine no. AE/MP9

Vin no. RML 111-001/05

- *Nearly 600 bhp*
- *Ray Mallock Ltd Construction*
- *Spares package*



On the 5th October, 2004, Geoffrey Marsh was invited to the Aston Martin factory at Newport Pagnell where six engineering cars used for development purposes might be available to build into race cars. After discussion and approval by the Aston Martin Board of Directors, then part of the Ford Motor Company, it was agreed that the project would proceed having signed all sorts of disclaimers for product liability. The cars must never be used on the road again.

Marsh Plant purchased two donor vehicles to be built into race cars. They were designated "Aston Martin Works Service Racing 7 Development Project" and the chassis numbers were 002 and 003 – this lot and the following lot in today's auction.

The first car was delivered on the 22nd November, 2004. There had been a DB7 six-cylinder prototype race car built some years earlier but no-one had ever embarked upon a race car based on the 6-litre V12 Vantage version.

The project required a bodyshell with a complete roll cage to provide torsional rigidity and satisfy RAC Motor Sport Association's technical safety requirements (copy on file). The design and development of the bodyshell, roll cage and suspension was carried out on the first car by Ray Mallock Limited (RML) between February 2005 and October 2005. Subsequently, a second and third bodyshell were produced and completed in July 2006. Each bodyshell was stripped, acid dipped to remove surplus weight and then strengthened.

The V12 6-litre race engine was built by Aston Engineering at Derby. It was dyno tested on the 20th September, 2006, and produced over 600 BHP at 7,000 RPM with 496 lbs/ft of torque at 6,250 RPM. The engine has recently been rebuilt and dyno tested on the 2nd October, 2014 at lower RPM for greater longevity. The test sheet shows 579 BHP at 6,453 RPM and 479.9 lbs/ft of torque at 6,067 RPM. The engine is mated to a Hewland SGT-S sequential gearbox like the V8 EVO 4. It has adequate downforce generated at the front by an air splitter and a diffuser at the rear coupled with a DBRS9 wing. Other driver aids include electric power steering, gear change lights and Stack Data Logging.



Air jacks are fitted and the car comes complete with air bottles mounted on a trolley for connection to the car. The body panels were produced by making a model of them on the car. Moulds were then produced and body panels pulled off in Carbon Kevlar Hybrid or later in full Kevlar composite material, which is a further 15% lighter.

The car is offered with: a three-page copy of the Aston Martin DB7 V12 GT Project Design Specification (dated 17/03/2005); a CD of 134 RML drawings; a specimen disclaimer to ensure the car is never returned to public road use; a copy of the Roll Over Protection System Certificate approved by the MSA; ATL fuel cell certificate (expires September 2018); complete technical support file providing full history of the car and component documentation; a set of four wheels and wet tyres and a set of four wheels with slick tyres; 30-litre dry break fuel filler bottle with stand.

Other spares with supporting pictures are available by request. All spares can be collected from Marsh Plant in Havant, Hampshire. Furthermore there are body moulds held at a supplier where access may have to be shared with purchasers of the other DB7 lots. These moulds may be purchased separately and Geoffrey is happy to speak to the purchasers of the lots post sale.

This extraordinarily quick and beautifully presented car is eligible for the CSCC Special Saloons and Modsports Series.

Should the vehicle remain in the UK, local import taxes at the standard rate will be applied to the hammer price.

**£60,000 - 80,000**  
**€83,000 - 110,000**

225 †

## ASTON MARTIN DB7 RACE CAR V12 GT BODYSHELL ENGINE AND COMPONENTS

Chassis no. AMWS R7 DP 003

Engine no. AE/MP11

- *Interesting project*
- *Eligible for a number of race series*



On the 5th October, 2004, Geoffrey Marsh was invited to the Aston Martin works at Newport Pagnell where six engineering cars used for development purposes might be available to build into race cars. After discussion and approval by the Aston Martin Board of Directors, then part of the Ford Motor Company, it was agreed that the project would proceed having signed all sorts of disclaimers for product liability. The cars must never be used on the road again.

Marsh Plant purchased two donor vehicles to be built into race cars. They were designated "Aston Martin Works Service Racing 7 Development Project". Chassis number 002 is subject of the previous lot, this lot being DP 003.

The project required a bodyshell with a complete roll cage to give it torsional rigidity and to satisfy the RAC Motor Sport Association's technical safety requirements. The design and development of the bodyshell, roll cage and suspension was carried out by Ray Mallock Limited (RML) between February 2005 and October 2005 for the first car. Subsequently, this second bodyshell was produced and completed in July 2006.

A copy of the MSA Roll Over Protection System Certificate for this lot is on file. It is an ideal spare for the previous lot AMWSR7DP002, which is a complete car, or the basis of a new project for a different owner. It comes with a V12 engine of unknown condition, ref. AE/MP11, from the original donor car.

New Vanquish "S" inlet manifolds, as used on the complete car DP 002, are included together with an adaptor Bell housing suitable for mounting a Hewland SGT- sequential or manual gearbox. The lot also includes: two door frames and aluminium door skins; a CD of 134 RML drawings; a specimen disclaimer to ensure the car is never returned to public road use. Furthermore there are body moulds held at a supplier where access may have to be shared with purchasers of the other DB7 lots. These moulds may be purchased separately and Geoffrey is happy to speak to the purchasers of the lots post sale.

The car could be built to compete in either the CSCC Special Saloons and Modsports Series or the AMOC Intermarque Series.

Should the vehicle remain in the UK, local import taxes at the standard rate will be applied to the hammer price.

**£20,000 - 30,000**

**€28,000 - 42,000**

226 †

## ASTON MARTIN DB7 GT SIX-CYLINDER RACE CAR PROJECT

Chassis no. AA2114RK1PLT03

Engine no. EBC 11468 HS 259

- *Interesting project*
- *Eligible for the AMOC Intermarque series*



After building and successfully competing with the Marsh Plant V8 race cars, Geoffrey Marsh was looking for the next project. Negotiations had taken place with Aston Engineering (the Marsh Plant engine supplier) and Ronnie Farmer to purchase the car with which he had been competing in AMOC events. An agreement was reached dated the 10th October, 2004, to purchase the car.

On the 5th October, 2004, Geoffrey Marsh was invited to the Aston Martin factory at Newport Pagnell where six engineering cars used for development purposes might be available to build into race cars. After discussion and approval by the Aston Martin Board of Directors, then part of the Ford Motor Company, it was agreed that the project would proceed having signed all sorts of disclaimers for product liability. These cars must never be used on the road again. They are the subject of the previous two lots.

This project, where there is no disclaimer known, turned out to overlap with the other DB7 proposal. As the RML bodyshells were known to have excellent torsional rigidity and had RML developed suspension (a CD with 134 RML drawings is supplied with the lot), it was agreed to rebuild this six-cylinder car using the improved bodyshell, roll cage (copy of the MSA Roll Over Protection System Certificate included) and suspension.

The much developed Aston Engineering six-cylinder engine has been transferred together with a Hewland SGT-manual gearbox. Other components are included to assist in completing the project. The list of parts together with pictures is available by request.

Furthermore there are body moulds held at a supplier where access may have to be shared with purchasers of the other DB7 lots. These moulds may be purchased separately and Geoffrey is happy to speak to the purchasers of the lots post sale.

As well as the four wheels and tyres on the car, five new and boxed Speedline 18" rims are also offered.

This car, when complete, should be eligible for the AMOC Intermarque Series.

Should the vehicle remain in the UK, local import taxes at the standard rate will be applied to the hammer price.

**£30,000 - 40,000**  
**€42,000 - 55,000**



227

## ASTON MARTIN DB7 PROTOTYPE BODYSHELL

The displaced bodyshell from the previous lot is offered with no chassis number. Its provenance is derived from the previous lot and offered for sale at no reserve.

£5,000 - 10,000

€7,000 - 14,000

No Reserve



227A<sup>†</sup>

## ASTON MARTIN 4.3 LITRE V8 ENGINE

Engine no. N24-1535

Built by Aston Martin Racing (Prodrive) as a spare for the ex-Sepang N24 that Marsh Plant ran, and reputed to deliver 410hp. In the same specification as a road car engine and offered with primary exhaust manifolds and its own ECU. Engine turned over once per month (supported by a log).

£12,000 - 14,000

€17,000 - 19,000





## VARIOUS PROPERTIES

228

### 1984 ASTON MARTIN LAGONDA SALOON

Registration no. B25 XWY

Chassis no. SCFDL01S1ETR13379

Engine no. V/580/3379

- Only 29,400 miles from new
- Effectively a two-owner car
- Fully documented history
- Recently refurbished



'No Ferrari, no Rolls-Royce, and certainly no lesser car causes quite such a stir wherever it is parked...' – *Autocar*.

This Lagonda saloon was supplied new via HWM in 1984 to the immediately preceding owner's company, F Drake of Golcar Ltd (also known as F Drake [Fibres] Ltd) for his personal use and in 1997 was transferred into his private ownership. The car was serviced regularly by a local garage and always taxed/insured, and had covered only 28,500-or-so miles from new when it was offered for sale at Bonhams' Goodwood Festival of Speed auction in July 2011 (Lot 497).

Purchased there by the current vendor, an electronics engineer with 35 years automotive experience, it has benefited from extensive refurbishment while in his ownership and is described by him as in good condition, driving well. Particular attention has been paid to ensuring that the electrics work properly and are reliable (see four-page checklist on file) while the original stereo has been restored by a retired Blaupunkt service engineer and fitted with an aux/iPod input.

In addition, the interior leather has been treated to a 'light touch' renovation; the woodwork restored by specialists PK Veneering of Crewe; over-mats and a new boot carpet fitted; the wheels blast-cleaned and power-coated; and the exhaust system overhauled and fitted with new manifolds.

A list of all works carried out may be found in the history file (close inspection recommended). Also included in the sale is the complete tool kit with unused and unopened first aid kit; Lagonda owner's handbook including supplements; operating, installation and service manual for the Blaupunkt New York stereo; and the service booklet (two stamps). Accompanying documentation consists of (copy) build sheet, warranty, sundry invoices, current MoT, V5C registration document and a quantity of expired tax discs and MoT certificates.

**£30,000 - 35,000**

**€42,000 - 49,000**

229 N

## 1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. German registered

Chassis no. DB5/1430/R

Engine no. 400/1408

- *Converted from right- to left-hand drive*
- *Restored in the mid-1990s*
- *Current ownership for 20 years*
- *The most famous of all 'James Bond' Aston Martins*





'Like all classic GT cars, it combines enormous speed with comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not been entirely sacrificed to speed and elegant looks.' – *Motor*.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

The DB5's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil temperature gauge as standard equipment.



From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

The current vendor's Aston Martin ownership commenced with the purchase of an original left-hand drive DB Mark III while he was working as a surgeon in Cape Town, South Africa. When he returned home to Germany at the end of 1992, he took the Aston with him. In 1993 he met restorer Neil Smith, who offered a swap: the DB Mark III against a restored DB5 (the car offered here) with, of course, a corresponding premium.

The restoration continued for quite some time thereafter and the owner did not take delivery of the DB5, which had been converted from right- to left-hand drive, until the summer of 1995. He and his new acquisition then undertook an extensive tour of England, Switzerland, Austria and Germany. After final finishing in England, the car was registered in Germany for the first time on 16th August 1996. Since then the owner has undertaken various tours through Germany with the DB5, which has always proved very reliable and is constantly admired by connoisseurs of motoring excellence.

The car has always been kept and maintained (extensively) on a very high niveau (particularly the technical side) by the same car specialist (company. Mr Friedrich Rückert, specialist for classic cars for Aston Martin and Mercedes; sworn consultant). Something different would neither be acceptable for the owner nor for this specialist. Accompanying documentation consists of German TÜV papers; a selection of photographs of an engine rebuild; and sundry restoration, a selection of maintenance and service invoices, the most recent of the latter dated 2014, as well as expertise by Classic Car Consultants, Düsseldorf dating February 2015, that has been translated into English. An Aston Martin DB5 instruction book and a custom-made green car cover, an original Aston Martin cover with the equivalent logo, are included in the sale.

**£450,000 - 500,000**  
**€620,000 - 690,000**



## 2004 ASTON MARTIN VANQUISH COUPÉ

Registration no. FJ53 WNC

Chassis no. 501316

- *Two owners from new*
- *18,444 miles from new*
- *Full Aston Martin service history*
- *Breathtaking performance*



An entirely new Aston Martin for the 21st Century, the Vanquish debuted at the Geneva Auto Show in March 2001, with deliveries commencing a few months later. The Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multi-million pound refurbishment to accommodate it, gaining a new assembly line, paint shop, rolling road and water test facility.

Styled by Ian Callum, the man responsible for the DB7, the Vanquish was developed with assistance from Aston Martin's parent company Ford using constructional techniques more advanced than those of any then current road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality. As well as its superior strength/weight ratio compared to aluminium, the carbon fibre backbone also provided better insulation from transmission and exhaust heat in the cabin.

The all-independent suspension followed the accepted supercar norm and comprised double aluminium wishbones, coil springs, mono-tube damper and anti-roll bar front and rear. Four-wheel ventilated steel disc brakes gripped by four-piston callipers provided all the stopping power one needs, while ABS and traction control afforded maximum security in poor road conditions or 'on the limit'.

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both.



The system allowed the driver to skip intermediate gears on down-changes without recourse to the clutch, while at the same time providing engine protection by means of a rev limiter. All emissions requirements worldwide were surpassed, including California's LEV (Low Emission Vehicle) standards.

Standard equipment inventory included almost everything the discerning connoisseur would wish for: Alpine stereo system, 6 CD changer, air conditioning, electrically adjustable seats, alarm/immobiliser, tyre pressure sensing, automatic rain-sensing wipers, automatic headlamp operation, automatic rear-view mirror dipping, trip computer, etc. The performance? 190mph and 0-60 in 4.5 seconds.

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel.

Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand. Production ceased in 2007, by which time the UK list price had risen to over £183,000.

Finished in Grigio Titanio with Parchment leather interior, this Vanquish left the factory equipped with sports alloy wheels, red brake callipers, Linn hi-fi system and satellite navigation. 'FJ53 WNC' has had only two owners, covering a mere 18,444 miles from new, and is offered with full Aston Martin service history from Paramount, Derby and Stratstone, Wilmslow. The car also comes with a V5C registration document and current MoT certificate.

**£60,000 - 70,000**  
**€83,000 - 97,000**

## C.1999 ASTON MARTIN DB7 V12 VANTAGE COUPÉ PROTOTYPE

Chassis no. AMWS R7 DP 001

- *Unique factory prototype*
- *Potentially competitive AMOC racer*
- *Exciting project*
- *Requires finishing*



The car offered here is one of the DB7 prototypes used as a test mule for the soon to be introduced 6.0-litre V12 engine that debuted in the exciting new Vantage model in March 1999. The first of its kind in a production Aston Martin, this state-of-the-art, all-alloy, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS.

Notwithstanding all the DB7 Vantage's high-tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard while clients could choose from an extensive list of options.

'DP 001' was acquired by the immediately preceding owner in December 2004 in a condition very similar to that in which it is presented today. The DB7 had been sold via the Stratton Motor Company in Norfolk strictly on the understanding that it could not be returned to the road and was to be used as the basis of a track car only. At the time of acquisition the Aston was supplied as a non-runner but came with its engine, gearbox, prop shaft and differential, all of which are in the car today. Works undertaken by the preceding owner include powder coating the wheels; application of racing roundels; tidying up the interior; and the installation of windows.

The current vendor acquired the Vantage prototype at Bonhams' Aston Martin sale at Newport Pagnell in May 2013 (Lot 214), since when it has been fitted with two Aston Martin seats and a lightweight stainless steel rear suspension cross brace. Presently a non-runner and sold strictly as viewed, it nevertheless affords the prospect of owning a 'DP' car that would be very competitive in the AMOC racing series, as well as an important piece of Aston Martin's recent history.

**£30,000 - 50,000**

**€41,000 - 69,000**



232

## 1968 ASTON MARTIN DBS SPORTS SALOON

Registration no. NDE 714F

Chassis no. DBS/5069/R

Engine no. 400/3607/S

- Landmark model
- A 'James Bond' Aston Martin
- Relatively low mileage
- Extensively restored



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS was launched in October 1967 with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that it was 'as modern, handsome and Italianate as anything from the Turin coachbuilders...'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

Chassis number '5069/R' was supplied new via Cyril Williams in Cardiff and first registered on 20th June 1968. A Radiomobile radio and an electric aerial were fitted 'extras'. No further history is known until 1989 when the Aston was owned by a Mr Mudditt of Kettering, who commissioned a full restoration (bills on file). The current vendor purchased the car in January 1995 at 42,557 miles (the current odometer reading is 46,900). Aston Workshop then undertook a minor overhaul (seals, hoses, bushes, etc).

During the present ownership the following additional works have been carried out: inner and outer sills replaced; cylinder head overhauled with new valves, valve guides, gaskets, etc; a full re-spray in Aston Martin Avimore Blue; and wax injection of all sills, cavities, etc. Parts replaced include the clutch, engine damper, starter motor, brake fluid reservoirs, brake lines (now copper), brake calliper pistons (now stainless steel), hydraulic hoses, splined hubs, wire wheels, cut-out switches and the entire primary ignition circuit.

The car is described by the vendor as in generally good/very good condition, the engine registering 160psi compression on all cylinders and 115psi oil pressure at 3,000rpm. It is offered with the aforementioned history file, owner's handbook, tool roll, wheel mallet, current MoT and V5C document.

£55,000 - 65,000  
€76,000 - 89,000

233 N

## 1961 ASTON MARTIN DB4 'SERIES II' SPORTS SALOON

Registration no. Dutch registered

Chassis no. DB4/571/R

Engine no. 370/563

- Landmark Aston Martin model
- Present ownership since 1993
- 2,000 miles since a full 'body off' restoration
- Attractive colour combination



'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.' - *The Autocar*, 3rd October 1958.

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.' The 3.7-litre, six-cylinder power unit was the work of Tadek Marek and had first been seen at Le Mans the previous year in the works DBR2 sports-racer.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved.

The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was built on a 3.5" longer wheelbase (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.







Chassis number '571/R' was sold new via agent J Blake to the Lees Brook Spinning Co (1920) Ltd of Oldham in January 1961 and first registered as 'XBU 400' (subsequently as '962 HWR'). The accompanying copy order form reveals that the car was originally finished in Caribbean Pearl with dark blue Connolly hide interior trim. A heated rear screen, fully chromed road wheels and self-cancelling indicators are the only items of non-standard equipment listed. There is only one additional owner shown: Eldert Kranendonk in Holland (1988).

Acquired by the vendor in 1993, this beautiful DB4 is offered fresh from a long-term full restoration and is presented in truly wonderful condition having covered only some 2,000 miles since the work's completion in 2014. We are advised that the car was completely taken apart and rebuilt, with not a single part that has not received attention (see digital photo book and invoices on file).

Most of the work was done by Toncar Classics in Berkel-Rodenrijs, Netherlands. Many parts were purchased from Aston Service Dorset and the vendor has also done business with Bodylines through Aston Martin Works. The engine was completely overhauled by van Giersbergen Revisions in Silvolde, Netherlands. The DB4 has been refinished in Aqua Verde and re-trimmed in green leather, while factory fitted Armstrong Selectaride shock absorbers are the only other notified deviation from factory specification. Currently registered in the Netherlands, it comes with restoration invoices and an old-style logbook.

**£420,000 - 460,000**  
**€580,000 - 630,000**

234 N

Left-hand drive

**1978 ASTON MARTIN V8 SERIES 3 AUTO  
'STAGE 1' SPORTS SALOON**

Registration no. Dutch registered

Chassis no. V8/11891/RCAS

Engine no. V/540/1891/S

- *Rare, Swiss delivered, matching numbers, Series 3 'Stage 1' model*
- *Only 48,817 kilometres (approximately 30,300 miles) from new*
- *Partially restored and regularly maintained by Kroymans Aston Martin*
- *Documented service history*





Introduced in 1973, the Series 3 version of Aston Martin's successful V8 employed a quartet of Weber 42 DCNF carburetors instead of the previous Bosch mechanical fuel injection, the change, which necessitated a larger bonnet bulge, bringing with it increased torque and smoother running at low speeds. Power output of the standard car was now in excess of 300bhp and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

In January 1977 the factory introduced a series of engine modifications known as the 'Stage 1' tune, its presence indicated by the suffix 'S' applied to both chassis and engine numbers. Re-profiled camshafts and a revised exhaust, together with adjustments to the rear suspension, delivered the ultimate Series 3 V8. In this, its final incarnation, the Series 3 lasted for less than two years and is highly sought after today.

This particular car is a rare Swiss delivered 'Stage 1' Series 3, which has covered only 48,817 kilometres (approximately 30,300 miles) from new. Being to Swiss specification the car features some unique items such as the headlight wipers and a 'non-smog' engine. The car was imported from Switzerland to the Netherlands in 2003.

In 2008, Kroymans Aston Martin acquired and re-commissioned the car on behalf of a client, a well-known Dutch lawyer and Aston Martin collector. Work included a bare metal re-spray in Old English Pewter by the Aston Martin Authorised Bodyshop in Holland and extensive mechanical re-commissioning including a full overhaul of the braking, suspension and air conditioning systems. The fawn leather interior remains original and is in very good condition.

In 2010 the car was sold to a well-known Dutch television personality, who has used it sparingly. Maintained annually during his ownership by Kroymans Aston Martin, the car is described as in generally very good/excellent condition, benefiting from a recent engine service. Vantage alloy wheels, Cibié Oscar headlights and upgraded suspension are the only notified departures from factory specification.

Accompanied by sundry invoices and Dutch 'MoT', this highly original and unspoilt Aston Martin V8 presents a rare opportunity for the discerning collector.

**£70,000 - 90,000**  
**€97,000 - 120,000**

235 N

Left-hand drive

## 1966 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. French registered

Chassis no. DB6/2682/L

Engine no. 400/2694/V

- Number Matching
- 1 of 37 LHD Vantage specification
- French delivered
- Celebrity first owner
- Restored and well maintained



Its accompanying copy order form reveals that this Aston Martin DB6 Vantage was delivered new in France via Garage Mirabeau to the singer, Richard Anthony. Then at the peak of his popularity, topping the French charts for weeks at a time, Richard Anthony was a contemporary of Johnny Hallyday and a friend of The Beatles; indeed, Paul McCartney is said to have penned their hit single 'Michelle' in honour of Richard Anthony's wife. In fact, it was for Michelle Anthony that the Aston Martin had been purchased, replacing the Ferrari 250 GT *Lusso* that she had been driving for the preceding two years.

The order form records the original colour scheme as Platinum with dark blue Connolly leather interior and lists the Vantage engine, engine breather system, 3.73:1 limited-slip differential, chrome wheels, heated rear screen, 3-ear hubcaps and a power operated aerial as items of non-standard equipment fitted.

Apparently, the DB6 remained in the Anthonys' possession until 1971 when it passed (briefly) into the ownership of one Daniel Leroy in Paris and then to Franck Fernandel, also of Paris, to whom it was registered on 30th September 1971. In 1973 the car was still in Paris in the ownership of one Jean Michel. It then moved south to the Montpellier region in 1974.

By the 1980s the Aston was owned by a Mr Marx of Mulhouse, where it was restored by the local Ferrari garage, both mechanically and cosmetically, in the 1990s. There is no invoice available but the works are documented by the photographic record on file. These photographs show that the chassis was stripped down, the running gear repaired, and the engine and gearbox overhauled. The DB6 also comes with its owner's manual and a French *Carte Grise*.





Its restoration completed, the car was purchased in 1997 by a Mr Leca of Toulouse, who two years later, in 1999, sold it to the immediately preceding owner. The Aston formed part of the latter's large collection in western France where it was properly maintained and regularly, though not excessively, used to keep it on good working order. Works carried out included the installation of electronic ignition and replacement of the clutch in 2007, at which time the odometer reading was 67,000 kilometres. Purchased by the current vendor in 2014, the car currently displays a total of just under 71,000 kilometres on the odometer. New wheels and tyres have recently been fitted by Aston Martin Works.

Refinished in green metallic livery that suits it perfectly, '2862/L' also features beautiful black leather upholstery, an impeccable dashboard and a Voxson eight-track radio/cassette in the centre console. Combining speed, comfort and prestige in equal measure, while at the same time affording accommodation for four, this Aston Martin DB6 Vantage awaits its fortunate next owner.

**£375,000 - 450,000**

**€520,000 - 620,000**



236 N

**1968 ASTON MARTIN DB6 'MARK 1'  
VOLANTE**

Registration no. FLG 516F (to be reapplied for)

Chassis no. DBVC/3668/R

Engine no. 400/3357

- *One of the rarest of post-war  
Aston Martins*
- *Right- to left-hand drive converted*
- *Offered from long-term ownership*
- *Desirable manual  
transmission model*





Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965, updating the DB5. Although Royal patronage of the marque undoubtedly helped DB6 sales, the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to ever-more restrictive legislation.

Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the underlying *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Somewhat confusingly, '*Superleggera*' badges continued to be applied for a time, presumably until stocks ran out. The wheelbase was now 4" (100mm) longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. 'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' declared *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had ever tested.

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

This manual-transmission DB6 Volante was sold new via H R Owen to Town and Commercial Developments Ltd of London W1. Its accompanying copy order form shows that the car was originally finished in Olive with Champagne Connolly hide interior trim, while chrome road wheels, 3-ear hubcaps, power aerial and a Motorola radio are the only items of non-standard equipment listed. The form records only one additional owner: W H Summers of Hampton Hall, Malpas, Cheshire. The original registration mark was 'SGT 641F'.



The Aston then passed through the hands of four further owners (all known), the colour being changed from Olive to red in the process, before being repurchased in February 1981 by the third of these: John Anthony Armstrong of Kerridge, Macclesfield. The registration was changed to '656 JAA' and the car comes with a full detailed history file relating to Mr Armstrong's ownership, including mileage, expenses, repairs and concours events attended from 1980 to 1987. The latter include Loton Park, Goodwood, Birtsmorton and Newport Pagnell, with 1st-in-class awards achieved at Loton and Birtsmorton.

On 1st June 1988 the DB6 was sold to its next owner, John Simcock of Compton Martin, Bristol and issued with another UK registration: 'FLG 516F'. The odometer reading at this time was 69,648 miles and all MoT certificates from 1987 to 2002 are on file. In February 1994 the car was sold to the next owner, Colin Sanders of Winchester (at 85,551 miles) and in 1995 underwent a complete re-spray in silver.

In 1996 the Volante was used in the ITV series, *'The Ruth Rendell Mysteries'*, featuring in the episode *'Bribery and Corruption'*, screened in 1997. It also features in Neil F Murray's book *'On Aston Martin'* (page 211). While in Mr Sanders' ownership the engine was full rebuilt by Ian Moss (at around 95,000 miles), a new rear axle installed, the front seats re-upholstered and a new hood made by an ex-Aston Martin coach trimmer. The DB6 was used regularly by Mr Sanders for trips to France and Spain.

In May 2002 the car was purchased by the immediately preceding owner, Philip Edwards of East Molesey, Surrey, at Bonhams sale at Aston Martin Works Service (Lot 205), by which time the recorded mileage total had risen to 103,118. In 2003 the Aston underwent a full bare-metal re-spray in California Sage, an extremely expensive process that took seven months. At the same time the suspension and brakes were overhauled, the car converted from right- to left-hand drive, five new wire wheels fitted and a high torque starter motor added.



In August 2005 '3668/R' was sold to the current owner and imported into Belgium where the speedometer was changed from 'mph' to 'km/h', a legal requirement. At time of replacement the odometer reading was 106,300 miles and currently is 3,411 kilometres (original speedometer with car).

Serviced regularly since then, the DB6 is described as in generally good condition with very good paintwork. Accompanying paperwork consists of an old-style logbook, expired MoT/tax (2002), Belgian registration papers, letter of conformity (issued by Aston Martin Belgium), V5 registration document slip, and a substantial history file of invoices, many dating back to 1968.

**£500,000 - 600,000**

**€700,000 - 840,000**



237 \* N

## 1962 ASTON MARTIN DB4 4.0-LITRE SERIES IV CONVERTIBLE

Chassis no. DB4C/1061/R

Engine no. 370/948

- One of only 70 DB4 convertibles made
- Restored by Bodylines and Spraytec
- 4.0-litre engine
- Power assisted steering and other upgrades



'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...' – *Motors*, 1965.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry *Carrozzeria* Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit.

An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals. The DB4 was available only as a closed sports saloon until September 1961 when the convertible version was unveiled at that year's Motor Show. Priced at £4,449, it was £250 more expensive than the saloon. Passenger space was little changed, though there was more headroom than the saloon could offer. Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960.





A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

Its accompanying copy guarantee form shows that this Aston Martin DB4 Convertible, 'DB4C/1061/R', was sold new in July 1962 via agent Charles Sidney to a Mrs Winifred Owthwaite of Thackley, West Yorkshire and carried her personal registration 'WO 1'. The car was finished in Tudor Grey with red Connolly hide interior trim, and equipped with upgraded C18 horns, overdrive, and a gear lever cranked towards the driver. Wife of the chairman of a large warehouse company, Mrs Owthwaite kept her Aston Martin for 32 years before offering it for sale at auction in the early/mid-1990s. The AMOC Register (published 2000) records '1061/R' as carrying the registration 'PFF 326' and owned by one J M Bibby, who had purchased it in 1998.

Finished in Silver Sand with Burgundy leather trim, this DB4 convertible has been the subject of a complete 'body off' restoration undertaken by recognised marque specialists Bodylines and Spraytec. At the same time various upgrades were sympathetically incorporated to make the car more capable in today's busy traffic conditions. These included enlarging the engine to 4.0 litres, converting the cylinder head to accept unleaded fuel, and fitting a modified DB6 Mk2 Adwest power assisted steering rack. In addition, apertures were cut in the front foot-well kick panels to accommodate discreet modern audio speakers; fixings built into the passenger floor to enable Aston Martin V8-type footrests to be fitted; and padded headrests fitted to the front seats.

Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Convertible is most sought after and highly prized today. With the exception of the Zagato, the DB4 Convertible is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six less than the legendary DB4 GT.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£800,000 - 900,000**  
**€1,100,000 - 1,300,000**





**1954 ASTON MARTIN DB2/4 2.6-LITRE SPORTS SALOON**

Registration no. LDK 548

Chassis no. LML/649

Engine no. VB6E/50/1377

- *Single ownership from new until 2011 (57 years)*
- *Matching chassis, engine and \*registration numbers*
- *Highly original*
- *Recently re-commissioned*



'The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.' - *Autocar*, 2nd October 1953.

With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

'This transformation gives the Aston Martin DB2/4 an unrivalled luggage-carrying capacity in a car which should be capable in favourable circumstances of achieving two miles a minute,' reported *The Motor*. 'The DB2/4 can truthfully claim to be the fastest car in the world capable of carrying two people with a month's luggage.'

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed, providing 118mph top speed and 60mph in around 11 seconds. This was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car.

First registered in June 1954, this particular DB2/4 was sold new to Mr Grahame S Bourne, a businessman from Rochdale in Lancashire, by Aston Martin agents Tice & Son Ltd. Mr Bourne was a sporting-car enthusiast and 34 years old at the time he purchased his dream of a brand new Aston Martin. He must have been thrilled to drive this elegant sports car at a time when such vehicles were a rare sight on Britain's roads in the 1950s. The car was ordered in Aston Martin Racing Sea Green with a beige Connolly leather interior, which is still in perfect original condition. Mr Bourne owned and meticulously maintained his beloved Aston Martin until 2011 when, at the age of 91 years old, he reluctantly decided to part with it having lost his driving licence.



He had driven 107,000 miles in his 57 years of ownership and it is understood that this included participation in many Aston Martin events over the years. It is believed that this is the longest period of time a post-war Feltham-built Aston Martin has been owned from new by one individual. What a wrench it must have been for him to part with it. Sadly, Mr Bourne died in June 2014, a highly individual Aston Martin enthusiast to the end.

FIVA registered, the Aston comes with a Heritage Certificate and V5 registration document, and retains matching chassis, engine and registration numbers. 'LDK 548' was re-commissioned in 2012, which included a top quality repaint and detailed mechanical overhaul. The car has covered only some 2,000 miles since then. The correct painted set of wheels is supplied with it. Highly original and in wonderful condition, this DB2/4 is a tribute to the love and care of its long-term owner and a wonderful example of this British motoring icon.

**£170,000 - 200,000**

**€240,000 - 280,000**



239

## 1973 ASTON MARTIN VANTAGE SPORTS SALOON

Registration no. DSC 777L

Chassis no. AM6045/RA

Engine no. 400/3647/SVC (see text)

- Kept in storage for 25 years
- Low recorded mileage
- Engine changed
- Last of the original six-cylinder models





Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that, 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

After Sir David Brown's departure, DBS production continued under new owners Company Developments, the car being restyled with a two-headlamp front end but mechanically remaining much as before. For a brief period the six-cylinder engine continued to be offered alongside the new V8. The six-cylinder DBS was renamed 'Vantage', a departure from traditional practice as the term had hitherto been used to denote the high-performance engine option.

To further confuse matters, all but two Vantages ('6067' and '6068') had the 'SVC' Vantage high-performance engine. Only 70 of these six-cylinder Vantages were produced between May 1972 and July 1973.

This automatic transmission Vantage was originally fitted with engine number '400/4958/SVC'. Originally a standard 'S' unit, the current engine, '400/3647/SVC', started life in 'DBS/5086/R' but was removed by the factory, rebuilt to 'SVC' Vantage specification and then installed in 'DBS/5230/R' in October 1969 (see copies of the relevant build sheets on file). It found its way into this car during the previous ownership at some point over the past 30-odd years. The engine is to 'SVC' Vantage specification, albeit fitted with triple SU carburetors in place of Webers.

Nothing is known of this car's early history prior to July 1985 when it was acquired by Victor Bass, a well-known figure in Aston Martin circles, who bought and sold many Astons over a 30-year period. When purchased from Mr Bass's brother by the current vendor in September 2011, the Vantage had been off the road since 1986. We are advised that it was in good original order and ready for the road. Currently displaying a total of only 3,075 miles on the odometer, the car is described by the private vendor as in generally excellent condition with good paintwork and interior. Accompanying documentation consists of a copy build sheet, the 1986 tax disc, a BMIHT dating letter, MoTs from 2011 onwards, a V5C registration document and some minor bills..

**£60,000 - 80,000**  
**£83,000 - 110,000**

240

*Ex-Earls Court Motor Show*

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

Registration no. FPG 49B

Chassis no. DB5/1791/R

Engine no. 400/1806

- *Present ownership since 1978*
- *Continuously maintained*
- *All bills for the last 37 years*
- *The most famous of all 'James Bond' Aston Martins*





'Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototypes which ran in the 1962 and 1963 Le Mans 24-Hour races.' – *Autocar*, 21st May 1965.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis.

The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

The DB5's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil temperature gauge as standard equipment.



01  
David Brown with Laya Raki, famous actress and dancer, showing the curvaceous lines of the new DB5 at the 1964 Earls Court Motor Show. © AMHT

01





From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

Its accompanying copy order form reveals that '1791/R' was an Earls Court Motor Show car sold new via Eton Motors Group to one C Newton Esq of Blakeney, Norfolk. The car was finished in Autumn Gold with beige interior trim, and came equipped with chrome road wheels, a Motorola radio and power aerial.

The current vendor purchased this DB5 from marque specialists R S Williams Ltd in June 1978. The car comes with his detailed two-page history recording extensive touring throughout Europe, mainly in France, and all repairs and maintenance carried out over the last 37 years, during which period it has covered 4-5,000 miles annually. The Aston's most recent excursion was in March of this year when it visited Sassetot-le-Mauconduit in Normandy, while in 2014 it was used for trips to Rambouillet, Provence, the Auvergne, Montreuil, and France's Medoc and Loire regions.

Undertaken principally by R S Williams and also by Ian Mason, the aforementioned works have included an engine rebuild and enlargement to 4.2 litres (1999), various repairs and overhauls of the chassis/body and running gear; and the installation of an RSW telescopic shock absorber conversion, Harvey Bailey handling kit and a Track Star vehicle tracking system. Direct mounting of the steering rack is the only other notified deviation from factory specification. Bills for all works carried out since 1978 are on file.

Continuously maintained rather than restored, 'FPG 49B' is described as in generally excellent condition mechanically, with good Autumn Gold paintwork and patinated fawn leather interior, the latter re-carpeted in 1997. Accompanying documentation consists of a history file containing the aforementioned bills, and the car also comes with a current MoT certificate and V5C registration document.

**£500,000 - 550,000**  
**€700,000 - 770,000**

241 N

## 1988 ASTON MARTIN V8 VANTAGE VOLANTE

Registration no. Dutch registered  
Chassis no. SCFCV81V9JTL15663  
Engine no. V/580/5663/LFA

- *Built to US specification with Weber fuel injection*
- *Matching numbers*
- *Restored in 2010*
- *27,780 miles recorded*



With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 had suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm units. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp. Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tyres. The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

Produced to satisfy demands from the USA, the Volante convertible debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

This left-hand drive V8 Vantage Volante comes with copies of original factory documents showing that it was prepared to 'cosmetic Vantage Volante F.I. automatic convertible' specification for sale in the USA, whose emissions legislation precluded the use of the Weber carburettor-equipped Vantage engine. This car's specification included the Vantage Volante body; the standard Volante's Weber fuel-injected engine; cruise control; the smooth bonnet; and the standard Volante front grille.



Other features listed include Windsor Red paintwork; Burgundy-piped Parchment leather upholstery; off-white hood; steering wheel cowl, rim and spokes in Parchment; and steering wheel boss in Burgundy. The purchaser was Palm Beach Motor Cars in Florida and the first retail purchaser Mar-Flite Inc of Portland, Oregon.

Restored in 2010 and currently registered in the Netherlands, the Aston boasts European-specification chrome bumpers and is described by the vendor as in generally excellent condition with very good, recently serviced engine and very good original interior. Accompanying documentation consists of the aforementioned factory paperwork, sundry restoration invoices, V5 registration document and current MoT.  
**£180,000 - 240,000**  
**€250,000 - 330,000**



## 1971 ASTON MARTIN DBS SPORTS SALOON

Registration no. APM 744J

Chassis no. DBS/5753/R

Engine no. 400/4835/S

- Landmark model
- Unleaded compatible conversion
- A 'James Bond' Aston Martin
- Apparently well maintained



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS was launched in October 1967 with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing: 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

'Turning to matters other than performance, we really were most tremendously impressed by the DBS' enthused *Car* magazine. 'The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout.'

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

An automatic transmission model, this DBS benefits from Connollised leather and new carpets, steering wheel, headlining, window switches, seat belts and £2,500-worth of replaced ancillaries plus a replacement spare wheel, all of which has been done while in the vendor's ownership. The car was re-sprayed circa 2003/2004 and new wheels fitted in 2005 (there is a photographic record of the re-spray on file). In 2009 the engine was replaced (bill on file), a new exhaust fitted and the gearbox rebuilt. The rear brake callipers were replaced in 2010. Accompanying documentation consists of a V5C document and a comprehensive file of receipts and MoT certificates dating back to 2000. The conversion of the replacement engine to unleaded compatibility is the only other notified deviation from factory specification.

**£75,000 - 85,000**

**€100,000 - 120,000**

243

## 1994 ASTON MARTIN VIRAGE VOLANTE

Registration no. VXI 234

Chassis no. 60147

Engine no. 89/60147/A

- *Current enthusiast ownership since 1999*
- *Optional vented front wings*
- *Recent service and full re-spray*
- *Low mileage, fully documented*



The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October.

Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements. Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual 'box continued to be available as an option.

This automatic transmission Virage Volante Convertible was first registered on 4th May 1994 and is finished in Dark Blue with blue-piped biscuit leather interior. Chassis number '60147' also has the optional front wings incorporating the attractive side vents, an 'extra' reputedly adding £15,000 to the £147,862 list price when new. At time of cataloguing the odometer reading was a genuine 48,108 miles, a total supported by MoTs and mileage readings on invoices. Acquired from J Stuart & Co of Prenton on the Wirral, the Aston has belonged to the present owner since October 1999 having had three former keepers. The recorded mileage at time of acquisition was 38,971.

Whilst in the hands of the present owner - a noted collector, especially of the Aston Martin marque - the Virage has been maintained by his in-house engineers. The car has recently been serviced and fully re-sprayed in its original dark blue. Of the circa 8,000 miles covered in the present owner's hands, the lion's share was undertaken within three years of acquisition, including a memorable trip to the Côte d'Azur. The Virage has covered minimal mileage since but has been maintained to the highest standards. It comes with V5C document, fresh MoT and a good file documenting servicing and other works undertaken by Aston Martin Lagonda Ltd, JCT 600, Aston Engineering and Stratton Motor Company.

**£40,000 - 50,000**

**£55,000 - 69,000**

244 \* N

## 1963 ASTON MARTIN DB5 SPORTS SALOON

Chassis no. DB5/1335/L

Engine no. 400/1294

- Original left-hand drive model
- Delivered new to the USA
- Matching engine to chassis number



'Like all classic GT cars, it combines enormous speed and comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not entirely been sacrificed to speed and elegant looks.' – *Motor*, 6th February 1963.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Borg-Warner automatic transmission was an option.





The DB5's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil temperature gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

Nothing is known of this DB5's history other than the facts recorded on the accompanying copy order form. The latter shows that this car was manufactured in left-hand drive configuration for delivery to J S Inskip, Aston Martin importer for the East Coast of the USA. It was equipped from new with the four-speed gearbox and also left the factory fitted with the 3.54:1 ratio rear axle. A Motorola Model 818 radio and power operated aerial are the only other non-standard items listed, while the original colour scheme is given as Aegean Blue with fawn Connolly hide trim.

Restored in recent times, 1335/L is smartly presented in Windsor red with mushroom trim and matching carpets. Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.  
**£650,000 - 700,000**  
**€910,000 - 980,000**





245

## 1960 ASTON MARTIN DB4 'SERIES II' SPORTS SALOON

Chassis no. DB4/253/L

Engine no. 370/270

- *Original left-hand drive model*
- *Delivered new to Belgium*
- *Highly original*
- *Retains the original matching numbers engine*







Its accompanying copy order form reveals that left-hand drive chassis number '253' left the factory fitted with engine number '370/270' and was despatched new to one Maurice Solvay of Chateau Long Fond, La Hulpe, Belgium. The car's original colour scheme was Peony with off-white Connolly leather trim, while there is only one additional owner listed: M de Selliers of Brussels (change not dated). Thereafter the car is believed to have sat idle for decades, later to be sold in Germany, then to a Dutch dealer and then to the current owner approximately one year ago.

The car's undercarriage is largely original, and the factory-applied maroon primer can still be seen in many places. It appears that minor repairs have been made to rusted areas, but the car's floors and sills appear to be the original components. The brakes have been serviced, and it appears the brake callipers were refurbished.

A set of chrome wire wheels has been fitted but the spare is still the original painted item, and the four painted wire wheels that come with the car are most likely its originals too. The paint, bodywork and brightwork show signs of age and would benefit from improvement. The paint is not original, though it is the correct red colour. Inside, the gauges and instruments appear to be the original units, as does the dashboard, interior trim items and pale Connolly leather upholstery. The carpets have been replaced.

The engine compartment retains mostly original clamps, wiring, electrical components and ancillaries, and has a good, honest feel about it, with nothing appearing to be modified or molested. The car runs and drives and could be used 'as is' following a service and mechanical re-commissioning; alternatively, the fortunate purchaser may wish to treat it to the full restoration. There is no registration document with this Lot, which is sold strictly as viewed.

**£320,000 - 360,000**

**€440,000 - 500,000**



**1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON**

Registration no. FBO 306L  
 Chassis no. V8/10720/RCA  
 Engine no. V/540/594

- *Early 'Company Developments' model*
- *Extensively restored by marque specialists*
- *Recent further works*
- *Lovely condition*



Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

An automatic transmission model, chassis number '10720' was acquired by the immediately preceding owner in April 1998 and since then has benefited from considerable expenditure on its extensive refurbishment, there being detailed bills on file from marque specialists Aston Workshop and Trinity Engineering dating back to 2006 totalling approximately £45,000 (close inspection recommended). Areas addressed include the suspension, steering, wheels, tyres, electrics and, most importantly, the chassis to remove all corrosion that these cars develop within the sills, radius arms and outriggers. The restoration was completed in 2012/2013.

The current vendor purchased the V8 at Bonhams' Aston Martin sale at Newport Pagnell in May 2014 (Lot 250) since when he has replaced the differential oil seal and fitted new brakes. As a fully qualified and time-served brake engineer for Lucas Girling, the original supplier of these components, he was well acquainted with this procedure. All replacement parts are OEM supplied by Aston Martin Stratstone. Finished in silver grey with deep red leather interior, the car is offered with the aforementioned restoration invoices, old-style logbook, current MoT and V5C document.

**£50,000 - 60,000**

**€69,000 - 83,000**



247 \* N

Left-hand drive

## 1962 ASTON MARTIN DB4 SERIES IV VANTAGE CONVERTIBLE

Chassis no. DB4C/1068/L

Engine no. 370/1018/SS

- One of only nine DB4 Series IV convertibles made
- Originally owned by Sir Peter Ustinov
- Rare Vantage specification
- One of the rarest of post-war Aston Martins



'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...' – *Motors*, 1965.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry *Carrozzeria* Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis.

Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.



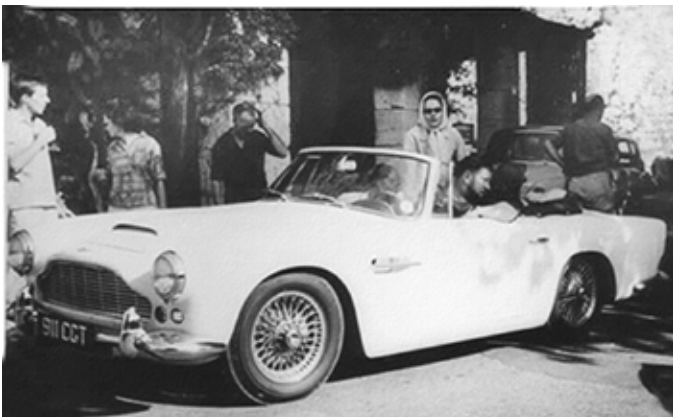


The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. With the introduction of the Series IV, a 'Special Series' or 'Vantage' engine producing 266bhp was offered as an option. Including Vantage and convertible models, approximately 1,100 DB4s were produced between 1958 and 1963.

Originally owned by the legendary Academy Award-winning actor, playwright and diplomat Sir Peter Ustinov, this ultra-rare DB4 Vantage Convertible was delivered to him at the Montreux Palace Hotel in Switzerland on 27th July 1962. The car carried the UK registration '911 CGT' and, being intended for use on the Continent, had been ordered with left-hand drive. Mr Ustinov also specified the recently introduced 'Special Series' (Vantage) engine.

The accompanying copy build sheet records the original finish as Desert White with red Connolly hide trim, and the DB4 also came equipped with such desirable items as overdrive, an oil cooler, chrome wire wheels and a detachable hardtop. Servicing is recorded on four occasions between 1962 and 1968, while a note dated September 1979 records a colour change to the present Royal Claret.

The next owner recorded is Major E L Peel of Broadway Art Gallery, Worcestershire followed by David Fyfe Jamieson of London SW6, though neither change is dated. In 1984, '1068/L' was purchased by the immediately preceding owner from famous racing driver David Piper, who had it serviced, a new hood fitted and the interior re-trimmed. Following acquisition the Aston was driven from the UK to Switzerland to join the owner's private collection, since when it has seen very little use. Careful re-commissioning will be required prior to road use.



Peter Ustinov and his new DB4 Convertible #1069/L  
@Brooklands Motor Company Ltd



Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Convertible is most sought after and highly prized today. With the exception of the Zagato, the DB4 Convertible is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six less than the legendary DB4 GT. Furthermore, '1068/L' represents possibly a once-in-a-lifetime opportunity to acquire a left-hand drive example of this exceedingly rare model in Vantage specification.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£900,000 - 1,000,000**

**€1,300,000 - 1,400,000**



**1954 ASTON MARTIN DB2/4 'MARK I'  
VANTAGE SPORTS SALOON  
COACHWORK BY MULLINERS OF BIRMINGHAM**

Registration no. OXK 827  
Chassis no. LML/705  
Engine no. VB6E/50/1289

- Only two private owners from new
- Present ownership since 1973
- Continuously maintained and full documented
- Highly original



'OXK 827' was first registered on 29th April 1954 to the selling dealer, H R Owen Ltd of Berkley Street, London W1, possibly for use as a demonstrator. The second owner was Thomas Bland & Son Ltd of Ivy Bank Mills, Haworth, West Yorkshire. The Aston was purchased for the use of managing director Harold Evan Jones, ownership being transferred to him from the company on 9th August 1962.

Following Mr Jones's death in 1973, the present owner purchased the car from his executors. The aforementioned facts are confirmed by the original logbook on file. Mr Jones liked to travel Europe in the Aston and had made, possibly by the factory, a footrest/box for a continental touring kit, which is a perfect fit in the passenger foot well. The car also has the complete original tool kit in the centre armrest. Apparently, Harold Jones had the car repainted in dark green from the original Sea Green. The provision of a brake servo and twin-pipe exhaust system are the only other notified departures from factory specification.

When purchased, the Aston had not been used for a few years and was a non-runner requiring re-commissioning. Essentially, the car was fully serviced; all the running gear overhauled and replaced with new parts where necessary; the brightwork re-chromed; the wheels refurbished and new tyres fitted; and the dirty interior deep cleaned.

After the work's completion the car passed its MoT test on 12th June 1974. The recorded mileage then was 68,206 and is now 79,703. However, this is believed not to be the actual mileage as the works history shows a new speedometer was fitted at circa 21,000 miles. After about a year of occasional use the cylinder head gasket failed and an engine top-end overhaul was carried out by specialists. In 1999 the car began suffering from low oil pressure, necessitating a professional engine rebuild. The car was also rewired completely, the ancillaries refurbished where necessary, and a new clutch installed. While the engine was out, the engine bay was repainted.

'OXK 827' has been well maintained and used almost every year, albeit sparingly, and there is an almost complete run of MoT certificates on file together with some tax discs and a V5 registration document. The history file also contains every invoice relating to work carried out during the present ownership. There are probably no other surviving DB2/4s that are essentially two-owner cars with such a full history and in such original condition.

**£85,000 - 100,000**  
**€120,000 - 140,000**



## 1971 ASTON MARTIN DBS V8 AUTOMATIC SPORTS SALOON

Registration no. K LW 16K  
Chassis no. DBSV8/10299/RC  
Engine no. V540/275

- *First of the V8-engined Aston Martins*
- *Automatic transmission*
- *Full ownership history from new*
- *Requires work*



'Utilising many of the design features found in the six-cylinder DB engine, the new vee-8 is only 30lb heavier yet produces 35 percent more power. - *Autocar*, 2nd October 1969.

Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

'K LW 16K' was purchased new by Lawrence Vanger & Co of London W1 and left the factory finished in Burnt Almond with natural leather interior, its present colour scheme.

The accompanying copy order form also shows that it was equipped with air conditioning, power steering, FIAMM horns and a Radiomobile Voxson stereo/radio. Accompanying photocopies of V5 registration documents (supplied by the DVLA) show that the car was owned subsequently by a Mr Terrence Thomas from Swansea who sold the car to a Dr John Griffiths, also of Swansea, on the 18th January 1988. The car was then sold to a Mr Raymond Martin, again of Swansea, in May 1994 and passed to a Mr Stephen Day in January 2000. The current vendor has owned the Aston since May 2000.

The DBS is believed to be original apart from the rear shock absorbers and the tyres, the latter being a non-standard size but on the standard wheel rims. There is currently a CD player installed, while the 8-track tape player, believed fitted when new, is included in the sale. In addition, the air conditioning system has been converted to R134a gas and one of the brake servos has been replaced. The instruction book and jack come with the car together with a large file of invoices, some service history and a V5C registration document. A total of 109,446 miles is currently displayed on the odometer, and the vendor advises us that the car would benefit from attention to the bodywork, sills, paintwork and rear axle, the latter being somewhat noisy.

**£25,000 - 35,000**  
**€35,000 - 49,000**

250

## 1971 ASTON MARTIN DBS SPORTS SALOON

Registration no. GGY 374J

Chassis no. DBS/5452/R

Engine no. 400/4164/S

- Landmark model
- A 'James Bond' Aston Martin
- Present ownership for almost 35 years
- An older restoration, recently re-commissioned



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS was launched in October 1967 with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that it was 'as modern, handsome and Italianate as anything from the Turin coachbuilders...'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

Chassis number '5452/R' was supplied new via Arnold G Wilson Ltd to its first owner, Morley Waste Traders of Morley, Yorkshire. The car was purchased by the current vendor in October 1980 and used and enjoyed when time permitted and the weather was kind. After a few years it was placed in dry storage, remaining there until 1994 when it was restored by a local firm. The Aston was treated as a 'spare time' job to keep costs down (all bills and work sheets are on file). Finished and MoT'd again in 1995, the Aston then went back into storage, there being a lack of opportunities to enjoy it, where it remained until 2014.

Re-commissioned by marque specialist Rikki Cann, it is described by the private vendor as in generally very good condition, with original interior and all electrics working correctly. The current odometer reading is 83,394 miles, with only 100 miles covered in the last 19 years. Accompanying documentation consists of the aforementioned bills, copy order form, an old-style logbook, V5 registration document and MoT to December 2015.

**£50,000 - 70,000**

**€69,000 - 97,000**

**1966 ASTON MARTIN DB6 AUTOMATIC SPORTS SALOON**

Registration no. KYC 632D

Chassis no. DB6/2847/R

Engine no. 400/2849

- *Last-of-the-line model*
- *Automatic transmission*
- *Maintained by recognised specialists*
- *Good history file*



Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the *Superteggera* body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¼" the wheelbase was now 3¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This particular DB6 has an interesting history. Soon after its delivery via HR Owen in September 1966, '2847/R' was shipped to Hong Kong where it remained for the next 22 years. In 1988 the Aston was brought back to the UK and registered on its original plate to an AMOC branch chairman in the West Country and then subsequently to a Devon hotelier. Most of the car's maintenance has been handled by Aston Martin Dorset and Goldsmith & Young plus other specialists, works carried out including a bare metal re-spray and a complete interior re-trim to include Wilton carpets and a new roof lining.

We are advised that the engine has been rebuilt within the last 10,000 miles and that the transmission has been upgraded by the installation of a superior ZF four-speed automatic gearbox in place of the original Borg-Warner. Since 2010, maintenance has been entrusted to John Watson of Chicane Classics, formerly a senior engineer/technician with R S Williams, who has undertaken further refurbishment and mechanical enhancements on behalf of the last two owners.

Finished in Alveston Red metallic with tan leather interior, 'KYC 632D' is described by the vendor as in generally good condition, with very good bodywork and paint. The car is offered with a factory leather wallet; owner's and workshop manuals; a history file of bills, etc; current MoT certificate and a V5C registration document.

**£180,000 - 220,000**  
**€240,000 - 310,000**





252 N

## 1956 ASTON MARTIN DB2/4 MKII COUPÉ COACHWORK BY TICKFORD

Chassis no. AM300/1241

- One of only 34 fixed-head coupés made
- Rare coachbuilt model
- Restored condition
- Dry stored for the last 12 months



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3-litre, 140bhp engine in 1954. The car's top speed was now 118mph (190km/h) with 60mph (97km/h) reached in around 11 seconds.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. For the first time there was a third body type on offer: a fixed-head coupé in 'notch back' style. Very attractive, the latter afforded accommodation similar to that of the drophead version but was priced the same as the three-door sports saloon.

While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a  $\frac{3}{4}$ " increase in roof height that afforded greater headroom. Flashing indicators and discreet tail fins made an appearance, as did chromed trim strips running from the front wheelarch tops to the door shuts, below which the bonnet sides were now fixed, thus lightening the bonnet assembly. Interior improvements included better seats and a proper fly-off handbrake. The Aston six had been enlarged from 2.6 to 3.0 litres part way through production of the DB2/4 MkI and continued unchanged in the MkII, though a special series VB6J engine suffixed 'L' or 'L1' producing 165bhp was available as an option. Of the 199 DB2/4 MkIIs produced up to October 1957, saloons accounted for the majority, with 24 built as drophead coupés, 34 as fixed-head coupés and four supplied as chassis only.



One of the 34 fixed-head coupés made, 16 of which were delivered in the UK, the car we offer is one of the rarest and thus most desirable of all post-war Aston Martins. Chassis number 'AM300/1241' was delivered on 22nd November 1956 to the well-known Aston Martin/Lagonda agent, Brooklands of Bond Street and subsequently was purchased by Ashtons Development, a steel fabrications company based in Essex.

Special features included non-polished aluminium castings, a wood-rim steering wheel and striking two-tone livery of Ice Blue with Peacock Blue hardtop and blue-grey interior, all of which the car retains today. The AMOC Register lists the original UK registration as 'ULM 333', though it should be noted that the car was pictured in Australia carrying 'ULH 33' (see press cutting on file).

The accompanying logbook records the next owner (from February 1960) as a Mr Maurice Goldman, an Essex resident who kept the Aston for some 20 months, selling it in October 1961 to Mr Anthony Percival Amato of London. Over the course of approximately the next 17 years the car passed through the hands of four owners in the UK before being sold to Australian resident Christopher A Green in April 1978.

The AMOC Register records '1241' as winning a 1st place concours award at the Australian National Rally, Shepperton in 1982 and lists only one other owner in Australia – P de Janko – who entered it in the Melbourne Classic Car Show in 1987, winning another 1st place award.

Brought back to Europe via the Houtekamp Collection in 2010 and purchased subsequently by the immediately preceding owner, the Aston is believed to have undergone a full restoration in Australia, appearing very presentable and possessing a nice patina. Since its purchase by the current vendor in 2014, '1241' has been kept in dry storage. At time of acquisition it was reported that all the gauges were fully functioning and that the car started easily, ran strongly and tracked well. Only minimal re-commissioning should be required before returning it to the road.

A significant addition to any important private collection, this example of a most desirable 'factory coachbuilt' Aston Martin is offered with tool kit, sundry service invoices, an old Australian registration document and Netherlands customs papers.

**£120,000 - 160,000**  
**€170,000 - 220,000**

253

## 1959 ASTON MARTIN DB MARK III SPORTS SALOON PROJECT COACHWORK BY TICKFORD

Registration no. 200 HPH  
Chassis no. AM300/3/1766  
Engine no. DBA/1146

- *Last of the pre-Superleggera Aston Martins*
- *Arguably the first 'James Bond' Aston Martin*
- *Body prepared and primed ready for final painting*
- *Exciting restoration project*



Its accompanying copy order form reveals that chassis number '1766' was delivered new via Aston Martin agents HW Motors and first owned by the Aston Chain & Hook Co Ltd of Birmingham. The colour scheme is recorded as Shadow Grey with red Connolly leather interior, and the car came equipped with disc front brakes, Alfin rear drums, Hydro Booster and an overdrive unit. A change of engine is noted, a reconditioned unit, 'DBA/1146', being fitted in December 1961.

The immediately preceding owner acquired the Aston in August 1983 and used it sparingly until the end of the 1980s, the last of the seven expired MoTs on file being issued in February 1988. Some time later he decided to have the car restored. The engine, gearbox and interior were removed, and the body entrusted to a local coachworks. However, little work was done and the Aston remained standing for around eight years before being retrieved. The owner then continued the restoration as far as his circumstances allowed.

Works completed include restoration of the body and chassis (carried out by Phoenix Car Restorations of Carshalton in 2009/2010, bill on file). The body has since been prepared and primed to a high standard and is ready for repainting in the purchaser's colour of choice. The seats and door cards have been re-trimmed by an ex-Aston Martin trimmer and are ready to be refitted together with a new headlining. We are advised that the engine was in running order and registering good oil pressure when removed, though it should be noted that there is an oil leak from the cylinder head gasket, while the gearbox, overdrive and rear axle are described as 'all good'. The wiring loom has been checked and no defects found.

Apparently substantially complete, the car is offered with the aforementioned copy order form and expired MoTs; an old-style continuation logbook (issued 1972); sundry service and restoration invoices; and a V5C registration document. Sold strictly as viewed, it represents an exciting opportunity for the dedicated Aston Martin enthusiast.

**£70,000 - 90,000**

**€98,000 - 130,000**



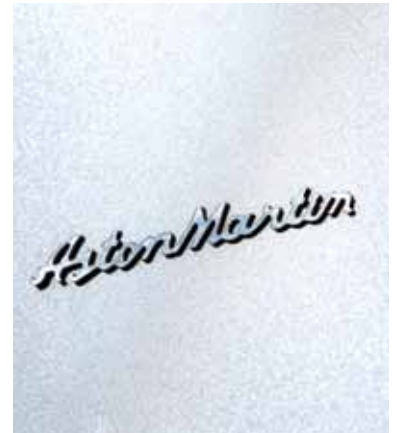
254 \* N

**1966 ASTON MARTIN DB5 CONVERTIBLE  
TO 'VANTAGE' SPECIFICATION**

Chassis no. DB5C/2114/L  
Engine no. 400/6863

- *One of only 39 left-hand drive DB5 convertibles made*
- *Delivered new to the USA*
- *Total rebuild by Bodylines in the early 1990s*
- *Fitted with a replacement engine to Vantage specification*





'More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege.' – *Autocar*, 18th September 1964.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution on its arrival in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The DB4's engine was still an all-alloy twin-overhead-camshaft 'six' but the old W O Bentley-designed 3.0-litre unit had been superseded by a new design by Tadek Marek. Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.



The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.

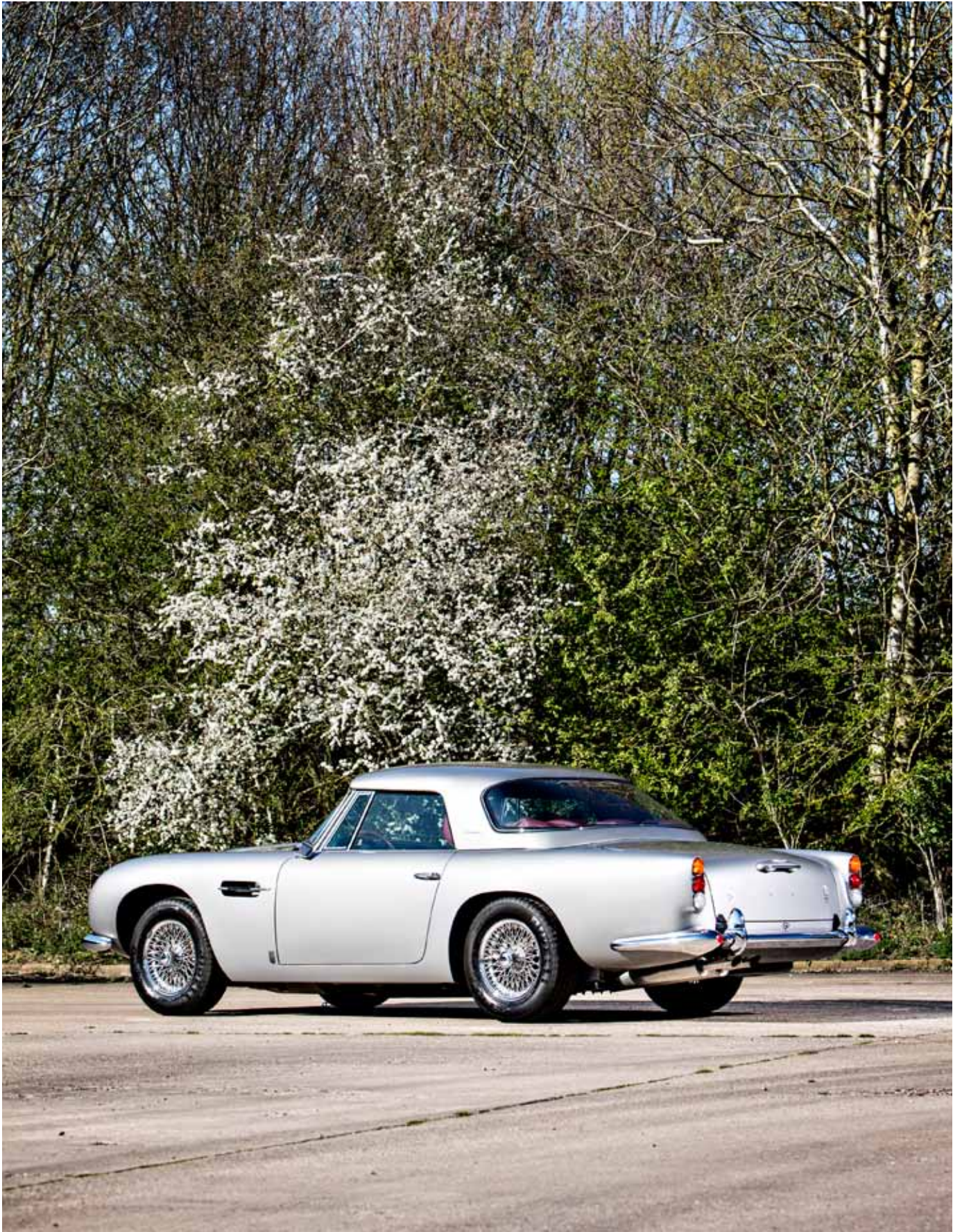
A desirable five-speed example, this rare left-hand drive DB5 convertible was sold new in the USA via AML Inc and first owned by a Dr Eugene Meyer of Baltimore, Maryland. Its accompanying copy order form reveals that the car was originally finished in black with matching Connolly leather trim and Everflex hood. Normalair air conditioning, chrome wheels, Bosch Kolin radio, power operated aerial, Marchal fog lamps, FIAMM horns, detachable headrests and a tonneau cover are among the non-standard items of equipment listed.

Accident damaged in the 1970s and laid up, the Aston was sourced in the 1980s by a British collector whose aim was to transform it into the 'world's best' DB5 convertible. '2114/L' was dispatched to marque specialists Bodylines where a new chassis/body was fabricated, finished in black and trimmed in tan leather by Gary Wright to concours standards. After completion, the car won at the AMOC's 1992 Autumn Concours and then was shipped back to the USA and shown at the Chicago concours in the mid-1990s. It subsequently changed hands, was repainted in silver, re-trimmed in red and fitted with a replacement engine to Vantage specification. A hardtop, in silver, is included in the sale.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£1,100,000 - 1,200,000**  
**€1,500,000 - 1,700,000**





255 \* N

**1969 ASTON MARTIN DB6 MARK 2  
AUTOMATIC SPORTS SALOON**

Chassis no. DB6MK2/4117/R  
Engine no. 400/4317

- *One of only 240 DB6 Mk2s made*
- *Originally owned by a member of the peerage*
- *Automatic transmission*
- *Last-of-the-line model*





In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¾" the wheelbase was now 3¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes, yet another example of racing improving the breed.

Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted until November 1970, during which time 240 DB6 Mk2s were manufactured.

Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins. This Mk2 DB6's accompanying copy order form reveals that it was first owned by The Viscount St Cyres of Shillands House, Upton Pyne near Exeter. Apart from the Borg-Warner automatic transmission, two front seat belts are the only significant items of non-standard equipment listed. The original colour scheme is given as dark blue with matching Connolly hide interior, and car's original registration is recorded as 'RUO 666H'.

From 1983 to 1999 the DB6 was owned by an AMOC member but nothing else is known of its history, though it is worth noting that the car was last UK-taxed in 2006 in County Durham and carries an Aston Workshop tax disc holder. Refinished in Silver Birch with – possibly – its original dark blue interior trim, the car displays a total of circa 70,000 miles on the odometer and is believed to have been sold to the current vendor by Aston Workshop.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the hammer price.

**£240,000 - 270,000**  
**£330,000 - 380,000**

**MODERN SPORTING GUNS,  
RIFLES & VINTAGE FIREARMS**

Thursday 30 April 2015  
Knightsbridge, London

**A FINE PAIR OF 12-BORE  
SELF-OPENING SIDELOCK  
EJECTOR GUNS BY  
J. PURDEY & SONS,  
NO. 29185/6  
£35,000 - 45,000**

**ENQUIRIES**  
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patrick.hawes@bonhams.com



# Bonhams

# THE SUMMER CLASSIC SALE

In association with the VMCC Banbury Run

Collectors Motor Cars,  
Motorcycles and Memorabilia  
Saturday 20 June, Bonhams Oxford

Entries now invited

Bonhams Summer Classic Sale  
once again teams up with the VMCC  
Banbury Run to offer a super collection  
of Motor Cars and Motorcycles.

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**1934 TALBOT AV105 ALPINE REPLICA**  
£120,000 - 160,000



# Bonhams

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# GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors'  
Motor Cars and Automobilia  
Friday 26 June 2015  
Chichester, Sussex

Entries now invited



1,260kms from new  
**2004 FERRARI ENZO BERLINETTA**  
Coachwork by Pininfarina  
**No reserve**

'RJH 400' - The ex-Haddon/Vivian,  
Alpine Rally Class-winning  
**1954 JAGUAR XK120 ROADSTER**  
£240,000 - 280,000

221kms from new  
**2008 FERRARI CALIFORNIA  
CONVERTIBLE**  
Coachwork by Pininfarina  
**No reserve**

Present owner since 1977, time-warp  
original and 7,438 miles from new  
**1965 JAGUAR E-TYPE SERIES 1  
4.2-LITRE COUPE**  
£120,000 - 160,000

131kms from new  
**2008 FERRARI 599GTB**  
Coachwork by Pininfarina  
**No reserve**



Bonhams is delighted to announce the 23rd annual auction at the world-renowned Goodwood Festival of Speed. An early consignment is recommended to secure your position in this most prestigious of Sales.

*The ex-Works Team Car,  
In current family ownership since 1969*  
**1935 ASTON MARTIN ULSTER  
COMPETITION SPORTS**  
Chassis No. LM19  
**£1,600,000 - 2,200,000**

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# Bonhams

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WRISTWATCHES AND  
WRITING INSTRUMENTS**

Thursday 4 June 2015 at 6pm  
Hong Kong

**PATEK PHILIPPE**

*An exceptionally fine and rare  
platinum manual wind split second  
chronograph perpetual calendar  
wristwatch with box and Certificate  
of Origin Ref:5004P*

HK\$1,600,000 - 2,000,000

US\$210,000 - 260,000

**VIEWING**

31 May - 3 June 2015

**ENQUIRIES**

+852 2918 4321

[nicholas.biebuyck@bonhams.com](mailto:nicholas.biebuyck@bonhams.com)



**Bonhams**

HONG KONG

[bonhams.com/hongkong](http://bonhams.com/hongkong)



13-14 August, Carmel, CA  
Consignments now invited

*The Spa 24 Hours Winning  
London Motor Show*  
**1948 ASTON MARTIN 2-LITRE  
WORKS TEAM CAR**

**ENQUIRIES**  
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+1 (212) 461 6514, East Coast  
motors.us@bonhams.com

# QUAIL LODGE AUCTION



# Bonhams

[bonhams.com/quail](http://bonhams.com/quail)

13TH ANNUAL  
**THE QUAIL,  
A MOTORSPORTS GATHERING**

FRIDAY, AUGUST 14, 2015 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



## CALLING ALL CARS!

*The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection.

### 2015 CELEBRATED THEMES:

Long Tail Cars of Le Mans | Coachbuilt Ferraris | Iconic Pre-1965 Porsches

### TRADITIONAL CLASSES:

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The Great Ferraris | Sports and Racing Motorcycles | Supercars

# Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

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Beaulieu





# The Aston Martin

# Heritage Trust

**The Aston Martin Heritage Trust**, a registered charity, is the official archive of Aston Martin and aims to preserve and promote all things related to the marque. Its unique and ever-growing collection is available for research and educational purposes. The Museum & Archive comprises rare examples of Aston Martins, original Works drawings, photographs, engineering displays, racing trophies, a notable collection of scale models and other related memorabilia, all housed in a 15th century Barn. The Trust and the Aston Martin Owners Club share this Barn as joint headquarters.

Our Museum is open to the public Monday to Friday 10.00 to 16.30 and the Archive by appointment.



ASTON MARTIN HERITAGE TRUST

The Aston Martin Heritage Trust, Drayton St. Leonard, Wallingford. OXON. OX10 7BG  
+44 (0) 1865 400414 or visit our website [www.amht.org.uk](http://www.amht.org.uk)



# Aston Martin Owners Club

## A Club for Aston Martin Enthusiasts

The Aston Martin Owners Club (AMOC) is delighted to once again support the Bonhams Auction at Aston Martin Works.

If you are an Aston Martin enthusiast but not a Member of the AMOC, we invite you to come along to any of our events to meet fellow aficionados and find out more about the activities organised by the Club.

We hold a variety of events: from regional monthly pub meetings, displays at nearby events, drives out to lunch locations, to those organised centrally: race meetings, Concours D'Etat, rallies, tours and dinners.

If you would like more information, please either come and talk to us today at our stand in the Heritage Workshop, look at the Club website: [www.amoc.org](http://www.amoc.org) or ring us: +44 (0) 1865 400 400.

Below are some of the events being held during 2015. Everyone is welcome at any event, whether a Club Member or not.

### May

- 9-10th Woburn Abbey International Dinner & Concours
- 16th Oulton Park race meeting, Cheshire

### June

- 13th Rock 'N' Horse Power, Surrey
- 25th Track day Blyton Park, Lincolnshire
- 28th Donington Race Meeting, East Midlands

### July

- 11-12th 42nd Historic Vehicles  
Powderham Castle, Devon
- 18th Snetterton race meeting, Norfolk
- 19th Dunster Castle, Somerset
- 24-26th Silverstone Classic, Northamptonshire

### September

- 5-6th Brands Hatch Festival, Kent
- 5th Brands Hatch dinner for anyone  
attending the Festival
- 18-21st European Weekend  
(Luxembourg/Germany/Belgium)
- 20th Curborough Sprint, Staffordshire
- 26-27th Alnwick Castle Dinner & Concours,  
Northumberland

### October

- 10th Silverstone race meeting, Northamptonshire
- 26-30th Spies Secret Operations, Fleet  
Air Arm Museum, Somerset





The Endurance Rally Association  
Home of the Peking to Paris Rally



## Rally of the Incas 2016

13th November to 9th December 2016

Starting in Buenos Aires, we travel south to whale watch and visit Fangio's museum ahead of some unforgettable days in the land of the Incas, including Cusco, the Nazca Lines and Machu Picchu. Finishing 27 days later in Lima, capital of Peru. Vintageants (pre-1941) and Classic cars of a type in production before 1975.

From the organisers of over 70 international rallies and home of the Peking to Paris, the 6th Classic Safari, and the 2nd Trans-America.

Supported by:

**Bonhams** 1793



Contact Jane, Georgina and Annette or check out our events on the website T: 01235 831221

E: [admin@endurorally.com](mailto:admin@endurorally.com) [www.endurorally.com](http://www.endurorally.com)



## 2016 Flying Scotsman

Our hugely popular Great British vintage weekend rally runs for its eighth year in April 2016. Entries open in July.

# The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Spa Classic; Dix Mille Tours; Grand Prix de l'Age d'Or; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar; The Grand Tour; Kop Hill Climb; Shelsley Walsh Hill Climb; Warren Classic & Concours; London to Brighton Run; Gstaad Classic; EFG DolderClassics; Zurich Classic Car Award.

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

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

#### *Estimates*

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

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

#### *The Seller's responsibility to you*

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

#### *Bonhams' responsibility to you*

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

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#### *Alterations*

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

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

### 4. CONDUCT OF THE SALE

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

### 5. BIDDING

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



## Bidding in person

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

## Bidding by telephone

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

## Bidding by post or fax

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

## Bidding via the internet

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

## Bidding through an agent

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

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

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

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

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

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

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

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

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

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

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

## 8. VAT

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

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

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

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

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

## 9. PAYMENT

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

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, and that the funds have originated from your own account, we will allow you to collect your purchases immediately;

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

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

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

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

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

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

## 10. COLLECTION AND STORAGE

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

## 11. SHIPPING

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

## 12. EXPORT/TRADE RESTRICTIONS

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

## 13. CITES REGULATIONS

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

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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

## 15. BOOKS

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

## 16. CLOCKS AND WATCHES

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

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

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

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

### Guns Sold as Parts

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

### Condition of Firearms

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

### Original Gun Specifications Derived from Gunmakers

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

## Licensing Requirements

### Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

## Taxidermy and Related Items

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

## 18. FURNITURE

### Upholstered Furniture

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

## 19. JEWELLERY

### ~ Ruby and Jadeite

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

### Gemstones

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

### Estimated Weights

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

### Signatures

#### 1. A diamond brooch, by Kutchinsky

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

#### 2. A diamond brooch, signed Kutchinsky

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

#### 3. A diamond brooch, mounted by Kutchinsky

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

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

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

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

## 21. PICTURES

### Explanation of Catalogue Terms

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

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

## 22. PORCELAIN AND GLASS

### Damage and Restoration

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

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

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

### Examining the wines

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

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

### Corks and Ullages

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

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

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

### Options to buy parcels

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

### Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

### 5 RISK, PROPERTY AND TITLE

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

### 6 PAYMENT

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

### 7 COLLECTION OF THE LOT

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

<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>		<p>sums due to the <i>Seller</i> and to <i>Bonhams</i>, within 28 days of receipt of such monies by him or on his behalf.</p>		<p>waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i>.</p>
8.1	<p>If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):</p>	<b>9</b>	<b>THE SELLER'S LIABILITY</b>	10.3	<p>If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.</p>
8.1.1	<p>to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p>	9.1	<p>The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i>.</p>	10.4	<p>Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.</p>
8.1.2	<p>to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p>	9.2	<p>Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i>, whether implied by the Sale of Goods Act 1979 or otherwise.</p>	10.5	<p>If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.</p>
8.1.3	<p>to retain possession of the <i>Lot</i>;</p>	9.3	<p>Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i>,</p>	10.6	<p>References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.</p>
8.1.4	<p>to remove and store the <i>Lot</i> at your expense;</p>	9.3.1	<p>the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i>, or on the <i>Website</i>, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i>;</p>	10.7	<p>The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p>
8.1.5	<p>to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p>	9.3.2	<p>the <i>Seller</i> will not be liable for any loss of <i>Business</i>, <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;</p>	10.8	<p>In the <i>Contract for Sale</i> "including" means "including, without limitation".</p>
8.1.6	<p>to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;</p>	9.3.3	<p>in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i>, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.</p>	10.9	<p>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.</p>
8.1.7	<p>to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;</p>	9.4	<p>Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.</p>	10.10	<p>Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p>
8.1.8	<p>to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;</p>	<b>10</b>	<b>MISCELLANEOUS</b>	10.11	<p>Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i>.</p>
8.1.9	<p>to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i>, any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i>; and</p>	10.1	<p>You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>	10.12	<p>Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i>, it will also operate in favour and for the benefit of <i>Bonhams</i>, <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.</p>
8.1.10	<p>so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.</p>				
8.2	<p>You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.</p>				
8.3	<p>On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i>, after the payment of all</p>				

## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

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

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

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

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

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

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

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

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

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

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

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

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

### 5 STORING THE LOT

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

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	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	<b>10</b>	<b>OUR LIABILITY</b>
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

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

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

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

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

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

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

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

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

## GLOSSARY

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

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

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

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

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

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

### Data protection – use of your information

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

### Credit and Debit Card Payments

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

### Notice to Bidders.

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

### If successful

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

Sale title: The Aston Martin Sale		Sale date: 9 May 2015													
Sale no. 22721		Sale venue: Newport Pagnell													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
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£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s														
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion														
£5,000 - 10,000 .....by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>													

**Please note that all telephone calls are recorded.**

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

### FOR WINE SALES ONLY

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

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

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

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

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

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

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## Index

Lot No	Year	Model	Lot No	Year	Model
209	1952	Aston Martin DB2 Drophead Coupé	217	1969	Aston Martin DB6 'Mark 1' Vantage Sports Saloon
248	1954	Aston Martin DB2/4 'Mark I' Vantage Sports Saloon	255	1969	Aston Martin DB6 Mk2 Sports Saloon
238	1954	Aston Martin DB2/4 2.6-Litre Sports Saloon	223	1971	Aston Martin AMV8R "EVO 4"
221	1956	Aston Martin DB2/4 Mark II Sports Saloon	250	1971	Aston Martin DBS
252	1956	Aston Martin DB2/4 MkII Fixed-head Coupé	242	1971	Aston Martin DBS Sports Saloon
201	1958	Aston Martin DB Mark III Sports Saloon	249	1971	Aston Martin DBS V8 Automatic Sports Saloon
253	1959	Aston Martin DB Mark III Sports Saloon Project	203	1972	Aston Martin V8 'Series 2' Sports Saloon
206	1959	Aston Martin DB4 'Series I' to DB4 GT Spec	246	1973	Aston Martin V8 'Series 2' Sports Saloon
245	1960	Aston Martin DB4 'Series II' Sports Saloon	239	1973	Aston Martin Vantage Sports Saloon
214	1960	Aston Martin DB4 'Series I' Sports Saloon	234	1978	Aston Martin V8 'Series 3' Auto Sports Saloon
219	1961	Aston Martin DB4 'Series II' Sports Saloon	212	1980	Aston Martin V8 Vantage 'Series 2' Sports Saloon
233	1961	Aston Martin DB4 'Series II' Sports Saloon	205	1984	Aston Martin Lagonda Saloon
218	1962	Aston Martin DB4 'Series III' Sports Saloon	228	1984	Aston Martin Lagonda Saloon
237	1962	Aston Martin DB4 Convertible	241	1988	Aston Martin V8 Vantage Volante 'Series 2'
247	1962	Aston Martin DB4 Convertible	215	1988	Aston Martin V8 Vantage Volante
244	1963	Aston Martin DB5 Sports Saloon	202	1990	Aston Martin Virage Coupé
211	1964	Aston Martin DB5 4.2-Litre Sports Saloon	220	1990	Aston Martin Virage Coupé
240	1964	Aston Martin DB5 4.2-Litre Sports Saloon	243	1994	Aston Martin Virage Volante
222	1964	Aston Martin DB5 Sports Saloon	207	1994	Aston Martin Virage Volante
229	1964	Aston Martin DB5 Sports Saloon	231	1999	Aston Martin DB7 V12 Vantage Coupé Prototype
254	1966	Aston Martin DB5 Convertible	208	2000	Aston Martin DB7 Vantage Volante
251	1966	Aston Martin DB6 Sports Saloon	224	2004	Aston Martin DB7 V12 GT Race Car
235	1966	Aston Martin DB6 Vantage Sports Saloon	230	2004	Aston Martin Vanquish Coupé
210	1967	Aston Martin DB6 'Mark 1' Volante	216	2010	Aston Martin V8 Vantage GT2 Competition Coupé
204	1967	Aston Martin DB6 Sports Saloon	226		Aston Martin DB7 GT Six-cylinder Race Car Project
236	1968	Aston Martin DB6 'Mark 1' Volante	225		Aston Martin DB7 Race Car V12 GT Bodyshell
232	1968	Aston Martin DBS Sports Saloon			





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