

Aston Martin and Lagonda
Motor Cars and Related Automobilia
Saturday 21 May, 2016
Newport Pagnell

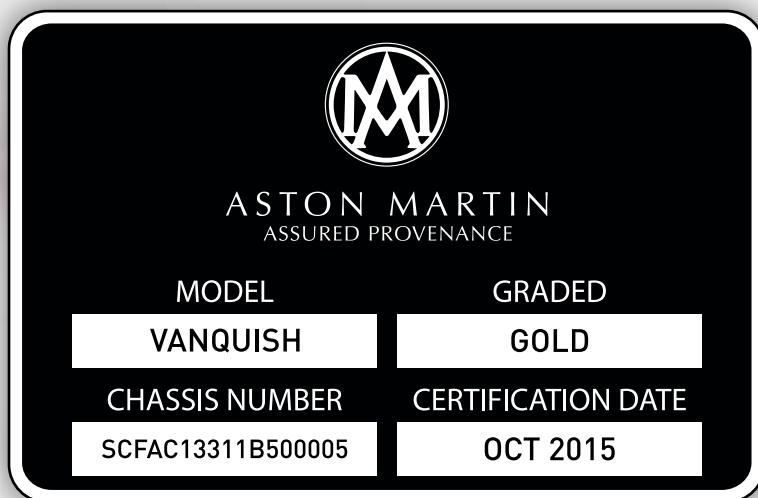
THE ASTON MARTIN SALE



Bonhams



ASTON MARTIN
ASSURED PROVENANCE



REST ASSURED

DISCOVER THE TRUE HERITAGE OF YOUR CAR

The Aston Martin Assured Provenance certification programme comprehensively assesses the background of its sports cars, offering a true blue riband service to owners and collectors. Drawing on the unrivalled knowledge of a committee of authoritative Aston Martin experts, the pioneering Assured Provenance certification programme is administered and run by the brand's world-renowned in-house heritage car facility – Aston Martin Works.

For further information please contact the Assured Provenance team.



ASTON MARTIN
WORKS

Tickford Street, Newport Pagnell
Buckinghamshire MK16 9AN

Tel: +44 (0)1908 610 620

Email: assuredprovenance@astonmartin.com

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 21 May 2016

Bonhams

IN ASSOCIATION WITH

NICHOLAS MEE



ASTON MARTIN



A very warm Welcome to our annual Bonhams auction at Aston Martin Works.

It is hard to believe that it was only 12 months ago that we welcomed everyone back at Newport Pagnell for this very special sale of Aston Martin cars and memorabilia. This event, now in its 17th year, has firmly established itself on the international classic car calendar

The weekend of our auction is not only the highlight of our year, but also a highlight for the entire town who are always very proud of Newport Pagnell's long association with Aston Martin, and seeing so many of our wonderful cars around the town just reinforces that bond.

We are also delighted to show DB11 in our new car showroom and this car is the first of Andy Palmer's "Second Century Plan", replacing the still much admired DB9, and I am sure it will not be too long before we see these cars making an appearance in our auction. DB11 is a remarkable car and incorporates much new technology, but remains a true Aston Martin. With deliveries due to begin towards the end of this year, our sales team will be happy to assist with any question you may have.

At Works we have continued to grow and develop the business without losing sight of our very important customers and the care and attention they deserve. Customer care underpins everything we do and this continues to be one of the unique features of the Aston Martin Works business. From the beginning of the David Brown era, until now and into the 21st century, Works continues to deliver the very highest levels of customer service, whether buying a new Vanquish or a part for a much loved DB6.

Our Heritage cars are now recognised worldwide and have taken on an almost mythical status. For those lucky enough to own such a wonderful car and enjoy all that an Aston Martin can offer, they have not only beauty, but they have also seen an increase in equity, rarely equalled anywhere else.

At Works we have sold Heritage cars to parts of the world where you may not expect to find an Aston Martin, and through our Global Heritage Support we are also able to service and repair for these cars regardless of location, as the owners demonstrate an increasing desire to have the provenance of their cars enhanced with a "Works" service stamp. This year, we will see the first cars being sold through our auction with "Assured Provenance", Aston Martin's own classic car certification. Demand from our customers drove this project forwards and not only does this ensure the car has been through our workshop, but also gives an accurate rating to its authenticity and reflects the special nature of our cars.

I hope you will enjoy being part of this rather special event and keep coming back. Both the teams from Bonhams, and Works are rightly proud of their event, and put a huge amount of hard work and dedication to make sure everyone has a great time.

From all of us here at Works and our friend at Bonhams, I would like to wish you a great day and I hope we will see you back at Works soon.

Good bidding!

Paul Spires
Managing Director, Aston Martin Works

THE ASTON MARTIN SALE

Aston Martin and Lagonda Motor Cars and Related Automobilia

Saturday 21 May 2016 at 10:30 and 14:30
Newport Pagnell

VIEWING

Friday 20 May 17:00 - 20:00
Saturday 21 May from 08:00
(Car parks open from 07:30)

SALE TIMES

Automobilia 10:30
Motor Cars 14:30

SALE NUMBER

23592

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

Please note that bids should be submitted no later than 16:00 on Friday 20 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 with "Live bidding" in the subject line 48 hours before the auction to register for this service

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax

CUSTOMER SERVICES

Monday to Friday 08.30-18.00
+44 (0) 20 7447 7447

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front & Inside back cover: Lot 244
© Matthew Howell
Back cover: Lot 209

Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

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

Bonhams UK Ltd Directors

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

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, 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. 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.

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

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
+44 (0) 20 7447 7440
james.knight@bonhams.com

Administrator

Oliver Thomas
+44 (0) 20 7468 5808
oliver.thomas@bonhams.com

Sholto Gilbertson
+44 (0) 20 7468 5809
sholto.gilbertson@bonhams.com

John Polson
+44 (0) 20 7468 5803
john.polson@bonhams.com

Malcolm Barber
+44 (0) 20 7468 8238
malcolm.barber@bonhams.com

Mark Gold
+44 (0) 20 7468 5807
mark.gold@bonhams.com

USA Motor Cars

West Coast

Jakob Greisen
+1 415 503 3284
jakob.greisen@bonhams.com

David Swig
+1 415 503 3285
david.swig@bonhams.com

East Coast

Rupert Banner
+1 212 461 6515
rupert.banner@bonhams.com

Administrator

Samantha Hamill
+1 212 461 6514
samantha.hamill@bonhams.com

Mark Osborne
+1 415 391 4000
mark.osborne@bonhams.com

Nick Smith
+ 1 323 436 5470
nick.smith@bonhams.com

Eric Minoff
+1 917 206 1630
eric.minoff@bonhams.com

Evan Ide
+1 917 340 4657
evan.ide@bonhams.com

Mainland Europe Motor Cars

Phillip Kantor
+32 (0) 4 76 87 94 71
phillip.kantor@bonhams.com

Gregor Wenner (Italy)
+39 333 564 3610
gregor.wenner@bonhams.com

Henning Thomsen (Denmark)
+45 (0) 4051 4799
henning.thomsen@bonhams.com

Administrator

Valérie Simonet
+33 (0) 1 42 61 10 11
valerie.simonet@bonhams.com

Gregory Tuytens
+32 (0) 2 73 65076
gregory.tuytens@bonhams.com

Hans Schede (Germany)
+49 (0) 172 2088 330
hans.schede@bonhams.com

Additional contacts

Automobilia

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

Motorcycle Department

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

Administrator

Andrew Barrett
+44 (0) 20 8963 2817
andrew.barrett@bonhams.com

Catalogue subscriptions

+44 (0) 1666 502 200
+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

Adrian Pipiros
+44 (0) 20 8963 2840
adrian.pipiros@bonhams.com

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

Press Office

Ruth Fletcher
+44 (0) 20 7468 8210
+44 (0) 20 7468 8209 fax
ruth.fletcher@bonhams.com

Buyers/Sellers Accounts UK

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

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 24 May 2016 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or 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 22 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

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

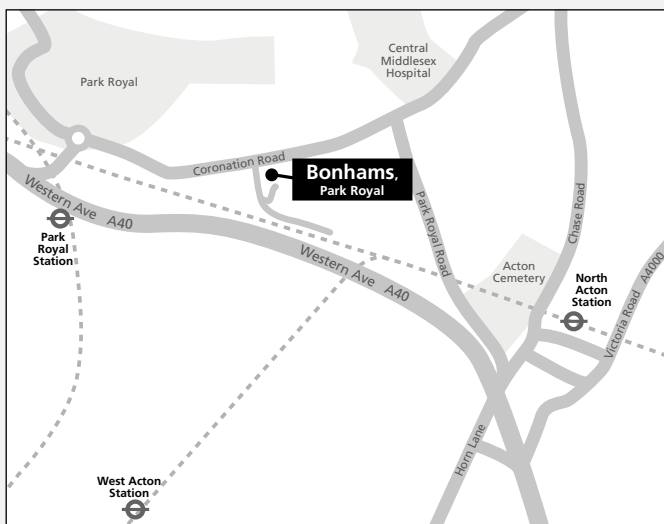
Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

Motor Car Preparation

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

Photography

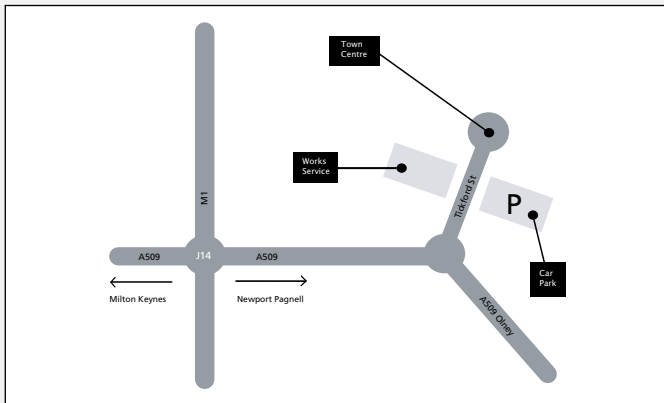
Simon Clay
Tom Wood
Neil Fraser
Matthew Howell



Timetable for Saturday 21 May

08:30	VIEWING OPENS
10:30	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 - 130

Further images of each lot can be found at:
www.bonhams.com/23592



1•

AN ASTON MARTIN DB4 INSTRUCTION BOOK,

green leather covers with gilt tooling, hand-written to inside page 'Engine 370/521 Chassis DB4/495 R', some light wear and minor scuffs to covers, 8vo.

£250 - 350
€320 - 450

2•

TWO SALES BROCHURES FOR ASTON MARTIN DB4 AND DB4 GT,

comprising DB4 brochure, yellow card covers, dated 10.58, with a 1960 DB4 retail price list, and a DB4 GT brochure, both 4to.

(3)
£250 - 350
€320 - 450

3•

TWO ASTON MARTIN DB5 SALES BROCHURES,

one with green card covers and with specifications pamphlet for DB5 Saloon and Convertible models inside the back cover, the other 2-page brochure, both 4to, together with an Aston Martin DB6 Mk2 brochure, 8vo.

(4)
£250 - 350
€320 - 450

4•

BROCHURES AND SALES EPHEMERA FOR ASTON MARTIN V8 MODELS,

including V8 Saloon, Vantage, Volante and Virage, including some price lists and related ephemera.

(Qty)
£250 - 350
€320 - 450

5•

THREE ASTON MARTIN PARTS CATALOGUES AND BULLETINS,

ring-bound vinyl folders, comprising parts catalogue for DBS, and parts bulletins for various models including DB4, DB5, DB6, DBS and V8.

(3)
£250 - 350
€320 - 450

6•

JOHN WYER & CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUMES 1 & 2;

each green cloth-bound 1st editions, with dust-jackets, offered together with John Wyer: The Certain Sound - Thirty Years of Motor Racing; 1st edition, with dust jacket.

(3)
£250 - 350
€320 - 450

7•

A SIGNED EDITION OF STEPHEN ARCHER & SIMON HARRIES: ASTON MARTIN ZAGATO; PUBLISHED BY PALAWAN PRESS,

promotional copy of the title, signed by the author Stephen Archer to title page, light grey hard covers, a well-illustrated history of the car and its racing successes, with many photographic illustrations by Richard Newton, 408 numbered pages, some light surface marks to cover, lacking slip-case.

£250 - 350
€320 - 450

8•

ASSORTED LAGONDA AND ASTON MARTIN BOOKS,

comprising Geoffrey Seaton: Lagonda an illustrated history 1900-1950; Arnold Davey & Anthony May: Lagonda a history of the marque; Richard Bird: Lagonda Heritage; Chris Harvey: Aston Martin & Lagonda; four books reprinting articles from period magazines, Lagonda Collection 1920-1945, Lagonda in the Thirties, Lagonda cars, Lagonda Gold Portfolio 1919-1964, other publications including Aston Martin Newport Pagnell - A Celebration, Aston Martin Guide, Aston Trend Setter reprinted from The Autocar, Aston Martin Lagonda sales brochure circa 1976, and a Meadows Automotive Components catalogue (reprint).

(Qty)
£250 - 350
€320 - 450

9

ASSORTED ASTON MARTIN SALES EPHEMERA,

for Virage Volante & Virage Shooting Brake (5), Virage Volante (1) and Virage Coupe (1) and other printed matter, including DB7 Accessories catalogue, DB7 launch announcement, two Aston Martin Collection catalogues, Two Booklets comprising 'The Cars and the Company' and 'Works Service', two Aston Martin magazines, a 1996 AMOC Silverstone race programme, and two calendars.

(Qty)
£250 - 350
€320 - 450

10•

ASTON MARTIN DB5 AND DB6 INSTRUCTION BOOKS,

each plastic ring-bound black card covers with black vinyl jackets, 8vo.

(2)
£250 - 350
€320 - 450

11

TWO INSTRUCTION BOOKS FOR ASTON MARTIN DB4 AND DB5 AND A FILLER CAP,

re-print DB4 instruction book, ring bound with card covers, the DB5 instruction book with ring-bound black card covers and vinyl jacket, each 8vo, together with an Enots quick-release filler cap to suit DB4/5/6.

(3)
£250 - 350
€320 - 450

12•

TWO INSTRUCTION BOOKS AND AN OWNER'S HANDBOOK FOR ASTON MARTIN V8 MODELS,

comprising two handbooks for V8 Saloon, each ring-bound card covers, one with correct vinyl jacket, the other with DBS jacket, together with an owner's handbook for V8 Saloon, Volante and Vantage models, ring-bound with green leather covers, some transposed printing to some pages.

(3)
£250 - 350
€320 - 450

13[◊]

A QUANTITY OF ASTON MARTIN PERIODICALS AND MAGAZINES,

comprising issues 1-17 (missing issue 5) of Aston - The Journal of The Aston Martin Heritage Trust, assorted issues of AM and AM Quarterly in three binders, and a quantity of Aston Martin Quarterly loose editions, together with three AMOC posters, and a framed Autocar print of Reg Parnell in the DB3S at Goodwood.

(Qty)
£250 - 300
€320 - 380

14

LOUIS KLEMANTASKI & CHRIS NIXON; KLEMANTASKI & ASTON MARTIN,

leather-bound limited edition of 200, numbered LVI, signed by both authors, 167 numbered pages, large 4to, with slip case and sales brochure, together with Stewart Penfound; 'Harry Lester, His Cars & The Monkey Stable', a 1951-52 AA handbook and a framed display of 10 'Kings of Speed' racing driver Curchman's Cigarette cards.

(Qty)
£250 - 350
€320 - 450

15•

TWO ASTON MARTIN DB6 INSTRUCTION BOOKS,

one for DB6 Saloon, the other for DB6 Mk2 Saloon and Volante Convertible, ring-bound black card covers with black vinyl jackets, each in good order.

(2)
£250 - 350
€320 - 450

16

AN ASTON MARTIN VANTAGE ZAGATO OWNER'S HANDBOOK AND RELATED COLLECTABLES,

green vinyl ring-bound handbook, in good order, offered together with an Aston Martin Zagato enamel boot badge, a boxed enamel stick pin, one large and one small sticker, and a press-release issued 1985.

(6)

£250 - 350

€320 - 450

17•

AN ASTON MARTIN VIRAGE OWNER'S HANDBOOK AND RELATED BROCHURES,

for 1990s models, green vinyl ring-bound handbook, together with three sales brochures for Virage Volante, Virage Coupe, and Virage Volante/Shooting Brake, a Volante specifications card, an edition of Chris Nixon: Aston Martin Virage, leather bound limited edition of 1,500; and a small Virage print.

(7)

£250 - 350

€320 - 450

18•

A RARE 1979 ASTON MARTIN V8 OWNER'S HANDBOOK,

ring-bound with soft black leather cover and pop-stud fastening, with wiring diagram to inside back cover, together with a 1980 V8 Saloon, Volante & Vantage, Owner's Handbook, ring-bound green vinyl covers, with wiring booklet to inside back cover, a 1970 V8 brochure, another for the V8 and V8 Vantage, an Aston Martin Lagonda sale pamphlet for V8 models, and a road test article.

(6)

£250 - 350

€320 - 450

19•

A LAGONDA OWNER'S HANDBOOK,

1985 revised edition, ring-bound with vinyl covers, two 1980s Aston Martin Lagonda sales brochures featuring the Saloon, Volante, Vantage and Lagonda models, another sales pamphlet for the car, a re-printed road-test, and other sales ephemera.

(7)

£250 - 350

€320 - 450

20•

TWO ASTON MARTIN DB6 AND TWO DBS V8 INSTRUCTION BOOKS,

each ring-bound card covers with brown vinyl jackets, together with an Aston Martin V8 and Vantage sales brochure.

(5)

£250 - 300

€320 - 380

21•

ASSORTED ASTON MARTIN PROMOTIONAL LITERATURE,

including press packs and publications for DB7, DB7 Vantage, DB7 GTS, DB9, DBS, V12 Vanquish, AMV8 Vantage, Vantage GT2, V8 Vantage Roadster, Bertone Jet2 and Giugiaro styling brochures, three unused desk diaries, together with other related publications and an Aston Martin Vantage leather ring-bound Owner's Guide and brochure.

(Qty)

£250 - 350

€320 - 450

22•

A SIGNED HARDBOUND LIMITED EDITION OF DAVE WORRALL: THE MOST FAMOUS CAR IN THE WORLD;

a history of the James Bond Aston Martin DB5, numbered 0702/1000 signed by the author twice, once with dedication, and by Graham Rye; together with a green leather-bound edition of Chris Nixon: Racing with the David Brown Aston Martins, Volume 2, with two photographs of the 1954 Le Mans Aston Martin DB3S, one with Prince Bira and Peter Collins; Inman Hunter: Aston Martin 1913-1947; Geoffrey Seaton: Lagonda; A B Demaus: Lionel Martin - A Biography; and three other publications.

(10)

£250 - 300

€320 - 380

23•

FIVE ASTON MARTIN SALE BROCHURES,

comprising DB 2-4 fold out brochure, DB4GT with text in four languages, and three smaller brochures for DB6 & Volante, DBS and DB6 Mk 2.

(5)

£270 - 320

€340 - 410

24•

ASSORTED ASTON MARTIN DB6 PUBLICATIONS,

comprising DB6 Instruction Book, spiral bound, part number 55-40-131 in black plastic binder with radio instructions in inside front cover pouch, a 6 Cylinder Fuel Injection service information booklet, A DB6 Saloon and Volante Convertible Instruction Book, spiral bound, part number 55-40-131 in black plastic binder with Volante Supplement inserted into front cover pouch and a DB6 Saloon, DB6 Mk II Saloon & Volante Convertible Workshop Manual, part number 073-43-0130 in black plastic ring binder.

(Qty)

£300 - 400

€380 - 510

25•

BOOKS RELATING TO ASTON MARTIN,

including John Wyer & Chris Nixon: Racing with the David Brown Aston Martins, Volumes 1 & 2, cloth-bound 1st editions with dust jackets; 1st and 2nd editions of David Dowsey: Aston Martin - Power, Beauty and Soul; Anthony Pritchard: Aston Martin - The Post-War Competition Cars, and Aston Martin - A Racing History; Schlegelmilch & Lehbrink: Aston Martin; Chris Harvey: Aston Martin and Lagonda; and other titles.

(15)

£300 - 400

€380 - 510

26•

AN ASTON MARTIN VANTAGE ZAGATO OWNER'S HANDBOOK,

ring-bound with green leather covers with gilt-embossed tooling, signed by Victor Gauntlett to page iii, complete with wiring diagram booklet to inside front cover, offered together with a boxed Zagato enamelled tie-pin, and a March 1986 issue of Autocar magazine, containing an article relating to the newly unveiled Zagato model.

(3)

£300 - 400

€380 - 510

27•

ASTON MARTIN DB4 AND DB4 & DB4GT PUBLICATIONS,

comprising a DB4 sales brochure, a DB4 & DB4GT Instruction book, ring-bound with supplementary pages inserted, DB4 & DB4GT Workshop Manual, black ring-bound binder, 4to, and a similar Parts catalogue binder with only the DB4 pages bound in.

(4)

£350 - 450

€450 - 570

28•

AN ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL,

stud-bound, green Rexine covers with gilt lettering, some minor workshop wear, 4to.

£350 - 450

€450 - 570

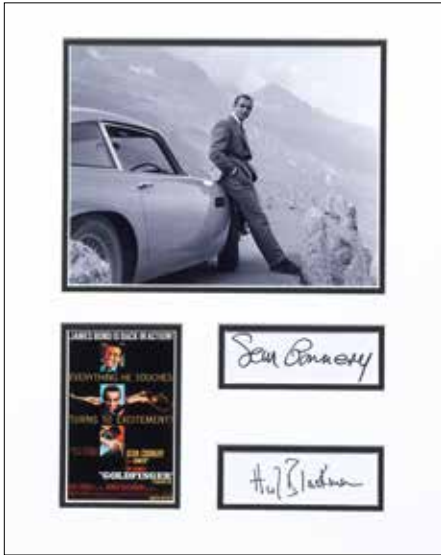
29•

AN ASTON MARTIN DB4 PARTS BOOK,

stud-bound green Rexine covers, 4to, together with original invoice dated 1967.

£450 - 550

€570 - 700



34

30•
ASSORTED ASTON MARTIN PUBLICATIONS FOR DB4 AND DB4 & DB4GT,

comprising DB4 Parts Book, embossed green covers, 169 numbered hole-punched pages, some garage soiling and annotations to pages, 4to; DB4 & DB4GT Workshop Manual, embossed green covers, front cover loose, hole-punched pages, some garage soiling and annotations to pages, 4to; DB4 Instruction Book, embossed green leather cover, 82 numbered pages, covers and pages loose, some garage soiling to pages, 8vo; and two ring bound DB4 & DB4GT books with green and white printed card covers comprising Workshop Manual and Instruction Book, both used condition.

(5)
£700 - 900
€890 - 1,100

31
A PHOTOGRAPH WITH SIGNATURE OF DANIEL CRAIG WITH THE JAMES BOND ASTON MARTIN DB5,

colour image depicting Craig as '007' with the famed DB5 'BMT 216A' car, 20 x 25cm, mounted together with signature of Craig in black marker, framed and glazed, measuring 45 x 36cm overall, with certificate of authenticity to reverse of frame.

£250 - 350
€320 - 450



35

32
A LARGE 'ITALIAN JOB' PUBLICITY PHOTOGRAPH WITH SIGNATURE,

monochrome image featuring Michael Caine as 'Charlie Croaker' and Maggie Blye as 'Lorna' with the Aston Martin DB4 Convertible, 39 x 49cm, mounted together with signature of Michael Caine in blue marker, framed and glazed, 61 x 68cm overall.

£300 - 400
€380 - 510

33
A 'DIE ANOTHER DAY' PUBLICITY PHOTOGRAPH WITH PIERCE BROSNAN SIGNATURE,

colour image depicting 007's Aston Martin 'Special Equipment' V12 Vanquish pursued by the Jaguar XKR on the ice, 30 x 48cm, mounted together with signature of Pierce Brosnan (James Bond 007) in black marker, framed and glazed, measuring 51 x 62cm overall.

£300 - 400
€380 - 510

34
A PHOTOGRAPH OF SEAN CONNERY WITH THE 'GOLDFINGER' ASTON MARTIN DB5 WITH SIGNATURES OF CONNERY AND HONOR BLACKMAN,

monochrome image of Connery as '007' with the famed DB5 at the Furka Pass, 19 x 24cm, mounted together with autographs in black marker of Connery and Blackman, and a small reproduction image of the Goldfinger film poster, framed and glazed, with certificate of authenticity.

(2)
£600 - 800
€760 - 1,000



36

35
A SIGNED PHOTOGRAPH OF SEAN CONNERY WITH THE 'GOLDFINGER' ASTON MARTIN DB5,

colour image depicting Connery as '007' with the car partly in shot at the Furka Pass, signed by the actor in black marker, 25 x 19cm, mounted, framed and glazed, 44 x 39cm overall.

£600 - 800
€760 - 1,000

36
A PHOTOGRAPH WITH SIGNATURE OF MICK JAGGER WITH HIS ASTON MARTIN DB6,

monochrome image originally taken 25th August 1966, depicting Jagger with his DB6, talking to a Police motorcyclist, 22 x 29cm, mounted together with autograph of Jagger in blue ballpoint ink, and printed brushed metal name plaque, framed and glazed, 48 x 39cm overall, with two documents of authenticity.

(3)
£600 - 800
€760 - 1,000

37
A PHOTOGRAPH WITH SIGNATURE OF SEAN CONNERY WITH THE 'GOLDFINGER' ASTON MARTIN DB5,

monochrome image of Connery as '007' with the famed DB5 at the Furka Pass, 25 x 19cm, mounted together with autograph in black ballpoint ink of Connery and a small reproduction image of the Goldfinger film poster, framed and glazed, with certificate of authenticity.

(2)
£600 - 800
€760 - 1,000



37

38^{AR}

JOHN EVANS (BRITISH 1943-), TWO ASTON MARTIN ZAGATO COACHWORK DESIGNS,

mixed media, one signed by the artist, circa 1986 illustrations depicting front and rear aspects of concept coachwork styling by Zagato for Aston Martin, each approximately 38 x 51cm, both mounted, framed and glazed, offered together with an earlier July 1985 issue of 'Zagato' magazine featuring a related article in Italian and depicting similar illustrations believed by the same artist.

(3)

£600 - 800
€760 - 1,000

39

A PHOTOGRAPH WITH SIGNATURE OF JIM CLARK IN THE ASTON MARTIN DB4 GT ZAGATO,

monochrome race image with inset, of Clark in '2 VEV' at the 1961 Tourist Trophy at Goodwood, 19 x 29cm, mounted together with signature of Clark in blue ball-point pen, framed and glazed, 33 x 44cm overall.

£400 - 500
€510 - 640

40

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

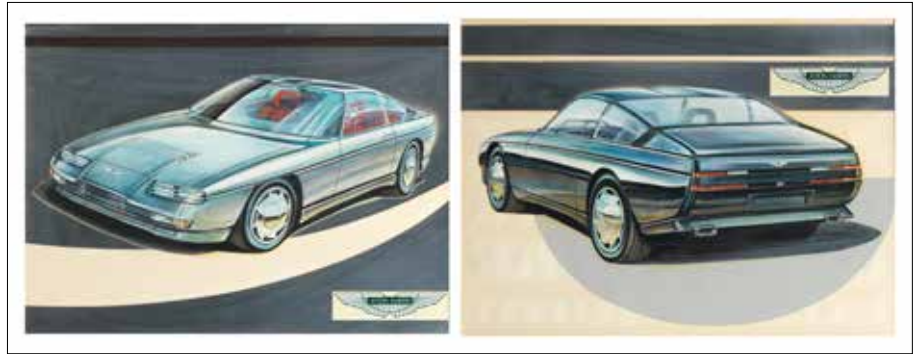
monochrome image depicting Connery as James Bond '007' with the famed DB5 in the Swiss Alps, 24 x 19cm, mounted together with 'Best Wishes' dedication and signature of Connery in blue ink, framed and glazed, 41 x 31cm overall.

£250 - 350
€320 - 450

41

AN 'ITALIAN JOB' PHOTOGRAPH WITH SIGNATURES,

colour image scene from the film depicting Michael Caine as 'Charlie Croker' and John Clive as the Garage Manager with the Aston Martin DB4 Convertible, 11 x 27cm, mounted together with signatures of Michael Caine



38

with dedication 'Best Wishes' and John Clive, framed and glazed, measuring 34 x 44cm.

£250 - 350
€320 - 450

42

A PHOTOGRAPH WITH SIGNATURE OF DANIEL CRAIG WITH THE JAMES BOND ASTON MARTIN DB5,

colour image depicting Craig as '007' with the famed DB5 'BMT 216A' car, 17 x 24cm, mounted together with initialled signature 'DG' of Craig in blue marker, framed and glazed, measuring 42 x 36cm overall, with certificate of authenticity to reverse of frame.

£250 - 350
€320 - 450

43

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

large monochrome image depicting Connery as James Bond '007' with the famed DB5 at the Stoke Park golf course, 33 x 47cm, mounted together with signature of Connery in black marker, framed and glazed, measuring 53 x 63cm overall.

£400 - 500
€510 - 640

44

A 50TH ANNIVERSARY 'VICTORY AT LE MANS' PHOTOGRAPH WITH SIGNATURES,

held by the Aston Martin Owners' Club at the Hotel de France at La Chartre sur le Loir on 12th June 2009 commemorating victory for Salvadori and Shelby in the DRBR1, believed to one of only 10 photographs produced depicting Sir Stirling Moss with the winning car and attendees, 23 x 35cm, signed to the mount by Moss, then AMOC chairman Richard Jackson, and Noel Pasteau, owner and head chef of the hotel in 1959, mounted, framed and glazed, measuring 53 x 73cm overall.

£1,000 - 1,200
€1,300 - 1,500



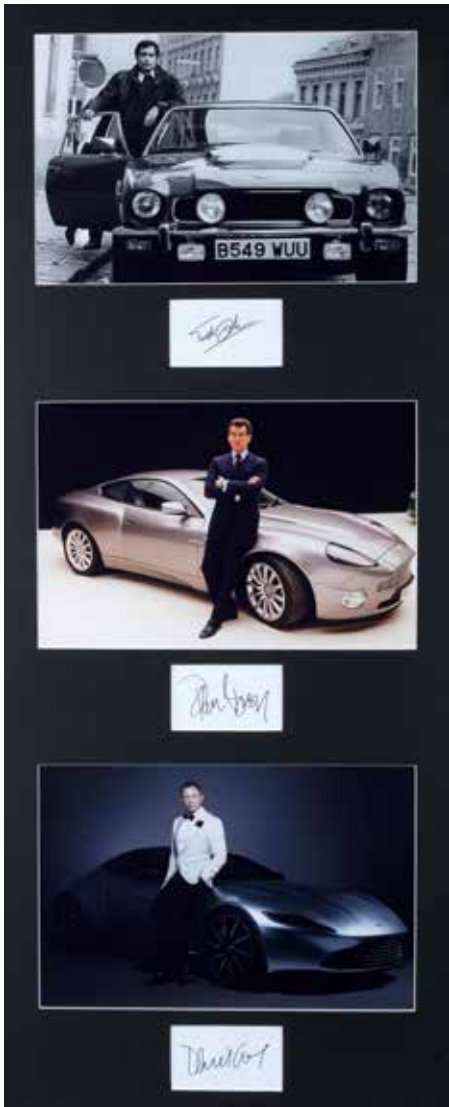
39



43



44

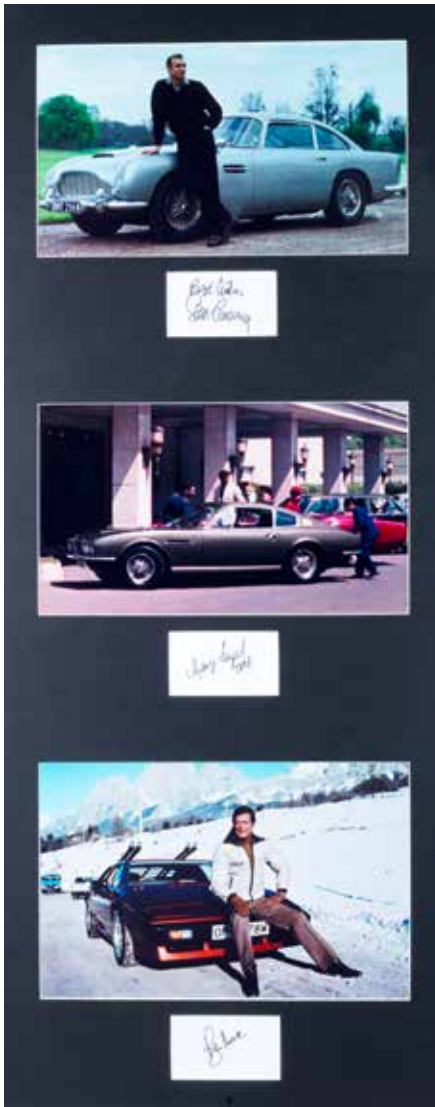


45

45^o
SIX PHOTOGRAPHS WITH SIGNATURES OF JAMES BOND ACTORS, FEATURING ASTON MARTIN CARS,

publicity or film scene images depicting 'James Bond 007' with respective film car and mounted with accompanying signature, comprising Sean Connery (Goldfinger) with the DB5, George Lazenby (On Her Majesty's Secret Service) with the DBS, Roger Moore (For Your Eyes Only) with the Lotus Turbo Esprit, Timothy Dalton (The Living Daylights) with the V8 Vantage Volante, Pierce Brosnan (Die Another Day) with the V12 Vanquish, and Daniel Craig (Spectre) with the DB10, all mounted together as two framed and glazed displays, each measuring 131 x 59cm.

(2)
£1,200 - 1,400
€1,500 - 1,800



46

AN ORIGINAL 1955 DAVID BROWN ASTON MARTIN GOODWOOD 9-HOUR VICTORY POSTER,

celebrating an Aston Martin treble victory for the 1952 win for Peter Collins/Pat Griffith in DB3, 1953 1st and 2nd places for Reg Parnell/Eric Thompson and Peter Collins/Pat Griffith in DB3S, and 1955 win for Peter Walker/Dennis Poore in DB3S, 76 x 50cm, framed and glazed.

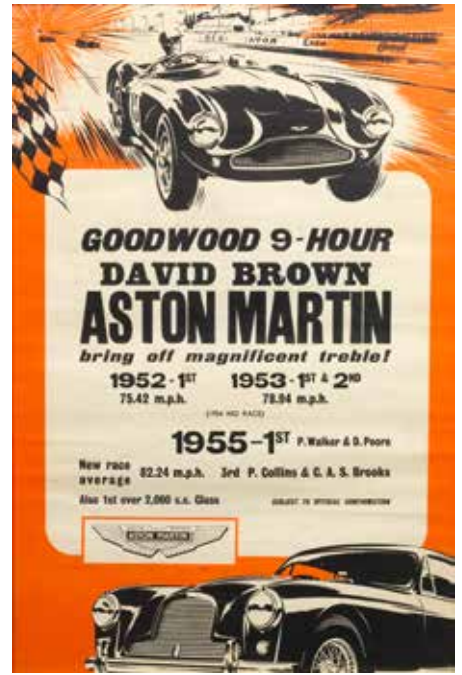
£400 - 600
€510 - 760

47

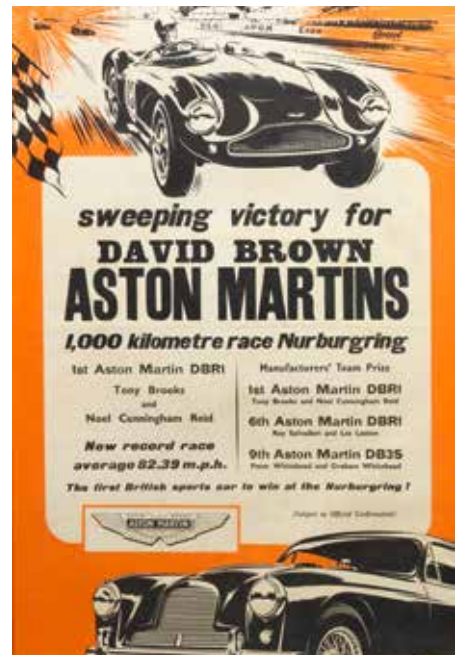
AN ORIGINAL DAVID BROWN ASTON MARTIN 1957 NURBURGRING 1,000KM VICTORY POSTER,

celebrating victory for Tony Brooks/Noel Cunningham Reid in the DBR1, and 1st, 6th and 9th place Manufacturers Team Prizes for the DBR1s and DB3S driven by Brooks/Cunningham, Salvadori/Leston and P.Whitehead/G.Whitehead respectively, 75 x 50cm, framed and glazed.

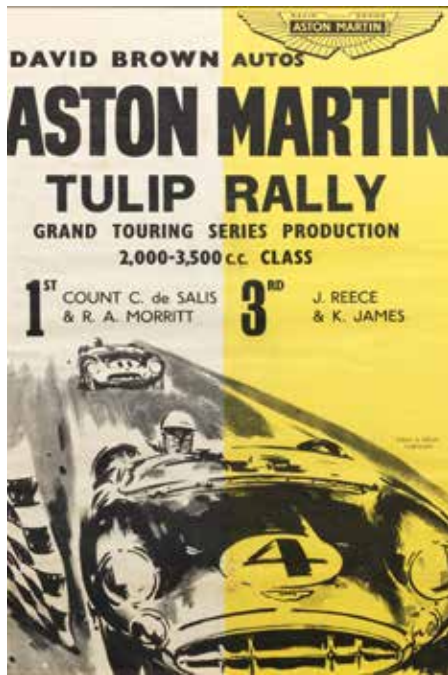
£400 - 600
€510 - 760



46



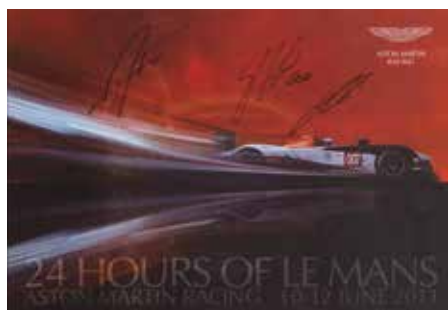
47



48



49



50



51

48
AN ORIGINAL DAVID BROWN ASTON MARTIN 1958 TULIP RALLY VICTORY POSTER,
 celebrating a win for Count de Salis/R A Morrirt
 3rd place for J Reece/K James for Aston Martin
 in the 2,000-3,500cc class, 76 x 50cm, framed
 and glazed.
 £400 - 600
 €510 - 760

49
AN ORIGINAL DAVID BROWN ASTON MARTIN 'TEAM TRIUMPH' 1958 RAC TOURIST TROPHY VICTORY POSTER,
 celebrating 1st, 2nd and 3rd place for the Works DBR1s by Moss/Brooks, Salvadori/Brabham and Shelby/Lewis-Evans respectively
 at the Goodwood circuit, 74 x 50cm, framed
 and glazed.
 £400 - 600
 €510 - 760

50
A SIGNED POSTER OF THE AMR-ONE '007' AT 2011 LE MANS 24 HOURS,
 signed by Stefan Mücke, Darren Turner and
 Christian Klien in black marker pen, 39 x 57cm,
 mounted, framed and glazed.
 £250 - 350
 €320 - 450

51
A JAMES BOND 'GOLDFINGER' FILM POSTER, 1964,
 original French Grande one-sheet poster for the
 French release of the film starring Sean Connery
 as 007, with artwork after Mascii depicting
 action scenes from the film and featuring the
 Aston Martin DB5, 157 x 117cm, laid on linen.
 £500 - 800
 €640 - 1,000



57



60

52 'JIM CLARK - ASTON MARTIN ZAGATO', A LIMITED EDITION PRINT AFTER CHRISTOPHER DUGAN,

numbered 78/250, signed by the artist, depicting Clark in the DB4 GT, 27 x 53cm, mounted, framed and glazed.

£250 - 300

€320 - 380

53 THREE ASTON MARTIN ZAGATO FRAMED PHOTOPRINTS,

each colour image depicting an aspect of the car, each approximately 52 x 62cm, mounted, framed and glazed, formerly hung at the Cheval Place showroom and Sunnyside HQ in Tickford Street.

(3)

£250 - 300

€320 - 380



58

54 'ASTON MARTIN NIMROD', A LIMITED EDITION PRINT AFTER JOHN EVANS,

signed by the artist to lower left corner and numbered 5 of 31, depicting James Hunt driving the prototype Nimrod at the unveiling at the Goodwood circuit in 1982, 54 x 73cm, double mounted, framed and glazed.

£250 - 350

€320 - 450

Print number 1 of this limited run was presented to Aston Martin and hung on the wall at Cheval place. The original artwork was commissioned by Aston Martin to celebrate the Goodwood launch of the prototype Nimrod racing car driven by James Hunt on that day.

55

'IN PURSUIT OF GOLDFINGER', A PRINT AFTER NICHOLAS WATTS WITH SEAN CONNERY SIGNATURE,

limited edition (11/50) colour print signed by the artist and with artist's hand-written annotation, depicting Sean Connery as 007 in the Aston Martin DB5 being followed by Jill Masterson in the Mustang, 57 x 68cm, double mounted together with signature of Sean Connery in black marker, framed and glazed, measuring 78 x 86cm overall.

£500 - 700

€640 - 890

56

THREE FRAMED JAMES BOND PRINTS,

comprising a monochrome photo-print depicting Sean Connery with the 'Goldfinger' Aston Martin DB5, and two reprinted film posters for Dr No and For Your Eyes Only, each framed and Perspex glazed.

(3)

£250 - 300

€320 - 380

57

A FRAMED DISPLAY OF SEAN CONNERY JAMES BOND IMAGES WITH SIGNATURE,

comprising various small reproduction poster and photo-printed images of Connery as '007' including some with the famed 'Goldfinger' Aston Martin DB5, mounted together with autograph of Connery in blue marker with 'Best Wishes' dedication, framed and glazed, measuring 87 x 67cm overall, with certificate of authenticity to reverse of the frame.

£600 - 800

€760 - 1,000

58

A LIMITED EDITION PRINT AFTER ROB LOUKOTKA OF THE 'GOLDFINGER' ASTON MARTIN DB5,

two colour screen print with white and gold-coloured metallic ink on black ground, numbered 146/180 and signed by the artist to lower right corner, stylised monochrome image depicting the 007 'Special Equipment' DB5 'BMT 216A' with headlights and guns blazing at speed in a Swiss forest scene, 30 x 91 cm, mounted, framed and glazed, measuring 49 x 110cm overall.

£300 - 400

€380 - 510

59

TWO ARTWORKS DEPICTING ASTON MARTINS,

the first a montage in coloured pencil, signed by the artist and dated '94', featuring styling details of DB4 Superleggera and the DB7, framed and glazed, 57 x 51cm overall, the second, unsigned, a gouache on artists' board study of a DB5, 39 x 52cm, believed period artwork possibly reproduced in promotional literature, offered together with a James Bond 'Operation Tonnerre' (Thunderball) French film poster, 53 x 39cm, framed and glazed, a 40th Anniversary Thunderball screening programme, and a James Bond calendar.

(5)

£300 - 400

€380 - 510

60^{AR}

IAN MCGOWAN (BRITISH), EIGHT ARTWORKS DEPICTING ASTON MARTIN CARS,

each signed, six watercolour and two ink with wash on paper, depicting two pre-War and six post-War Aston Martins including the DB5, each 24 x 35cm, mounted, framed and glazed.

(8)

£300 - 400

€380 - 510

61

A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z', 70 x 110cm.

£250 - 300

€320 - 380

62[◊]**TONY UPSON, 'ASTON MARTIN RACING GIRL',**

signed, acrylic on canvas, depicting an attractive female in race uniform and featuring the winged emblem, 157 x 95cm, framed.

£300 - 400

€380 - 510

63[◊]**TONY UPSON, 'ASTON MARTIN DB5 GIRL',**

signed, acrylic on canvas, depicting an attractive female attendant and featuring the winged emblem, 105 x 105cm, framed.

£300 - 400

€380 - 510

64[◊]**TONY UPSON, 'GULF ASTON MARTIN V8 VANTAGE',**

signed, acrylic on canvas, depicting the Aston Martin Racing Endurance car #007 and featuring attractive pit-crew girl, 105 x 105cm, framed.

£300 - 400

€380 - 510

65[◊]**TONY UPSON, 'JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5',**

signed, acrylic on sheet metal, a front view study of 'FMP 7B', the 'Road Car' featured in the 1964 film starring Sean Connery as '007' and featuring the winged emblem, 105 x 105cm, framed.

£300 - 400

€380 - 510

66[◊]**TONY UPSON, 'ASTON MARTIN ONE-77',**

signed, acrylic on sheet metal, a study of the limited edition model and featuring the winged emblem, 105 x 105cm, framed.

£300 - 400

€380 - 510

67^{AR ◊}**TONY UPSON, 'ASTON MARTIN MECHANIC GIRL',**

signed, acrylic on cut-out board, depicting an attractive female mechanic and featuring the winged emblem, 120 x 120cm.

£300 - 400

€380 - 510

68

AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the badge, 100cm high.

£250 - 300

€320 - 380

69

AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,

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

£250 - 300

€320 - 380

70

AN ASTON MARTIN 'DB6' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the badge, 100cm high.

£250 - 300

€320 - 380

71[◊]**A 'LAGONDA' GARAGE DISPLAY EMBLEM,**

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

£250 - 300

€320 - 380

72[◊]**AN 'ASTON MARTIN CHASSIS PLATE' GARAGE DISPLAY EMBLEM,**

modern, cold cast resin and aluminium composite, 56 x 103cm.

£250 - 300

€320 - 380

73[◊]**AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,**

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

£250 - 300

€320 - 380

74[◊]**A HAND-PAINTED 'ASTON MARTIN LE MANS' COMMEMORATIVE OVAL PLAQUE,**

modern, with raised laurel-wreath surround, celebrating 3rd place for Roy Salvadori and Jim Clark in the DBR1 at Le Mans 1960, 120cm wide.

£250 - 300

€320 - 380

75[◊]**AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,**

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

£300 - 400

€380 - 510

76^{◊◊}**'TOURING MILANO' AND 'SUPERLEGGERA' GARAGE DISPLAY EMBLEMS,**

modern, each cold-cast resin and aluminium composite, in the form of the script and badge, each 150cm wide, mounted together on a wooden panel.

(2)

£400 - 600

€510 - 760

77

AN ASTON MARTIN DB6 TOOL ROLL,

black Rexine with red edging, worn, opening to tool section housing six C spanners, a small adjustable spanner, a 7/16 tube spanner, a pair of pliers, a yellow handled screwdriver, a Moore & Wright feeler gauge and three tins for Dunlop

80



81

82

Disc Brake Spares, Schrader Valve Cores and Schrader Valve Caps, together with a DB6 chromed headlight surround.

(Qty)

£400 - 600

€510 - 760

78

AN ASTON MARTIN DB6 TOOL ROLL,

black Rexine tool roll with red edging and leather strap and buckle, containing 6 large C-spanners, 6 smaller spanners, a tube spanner with Tommy bar, a Thor hammer, valve cores and caps, a Dunlop disc brake spares tin, and other replacement tools, together with a windscreen wiper blade and a power train PCFB864 belt.

£500 - 700

€640 - 890

79

A LAKE & ELLIOT MILLENNIUM HYDRAULIC JACK FOR ASTON MARTIN DB5/6 AND DBS,

type 12-MSB-1½, 30cwt lifting capacity, 58cm high, complete with handle.

(2)

£700 - 900

€890 - 1,100

80

A LAKE & ELLIOT MILLENNIUM JACK FOR ASTON MARTIN DB2,

unrestored, S723 1-ton bottle jack, painted green, complete with handle.

(2)

£300 - 400

€380 - 510

81

A SMITHS BEVELIFT JACK FOR ASTON MARTIN DB4/DB4GT,

with crank handle, 65cm long.

£500 - 700

€640 - 890



89



91



91



77



77



104



103

82
A LAKE & ELLIOT MILLENNIUM HYDRAULIC JACK FOR ASTON MARTIN DB5/6 AND DBS,
 type 12-MSB-1½, 30cwt lifting capacity, 58cm high, complete with handle.
 (2)
 £800 - 1,200
 €1,000 - 1,500

83[◊]
A 'DAVID BROWN ASTON MARTIN SALES & SERVICE' ILLUMINATING SIGN,
 modern, double-sided, alloy frame with painted Perspex panels, wired for illumination, 30 x 81cm.
 £300 - 400
 €380 - 510

84[◊]
AN 'ASTON MARTIN LAGONDA' ILLUMINATING SIGN,
 modern, single-sided, alloy frame with painted Perspex panel, wired for illumination, 61 x 122cm.
 £300 - 500
 €380 - 640

85[◊]
AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,
 modern, single-sided, alloy frame with painted Perspex panel, wired for illumination, 61 x 81cm.
 £300 - 400
 €380 - 510

86[◊]
AN 'ASTON MARTIN SERVICE' ILLUMINATING SIGN,
 modern, double-sided, alloy frame with painted Perspex panels, wired for illumination, 30 x 81cm.
 £300 - 400
 €380 - 510

87[◊]
AN 'ASTON MARTIN LAGONDA SERVICE' ILLUMINATING SIGN,
 alloy box frame, single sided, with modern Perspex panel featuring the winged emblems, with chain for hanging, wired for illumination, 79 x 30 x 13cm.
 £300 - 400
 €380 - 510

88[◊]
AN 'ASTON MARTIN MOTOR CARS AUTHORISED SERVICE' ILLUMINATING SIGN,
 alloy box frame, single-sided, with modern Perspex panel featuring the winged emblem, wired for illumination, 64 x 51 x 13cm.
 £300 - 400
 €380 - 510

89
AN ASTON MARTIN LAGONDA FIRE EXTINGUISHER,
 chrome plated casing with applied label, complete with mounting clip.
 £250 - 350
 €320 - 450

PLEASE NOTE: Bidders are advised that due to the nature of the container and the chemical composition of the fluid inside, this lot may be subject to various shipping and or import/export restrictions.

90
ASSORTED ASTON MARTIN PARTS,
 including a DB6 number plate surround, Smiths 180 mph speedometer, fuel gauge and dash-clock, a 1960 Lagonda horn push centre boss, quarter light levers, DBS/V8 glove box lock with key, two washer jets, a DB5 radio housing (worn), a Motorola dashboard radio and speaker grille, and other sundry spares.
 (Qty)
 £250 - 350
 €320 - 450

- 91
A PAIR OF LUCAS L.548 REAR LIGHTS TO FIT ASTON MARTIN DB 2/4 MK III AND DB4,
 new/old stock, purchased as spares in early 1970s, unused, each with rubber backing plate, together with a Workshop Manual, second reprint, for DB2, DB2/4 Mk I, DB2/4 Mk II and DB Mk III, and a Parts Catalogue for a DB Mk III, first reprint.
 (Qty)
£350 - 450
€450 - 570
- 92[◊]
ASSORTED SPARES TO SUIT ASTON MARTIN,
 including a DB6 headlamp rim, a DB4/5/6 front manifold, two SU fuel pumps, a wood-rimmed steering wheel (centre broken), two Girling brake callipers, suspension springs, hubs, and other sundry parts mainly for Aston Martin.
 (Qty)
£250 - 350
€320 - 450
- 93
FOUR ALFIN TYPE DRUMS BELIEVED ASTON MARTIN,
 aluminium, two original and two remanufactured, with linings, approximately 253mm inside diameter.
 (4)
£250 - 350
€320 - 450
- 94
AN ASTON MARTIN ALLOY SUMP AND OIL PICK-UP FILTER,
 the sump possibly for DBS, casting number 21-04-122, fitted with tap, repairs to neck, the filter complete with gauze and back-plate.
 (2)
£300 - 400
€380 - 510
- 95
AN ASTON MARTIN DB5/6 CRANKSHAFT,
 possibly also suit early DBS, inspection advised, together with disassembled flywheel and two pulley wheels.
 (5)
£300 - 400
€380 - 510
- 96^{◊◊◊}
A BELIEVED ASTON MARTIN DB4 REAR AXLE,
 differential with internals, used, inspection advised.
£300 - 500
€380 - 640
- 97
THREE WEBER CARBURETTOR MANIFOLDS FOR ASTON MARTIN DB5/6/DBS,
 believed to suit Vantage specification models, comprising two manifolds with casting numbers 'C53 08 213' and 'C53 08 214', and another with linkage, casting number '53-08-100', offered together with two Leda front shock absorbers, possibly suit Aston Martin.
 (5)
£400 - 500
€510 - 640
- 98^{◊◊◊}
AN ASTON MARTIN DB5/6 4-LITRE 6-CYLINDER ENGINE BLOCK AND HEAD,
 possibly also suit early DBS, the block with casting number '24-01-111' to side wall, 'stamped to front end '91' and '6', and further stamped '3 25BM' to side wall and 'F 1257' to upper surface, cylinders with linings, the head with casting number 'F23 -06-111' and stamped '320' and '83' to one end, fitted with one camshaft, inspection advised, offered together associated parts including two replacement camshafts, a rocker cover, six pistons fitted with con-rods, six pistons and six con-rods, other associated parts, a Lucas 12V starter motor, and a Lucas distributor.
 (Qty)
£1,500 - 2,000
€1,900 - 2,500
- 99^{◊◊}
AN ASTON MARTIN DB4 4-SPEED GEARBOX,
 with internals, stamped '1352 WR' in two places, and further stamped 'S432 4 1352 WR' and '413' to one side of casing, inspection advised, offered together with a gear lever with gear-knob and mounting plate and a spare gear lever stem.
 (3)
£4,000 - 6,000
€5,100 - 7,600
- 100[◊]
A SET OF FOUR BBS ALLOY WHEELS FOR ASTON MARTIN V8,
 size 7J x 15H2, without hubs or tyres.
 (4)
£300 - 500
€380 - 640
- 101
A SET OF FOUR RUF SPEEDLINE 17 INCH ALLOY WHEELS TO FIT ASTON MARTIN V8,
 size 17 x 10AH, fitted with Pirelli P700-Z, size 225/45 ZR17 tyres, (used), together with an ATS spare wheel size 205/65 R15 fitted with tyre, (used).
 (5)
£450 - 650
€570 - 830
- 102[◊]
A SET OF FOUR OZ ASTON MARTIN VIRAGE V8 VANTAGE WHEELS,
 type AS-7, 10J x 18H2 ET27 wheels, complete with badged centres and valves, without tyres, reported as having some light use.
 (4)
£600 - 800
€760 - 1,000
- 103
A WOOD-RIMMED STEERING WHEEL REMOVED FROM GEORGE ABECASSIS' ASTON MARTIN DBS,
 three spoke wheel with studded laminate rim, 38cm diameter, removed from former Aston Martin Works driver George Abecassis' 1970 DBS car at HWM Motors Aston Martin Service Agent when fitted with a replacement Moto-Lita steering wheel, with small tie-on label with hand-written details, dated '9-1-71', mounted to a framed felt-covered panel.
£350 - 550
€450 - 700
- 104
AN ASTON MARTIN DB6 MK2 VOLANTE WOOD-RIMMED STEERING WHEEL,
 three-spoke steering wheel with centre boss, studded wooden laminate rim, 40cm diameter, one spoke with metal fatigue so suitable for display purposes only, originally fitted to 1964 Winter Olympics Bobsleigh British gold medallist Tony Nash's Aston Martin DB6 (DBVC/3752/R), built 20th September 1969.
£400 - 600
€510 - 760
- 105
A PAIR OF ASTON MARTIN DB4/5/6 SUN VISORS,
 each chromed edging with mounting bracket and tinted Perspex screen, each approximately 40cm wide.
 (2)
£250 - 350
€320 - 450
- 106
AN ASTON MARTIN DBS/DBS V8 GRILLE,
 alloy, some signs of use, approximately 21 x 155cm wide.
£400 - 600
€510 - 760



107

107
**FULL INTERIOR WOOD KIT FOR LATE
 ASTON MARTIN V8 'OSCAR INDIA'
 SPECIFICATION,**

8-piece set in polished burr walnut, comprising main instrument dashboard surround, centre clock surround, passenger dash trim, two door trims, two gear-lever panels and centre console panel, contained in Aston Martin packing carton.

(9)
£1,000 - 1,400
€1,300 - 1,800

108⁰⁰⁰
**A HARD-TOP ROOF FOR AN ASTON
 MARTIN DB5 CONVERTIBLE,**

steel roof fitted with Perspex rear window with rubber seal and trim, with caramel coloured textured exterior lining and beige interior lining (few small tears), with three chromed front catches and four rear mounting pegs.

£8,000 - 12,000
€10,000 - 15,000



108



108

109
**AN ASTON MARTIN DESKTOP CLOCK BY
 MARTIN & CO OF CHELTENHAM,**

green surround, applied with gold coloured Aston Martin winged emblem, white dial with Roman numerals, 19 x 13cm, in original box.

£300 - 400
€380 - 510

These clocks were commissioned by Victor Gauntlett and were presented by him as personal gifts.

110⁰
**A FOUR-PIECE LEATHER LUGGAGE
 SET FOR ASTON MARTIN V8 VANTAGE
 VOLANTE, BY TANNER KROLLE LTD,**

in dark-blue leather, each bearing Aston Martin emblem to edge of lid, with blue cloth lining, combination locks, comprising two suitcases, 77cm and 59cm wide respectively, a briefcase, 42cm wide, and a vanity case, 32cm wide.

(4)
£1,000 - 1,500
€1,300 - 1,900

It is believed that this luggage set was issued with the first V8 Vantage Volante (Registration Number E34 OVF), to roll off the production line in 1986. (See Bonhams, Aston Martin Centenary Sale, 18th May 2013, Lot 125)

111
**A SCARCE ASTON MARTIN WORKS CAR
 CLUB BADGE,**

painted cast metal badge featuring the winged emblem, numbered 'K6753' to reverse, with mounting lug, 10.5cm high.

£250 - 300
€320 - 380

Eric Thompson (1919-2015) drove for Aston Martin at Le Mans from 1950-1953, DB2 in 1950 with John Gordon (retired engine failure), DB2 in 1951 with Lance Macklin (third place overall and first in class III), DB3 in 1952 with Reg Parnell (retired transmission problems) and DB3S with Dennis Poore in 1953 (retired ignition problems). He also raced there in 1949 in an HRG, 1954 in a Lagonda DP115 and 1955 in a Connaught. In 2013 Eric Thompson became the first driver inducted into the Le Mans Drivers Hall of Fame. Please see lots 112-114.

112
**A PILOTE 24 HEURES DU MANS ENAMEL
 CAR BADGE AND TWO LE MANS LAPEL
 BADGES, FORMERLY THE PROPERTY OF
 ASTON MARTIN WORKS DRIVER ERIC
 THOMPSON,**

the badge numbered 270, one lapel numbered 004 with participants bars for 1949-1955, the other a later enamelled lapel.

(3)
£300 - 400
€380 - 510



109



110



111



114



112



113



112

113

A 1951 LE MANS SHIELD PRESENTED TO ERIC THOMPSON,

silver plated, engraved with details Aston Martin VMF 64 2580cc DB2 EDT-LM 1st 3 Litre Class, 3rd Coupe a la Distance, 4th Indice de Performance, 2173 miles, 89.84 mph, on shield-shaped stand, 12cm high overall.

£300 - 500

€380 - 640

114

AN AUTOMOBILE CLUB DE L'OUEST LES 24 HEURES DU MANS 50TH ANNIVERSARY MEDAL PRESENTED TO ERIC THOMPSON,

bronze after a design by J H Goeffin, the edge engraved with details of Eric Thompson's drives at Le Mans, 6.7cm diameter, in presentation case.

£500 - 700

€640 - 890

OTHER PROPERTIES

115[◇]

AN ASTON MARTIN DEALERSHIP BESPOKE 'SAMPLES' DISPLAY CASE AND STAND,

the case in green leather with wood panelled ends, chromed metal catches and hinges and bearing an enamel Aston Martin bonnet badge, opening to reveal beige quilted partitioned interior originally used to display paint, carpet, leather and interior samples (contents not included) for DB7, DB9 and V8 models and variants, the case with carrying handle, 73cm wide, when mounted on Aston Martin green painted display stand, measures approximately 103cm high overall.

£800 - 1,200

€1,000 - 1,500

These samples display stands were originally only supplied to dealer showrooms.



115



116 - 119



120



122

**116
A PAIR OF ASTON MARTIN ZAGATO
ENAMELED CUFFLINKS,**

in presentation case.

£350 - 450

€450 - 570

**117
THREE INSTITUTE OF BRITISH CARRIAGE
& AUTOMOBILE MANUFACTURERS
COACHWORK MEDALS PRESENTED TO
ASTON MARTIN,**

comprising solid silver hallmarked medal presented to Aston Martin (1975) Ltd, engraved '1976 Coachwork Competition Section 1 Luxury Coachwork of any type (no price limit) Second Prize', an 'International Coachwork Competition, 1982, Section II - Sports Cars (open or closed types) (No Price Limit) First Prize Aston Martin Lagonda Limited' and a 'International Coachwork Competition, 1982, Section 6 - Saloon Cars, including hatchbacks (list price of car being over £15,000) Second Prize Aston Martin Lagonda Ltd', each in original display case.

(3)

£300 - 400

€380 - 510

**118
FIVE INSTITUTE OF BRITISH CARRIAGE
& AUTOMOBILE MANUFACTURERS
FIRST PRIZE COACHWORK MEDALS
PRESENTED TO ASTON MARTIN
LAGONDA FOR INTERNATIONAL
COACHWORK COMPETITIONS,**

comprising '1984 Section 15 - Special Passenger Car and Prototype Coachwork (no price limit)', 'Section 14 - Convertible (no price limit)', '1986 Section 14 - Convertible (no price limit)', '1986 Section 12 - Sports Saloons (no price limit)', and 'Section 12 - Sports Cars of Open Type (without price limitation)', each in presentation case.

(5)

£250 - 350

€320 - 450

**119
AN ASTON MARTIN LAGONDA KEY FOB
WITH 18 KARAT GOLD CHAIN, LATE
1980S,**

gilt metal applied with winged badge to front and rear, 45mm high, with 125mm gold chain, in presentation box.

£250 - 350

€320 - 450

120

A '007 JAMES BOND' SLOT-CAR RACING SET BY SCALEXTRIC, CIRCA 1967, produced by Minimodels Ltd of Havant, Hants, under licence from Eon Film Productions, in original box featuring Aston Martin action scene artwork to lid, containing 28 track sections including two right-angle crossings, short skid chicane and long curved chicane sections to construct three different circuits, complete with 'Special 007' Aston Martin GT slot-car in white with rear 'bullet-proof shield', 'ejector seat' mechanism and James Bond figure, black Mercedes-Benz 190SL 'villain' slot-car, two A 256 throttle controllers, banking wedges, a 'villain' figure, and other diorama parts all fitted into replacement inlay card tray, with photo-copied instructions, some wear and creasing to box, the box 70cm wide.

£1,200 - 1,500

€1,500 - 1,900

121

**A 1:24 SCALE DIE-CAST MODEL OF THE
JAMES BOND 'GOLDFINGER' ASTON
MARTIN DB5 BY DANBURY MINT,**

with opening bonnet, doors, boot, and some '007 special equipment' features, constructed from over 300 parts, 19cm long, with wooden base, Perspex display case, certificate of authenticity and instruction pamphlet.

(5)

£250 - 350

€320 - 450

122

**A 1:36 SCALE GOLD-PLATED LIMITED
EDITION COMMEMORATIVE MODEL OF
THE JAMES BOND 'GOLDFINGER' ASTON
MARTIN DB5, ISSUED BY CORGI,**

24 carat gold-plated model of the famed Aston Martin 'Special Equipment' DB5 as featured in the 1964 film 'Goldfinger', with lever mechanisms operating machine guns, bullet-proof shield and ejector seat complete with figures, 12cm long, displayed within a gold-effect 'ingot' box embossed 'Golden Opportunity' to side and Corgi and Bond logos to top, with fold-down flap bearing label numbering the model as 18 of 99 examples, the box measuring 32cm long in closed position.

£600 - 700

€760 - 890

According to information supplied by the vendor, these limited edition anniversary models were issued to blue-chip companies in 2001 to promote Corgi models.

123

ASSORTED BOXED 'GOLDFINGER' ASTON MARTIN DB5 DIE-CAST MODELS,

comprising a 1:18 scale model by Autoart, three 1:43 scale models by Minichamps, Fabbri and a 30th Anniversary gold-coloured limited edition example by Corgi, another 1:72 'Thunderball' example by Corgi, a Schuco Junior Line standard DB5 model, and a novelty lighter, all boxed, offered together with a signed limited edition (304/500) of Dave Worrall: The Most Famous Car in the World, signed by the author; and a signed limited edition print (407/850) after Stephen Massey, depicting the 'Goldfinger' DB5, signed by the artist, 28 x 36cm, mounted, framed and glazed. (9)

£250 - 350

€320 - 450

124^o

A 1:8 SCALE MODEL OF THE 1959 LE MANS WINNING ASTON MARTIN DBR1 BY JAVAN SMITH,

fine scratch-built model depicting the special Le Mans bodied Aston Martin DBR1, chassis number DBR1/2 driven to victory by Roy Salvadori and Carroll Shelby in the 1959 Le Mans 24 Hour Race, "kerbside" model with full cockpit detailing, presented on a clear Plexiglas plinth and display case bearing etched "Aston Martin" wings, and complete with a signed certificate of authenticity, the case 600mm x 270mm x 200mm.

£2,200 - 2,600

€2,800 - 3,300

125^o

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

kit-built, finely constructed from mainly metal parts, weighs approx 10Kg, 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 custom made Perspex plinth within an etched display case.

£1,500 - 2,000

€1,900 - 2,500



124



125



126



126A

126† ∞∞

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-DBR1-004 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

€9,500 - 12,000

126A ∞∞

**1949 DAVID BROWN VAK1 CROPMASTER TRACTOR
Chassis no. P21149**

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. However, the pair disagreed over design details and went their separate ways. Ferguson then entered into what would turn out to be an acrimonious partnership with the Ford Motor Company, leaving Brown to design his own version, the VAK1 or 'Cropmaster'. During WW2 Brown sold over 7,700 of his new VAK1 tractor and became a wealthy man. 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'.



127



127 (head on)

Definitely a cut above the average 'Fergie' and guaranteed to excite the more-knowledgeable enthusiasts at your local agricultural show, this David Brown Cropmaster is powered by a four-cylinder petrol engine driving via a three-speed gearbox. The model was built between 1947 and 1953, and this example comes complete with hydraulic tilt and PTO. It can be switched to run on paraffin once the engine is hot.

This tractor spend its life on the island of Goeree Overflakkee in the Netherlands, where its good turn of speed made it a popular choice for working in the vast potato fields. It was purchased locally by the vendor, who advises us that it is running and in original condition, with no rust, and that everything is functioning except the lights. All the mechanicals, hydraulics and accessories are said to work well, and the tyres are new. There is no registration number, as tractors do not require a license plate in the Netherlands.
£3,000 - 5,000
€3,900 - 6,500

127† ♦♦♦

A FULL-SIZE ASTON MARTIN ONE-77 DESIGN VERIFICATION MODEL,

1:1 scale, constructed from steel ladder framework, clad in model board, milled to shape and painted in a proposed production colour, stands on four wheels, front and rear lights mock-ups, weight 1118.5Kg.
£25,000 - 35,000
€32,000 - 44,000

Design verification models are made in full scale from the design drawings to verify all the design and engineering surfaces of the car are correct before starting production tooling.

128

VEHICLE REGISTRATION NUMBER 'V12 LAG'

held on DVLA V778 Retention Document,
£12,000 - 16,000
€15,000 - 20,000

129

VEHICLE REGISTRATION NUMBER 'V8 VAN'

held on DVLA V778 Retention Document, expires 07 11 2017.
£12,000 - 15,000
€15,000 - 19,000

130

VEHICLE REGISTRATION NUMBER 'DBR 5'

held on DVLA V778 Retention Document.
£8,000 - 12,000
€11,500 - 15,000



128



129



130

IMPORTANT NOTICE

Before bidding on vehicle registration numbers interested parties should make themselves aware of Bonhams and the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of any interested party to check the details of the V778 or V750 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can sent to the DVLA by the seller with the new details added. The DVLA part of the process can take up to 8-10 weeks to complete. When this change has been done the form will be forwarded to the buyer/nominee. Upon receipt of the form it is most important that the nominee ensures the registration number is assigned to an age appropriate vehicle no later than one month after the date of receipt. Bonhams cannot be held responsible for any buyer/nominee's failure to do so.

ASTON MARTIN AND LAGONDA MOTOR CARS

Lots 201 - 253

Further images of each lot can be found at:
www.bonhams.com/23592





201

1954 ASTON MARTIN DB2/4 2.6-LITRE SPORTS SALOON

Registration no. VFC 700

Chassis no. LML/662

- Present family ownership since 1970
- Five owners from new
- Off the road since the early 1980s
- Offered for restoration



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. Equipped with latter, the DB2/4 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.

Its accompanying copy guarantee form reveals that this 'Mark I' DB2/4, chassis number '662', was delivered new to Squadron Leader K V Gilling of Esher, Surrey. The car was originally finished in Imperial Crimson with beige Connolly interior trim, and was fitted from new with heavy duty shock absorbers. Various service jobs are listed up to June 1960 (at 49,653 miles), including an engine rebuild. Two subsequent owners are listed: Colbourne & Hennig Ltd and one H Parker, both in London. The changes are undated but AMOC records show that P Colbourne owned the car from 1958 to 1960, and H Parker from 1960 to 1964. The AMOC Register also records '662' as receiving a 1st place award at the Horley Concours in 1954 with Squadron Leader Gilling. An old-style buff logbook lists the fourth owner as Kenneth Malcolm Howse (from September 1964), who was followed by the vendor's father (from April 1970).

Owned by the current vendor's family for the last 46 years, the Aston was used continuously as one of the family cars until engine problems resulted in it being consigned to garage storage in 1975. The current odometer reading is circa 97,500 miles and the car remains in highly original condition. Offered for restoration, this exciting project comes with the aforementioned logbook and V5 registration document.

£30,000 - 50,000

€38,000 - 64,000

202

1977 ASTON MARTIN V8 'SERIES 3' 'STAGE 1' SPORTS SALOON

Registration no. UCN 780S
Chassis no. V8/11774/RCAS

- Rare Series 3 'Stage 1' model
- Restored between 2009 and 2011
- Manual transmission (previously automatic)
- 65,097 miles recorded



Introduced in 1973, the 'Series 3' version of Aston Martin's successful V8 sports saloon 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, smoother running at low speeds, and improved fuel economy. Power output of the standard car was now well in excess of 300bhp and in manual transmission form the V8 could reach 100mph in around 13.5 seconds and better 160mph 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 restored AM V8 was purchased by the current vendor from a friend in 2008, having been off the road with an automatic gearbox fault since 1994. The vendor is the managing director of a large garage business that includes a body shop, where most of the restoration was carried out. Works undertaken included replacing the inner/outer sills and chassis outriggers; a bare metal re-spray; fitting new suspension bushes; and a braking system overhaul. The original automatic transmission was swapped for a manual gearbox during the restoration using parts supplied by Conversion Components in New Zealand.

Other modifications include up-rated REOPUS electronic ignition, up-rated air conditioning, and a modified brake master cylinder with integral servo. The rebuild was completed in 2011 and the Aston is described by the vendor as in generally very good condition. Contained within a history file, accompanying documentation consists of sundry invoices and expired MoT certificates; a quantity of restoration photographs; DVLA list of owners and copy V5s; copy build sheet; current MoT; V5C registration documents; and an Aston Martin Heritage Trust Certificate. An original workshop manual and parts manual are included in the sale.

£50,000 - 70,000

€64,000 - 89,000

203

**1993 ASTON MARTIN VIRAGE VOLANTE
6.3-LITRE 'WORKS SPECIAL'**

Registration no. H5 TRO

Chassis no. SCFDAM2CXPBR60083

- One owner from new
- Converted to '6.3' specification by Aston Martin in 1995
- Circa 26,000 miles from new
- Full service history





'The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles.' - *Fast Lane*.

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 gearbox continued to be available as an option.

Ahead of its forthcoming twin-supercharged Vantage, Aston Martin offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage and Virage Volante that had been developed by RS Williams. When first released, the '6.3' produced 456bhp at 6,000rpm and 460lb/ft of torque. The resulting performance gains - 0-60mph in 5.5 seconds and a top speed of up to 174mph (depending on the axle ratio) - required serious chassis modifications, the '6.3' boasting sports suspension, 18"-diameter alloy wheels shod with Goodyear 285/45ZR18 tyres, and double vented and cross-drilled 14" front disc brakes. Outwardly the '6.3' in its 'wide body' configuration was distinguishable by flared wheel arches and new front, side and rear valances.

Chassis number '60083' was ordered new in May 1993 by the late owner, who had visited the Newport Pagnell factory to finalise its specification.

Aston Martin Sales Limited's letter on file records the specification as follows: Gladiator Red exterior, black hide interior with matching piping, grey Alcatara headlining, black mohair hood, grey carpets edged in matching hide, driver's side air bag, front seat headrest pads, fog lights in spoiler, and a boot lid spoiler. The original purchase price was £147,862.

Some two years later, the owner revisited Newport Pagnell to discuss upgrading the Virage to 6.3 litre specification. In a letter on file, Aston Martin Lagonda Limited confirm the following works to be carried out in combination with the capacity increase: installing a large bore exhaust, revising the front and rear suspension, installing an up-rated braking system, fitting 18" road wheels and tyres, flaring the wheel arches, installing traction control, and modifying the automatic gearbox and its cooling system. In addition, the Virage was to receive the distinctive Vantage front and rear body panels, front spoiler and bonnet, etc. Dated June 1995 (at 3,800 miles), the related bill is for £111,000.

'H5 TRO' also comes with its original service booklet, which has been stamped by Aston Martin Works Service nine times up to 2001 (at 7,818 miles). Subsequent stamps record servicing by Trinity Engineering, AM Works, Harwoods and, finally, Chicane Classics in July 2012 (at 22,363 miles). The current odometer reading is circa 26,000 miles. Offered with a V5C document and MoT to 31st October 2016, 'H5 TRO' represents an opportunity for the Aston Martin collector to acquire a rare (believed to be one of three in this specification) high-performance variant of an already exclusive model, benefiting from fastidious, single-owner stewardship from new.

£80,000 - 120,000
€100,000 - 150,000

204

1972 ASTON MARTIN DBS V8 SPORTS SALOON

Registration no. NAX 38
Chassis no. DBSV8/10331/RC

- Automatic transmission
- Recent extensive refurbishment
- Rebuilt engine
- Original colour scheme





Styled in-house by Bill Towns and introduced at the 1967 London Motor Show, the DBS was the last Aston Martin introduced during the 'David Brown' era. An aluminium bodied four-seater, the newcomer 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.

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.

This particular DBS V8 was first registered in November 1972 and has had six previous owners from new, with the preceding owner selling the car after 19 years of ownership due to advancing years and declining health. The registration was changed in 1986 from 'PLN 192L' to the desirable private plate 'NAX 38', which remains with the car and is included in the sale.

'NAX 38' has undergone a complete 'last nut and bolt' restoration, with arguably every detail being restored to its original factory specification. According to the factory build records, this car's original colour scheme was Pacific Blue with fawn interior trim. It has been returned to this combination, the interior being completely re-trimmed in the correct fawn leather and all the carpets replaced with the original Wilton weave. The body, brakes and engine have all been rebuilt by an Aston Martin specialist.

An automatic transmission model, 'NAX 38' comes with history dating back to 1998 and many old MoT certificates dating back to 1979 when the recorded mileage was circa 57,000. The last MoT expired in July 2007, and the car has been off the road until very recently. The current odometer reading is circa 73,000 miles indicating that this majestic car has covered only some 16,000 miles in 36 years.

A recent £28,000 engine rebuild has brought the engine back to good health. Works undertaken include fully overhauling the original fuel injection pump; converting the cylinder heads to unleaded compatibility; and an Aston Martin-sanctioned upgrade to 5.6 litres, the latter permitting the use of lighter, off-the-shelf pistons. As a result, the engine now produces a maximum of 342bhp and 399lb/ft of torque, which is as good as, if not better than, when it left the factory (see dynamometer printout on file).

Other noteworthy features include a re-covered dashboard; new windscreen; new door and window seals throughout; refurbished wheels; stainless steel bumpers, new Avon ACR3 tyres to original factory specification; fully refurbished seatbelts; upgraded stereo; new headlights; and new stainless steel exhaust parts. A portfolio of photographs recording the complete restoration process is available.

MoT'd until August 2016 and ready to drive away, this classic Aston Martin is sure to gain an enthusiastic and appreciative audience wherever it goes.

£110,000 - 140,000
€140,000 - 180,000

205

1968 ASTON MARTIN DB6 SPORTS SALOON

Registration no. ANK 184G

Chassis no. DB6/3471/R

- *Last-of-the-line model*
- *Automatic transmission*
- *Present ownership for 22 years*
- *Restored circa 1994-1995*





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 ¾" longer than before, resulting in an extensive re-style 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 was sold directly from the factory to Mr Charles E Robert of Morningside, Transvaal, South Africa, residing in that country for many years before returning to the UK in 1994. The accompanying copy guarantee form records that '3471/R' was manufactured with Borg Warner automatic transmission and originally finished in Aquamarine with black Connolly leather interior. Non-standard equipment fitted by the factory comprised power assisted steering, chrome road wheels, heated rear screen, three-ear hubcaps, safety belts, and a power operated aerial. The car was registered in the UK as 'TLK 105G' before being exported to South Africa.

The Aston has been owned by the current vendor since its return to the UK in 1994, and was restored shortly after its arrival in this country (circa 1994-1995). Re-sprayed Silver Birch (from white) in 2004, the car is said to be in good condition mechanically - the engine running well and displaying good oil pressure, and the transmission working properly - while the body and brightwork would benefit from some relatively minor cosmetic improvements. The red leather interior has been partially re-trimmed, the rear seat squab being new and the front seats re-upholstered. A stainless steel exhaust system was fitted in 2015. Accompanying documentation consists of a V5 registration document, current MoT certificate, and the aforementioned copy guarantee form.

£195,000 - 250,000
€250,000 - 320,000

206

**1965 ASTON MARTIN DB5 VANTAGE
SPORTS SALOON**

Registration no. DJF 777C
Chassis no. DB5/2084/R

- *One of 65 Vantage-engined DB5s*
- *Four owners from new*
- *Present ownership since 1973*
- *Outstandingly original*





Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. 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 co-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 supporting framework of light-gauge steel tubes.

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 also the first of the DB models to employ the entirely new 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. He had designed tanks during WW2 and had arrived at Newport Pagnell from Austin. An all-alloy, twin-overhead-camshaft six like its predecessor, Marek's 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.

Five (unofficially designated) 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 pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 65 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.

One of the minority originally built with the Vantage engine, '2084/R' was first owned by one J F Mitchell, believed to be the proprietor of a footwear company in Northampton. The car subsequently passed to his wife, and from her to the third owner, John Belcher of Nuneaton, who sold it to the current vendor in 1973. The current owner, a former mechanical engineer, has cherished his Aston for the last 43 years, doing most of the required mechanical work himself in his well-equipped workshop. Always dry stored and started and run regularly, the car has been off the road since 2006.

'2084/R' retains its original Moss Green paintwork, black leather upholstery, and green carpets; it was fitted with an Aston Martin stainless steel exhaust system recently and is described as in generally good condition mechanically, though the paintwork is capable of cosmetic improvement. The current odometer reading is 401 miles, representing an actual 100,401 miles from new. A wonderful opportunity to acquire an Aston Martin DB5 in the most sought after Vantage specification, preserved in outstandingly original condition.

£450,000 - 550,000
£580,000 - 710,000



207

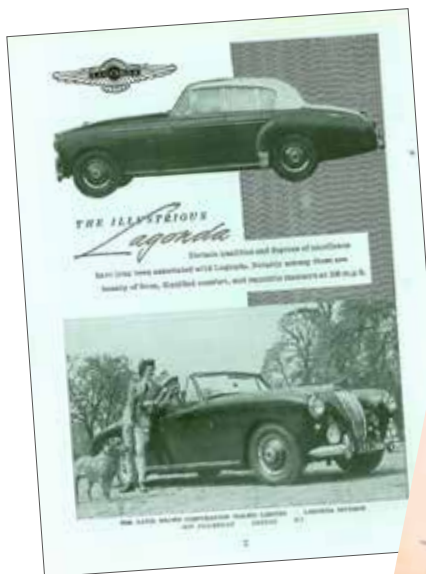
1955 LAGONDA 3-LITRE DROPHEAD COUPÉ

Coachwork by Tickford

Registration no. 131 DMM

Chassis no. LB/290/1/89

- Used by Juan Manuel Fangio during 1955 and 1956
- Rare drophead coupé model
- Well documented
- Offered for restoration



Period advertisements including '131 DMM'

The great Juan Manuel Fangio was loaned '131 DMM' by Lagonda for the 1955/6 European Grand Prix Season



Chassis number 'LB/290/1/89' was retained by Lagonda Ltd as agent and loaned to Charles Follett, when available, for use as a demonstrator at the dealership's London showroom in Berkeley Street. The car remained the property of Lagonda Ltd until September 1956 when it was sold to a Mrs Noble Lownes of Upper Warlingham, Surrey. In the intervening period the Lagonda, registration '131 DMM', had featured in various advertisements in the motoring press, and had been on loan for the 1955 and 1956 seasons to reigning Formula 1 World Champion, Juan Manuel Fangio. Fangio was pictured with '131 DMM' in *'The Lagonda'* magazine together with Stirling Moss, who posed with his Lagonda 3-Litre saloon (see file). The photograph of Fangio (incorrectly captioned 'Luis') is believed to have been taken at the 1955 British Grand Prix at Aintree.

The accompanying (copy) build sheet records the original colour scheme as Bristol Red with blue Connolly hide interior and matching convertible hood. '131 DMM' was also fitted from new with a David Brown four-speed gearbox with floor change (rather than the usual column change), a feature that was standard on the Mark 2 cars. Only one item of non-standard equipment is listed: modified servo assisted brakes. Servicing is recorded in detail up to December 1964, the numerous bodywork repairs undertaken during 1955 and 1956 testifying to Fangio's bravura driving style.

From 1965 onwards the Lagonda was owned by Mr Michael Audergon of Woldingham, Surrey, who was followed (from July 1985) by Conor Norton Ltd of London SW16. Next registered owner Q-Park Ltd of Leeds and Croydon acquired the car in July 2007, apparently in lieu of unpaid parking charges. A short piece in *'Classic & Sports Car'* magazine in 2008 showed the Lagonda in a Croydon parking lot where it had sat for some time. Later that same year Q-Park sold the car to Mr David Woodward of Glossop. The current owner purchased the car in November 2012.

Since the Lagonda's acquisition, the cylinder head has been rebuilt and converted to accept unleaded fuel. Otherwise as purchased, '131 DMM' is offered for restoration and sold strictly as viewed. The interior retains its original Connolly leather and walnut embellishment, while the hood opens and closes as it should.

Offered with a history file and V5C registration document, '131 DMM' represents a wonderful opportunity to acquire one of these exclusive and luxurious Lagondas, possessing the added cachet of association with one of the greatest racing drivers of all time.

£25,000 - 35,000
€32,000 - 44,000

208

**1954 ASTON MARTIN DB2/4 'MARK I' 3.0-LITRE
DROPHHEAD COUPÉ**

Registration no. ESN 667

Chassis no. LML/816

- *Delivered new to Scotland*
- *One of circa 102 DB2/4 dropheads*
- *Well documented ownership*
- *Recent extensive mechanical rebuild*





Delivered on 9th October 1954, this rare DB2/4 drophead was first owned by one Alan McFarlane of Helensburgh, Dumbartonshire. The accompanying copy guarantee form lists the original colour scheme as Deep Carriage green with beige Connolly leather interior trim, and records replacement of the rear axle, gearbox and cylinder block. Two additional owners are recorded: J G Burgess of Swansea, and I Silverstone of Bentworth, Hampshire.

In January 1982 the Aston passed into the ownership of Edgar Simons of Crossway Green, Stourport on Severn, Worcestershire, and on 24th August 1987 was sold to James Tatum of Stanton, Broadway, Worcestershire. The current vendor acquired 'ESN 667' on 3rd August 1993 from Nigel Dawes of Malvern, Worcestershire, acting as agent for James Tatum - it was a birthday gift from his wife. In 1995, the DB was driven across France to celebrate the Aston Martin Owners Club's Diamond Jubilee, completing four parade laps of the Le Mans circuit in advance of the 24 Hours Race. In total, the vendor has driven his Aston Martin some 6,500 enjoyable miles over the course of the last 22 years.

A new soft top had been fitted prior to purchase by the present owner. In 1993 new chromium plated wheels from Motor Wheel Services of London were purchased by the vendor and fitted by Nigel Dawes. In 2001 the bonnet was stripped back to bare aluminium and re-sprayed in British Racing Green to match the rest of the car.

During a service by Cox's Cars of Pershore, Worcestershire in March 2013, water was noticed in the engine oil, and the Aston was transported to Graham Millard's workshop in Stroud, Gloucestershire for inspection. The engine was sent to Timothy J Stamper in Penrith, Cumbria, where x-ray examination revealed a crack in the cylinder block. A new Aston Martin VB6J block was supplied by Vetus Engineering of Bridgewater, Somerset, and a new crankshaft purchased. Sigma Engineering of Gillingham, Dorset overhauled the cylinder head, and the engine was then re-assembled by Timothy J Stamper.

All the re-assembled components were shipped to Graham Millard, who rebuilt the car, including a new clutch plate, flywheel, and exhaust system. After completing 400 test miles, the Aston was returned to its owner in November 2015 and has not been used since then. Bills on file for the aforementioned works total some £40,000. All replaced parts, including the five original wire wheels and the cracked cylinder block, are included in the sale. Currently MoT'd, 'ESN 667' represents an exciting opportunity to acquire a rare and highly desirable soft-top Aston Martin, fresh from extensive mechanical refurbishment.

£200,000 - 250,000

£250,000 - 320,000

1963 ASTON MARTIN DB4 'SERIES 5' VANTAGE CONVERTIBLE

Registration no. YJR 870

Chassis no. DB4C/1166/R

- One of 70 DB4 convertibles made
- One of only five RHD Series V cars with the Vantage engine
- Only two owners since 1984
- Continuously maintained for the last 32 years
- Extensive service records



'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 announced.





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 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 2, 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.

One of the most notable developments had arrived with the introduction of the 'Series 4' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit.

Coincidentally with the Series 4's introduction, the DB4 became available in convertible form. Unveiled at the 1961 Motor Show and priced at £4,449, it was £250 more expensive than the coupé. Passenger space was little changed, though there was more headroom than the coupé could offer. 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.



The car offered here, chassis number 'DB4C/1166/R', is one of only five right-hand drive Series 5 DB4 Convertibles produced with the 'Special Series' or 'Vantage' engine, and thus is one of the rarest of the rare. For the last 30-plus years it has been continuously maintained by recognised Aston Martin specialists, with full service records dating back to 1984.

The accompanying copy guarantee form shows that '1166' was sold new in April 1963 via the agent Mill Garages (Sunderland) Ltd and first owned by A G P Ramsay Esq of Roecliffe Lodge, Corbridge, Northumberland. Its first registration number was 'NGR 10' and the form lists the Special Series engine, an oil cooler, and Irvin safety belts as items of non-standard equipment fitted. The original colour scheme was Midnight Blue with dark blue Connolly leather trim. Various service works are recorded, the last entry being dated 6th January 1964 (at 18,576 miles).







The registration had changed to 'YJR 870' by the time the Aston was purchased in 1984 by Mr Donald Edward Lincoln, who kept the car for 26 years before selling it to the current owner in 2010. From 1984 to 1992, the DB4 was maintained by marque specialists Aston Service Dorset, from 1992-1998 by Rikki Cann, and from 1999 onwards by the highly respected Aston Martin specialists Trinity Engineering (previously Bastion Engineering) in Surrey. The most extensive service records and invoices (close inspection recommended) reflect a history of no-expense-spared maintenance together with regular cosmetic and mechanical replacements and improvements.

Cosmetic improvements and mechanical servicing undertaken since 2009 total some £60,000. The most recent invoice (issued by Trinity Engineering in March 2016) is for general servicing, a thorough check over, and extensive refurbishment undertaken to ensure that this DB4 is in optimum condition prior to sale. The extensive historical records include tax discs dating back to 1979 and MoT certificates dating back to 1976 when '1166' had covered 40,448 miles. When the 2015 MoT certificate was issued in 2015 the mileage reading was 45,636, reflecting sparing yet regular use since 1976. The car will be freshly MoT'd prior to sale.

For the last six years, the car has been owned by a dedicated Aston Martin enthusiast; it has been driven sparingly, regularly maintained, and stored in his collection's climate controlled and heated specialist motor house. The Aston has been driven regularly to the Goodwood Revival event, where it has been much admired, and comes in its original colour combination of Midnight Blue with dark blue upholstery and carpets. Overall, this car is presented in superb condition both mechanically and bodily.

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.

£1,100,000 - 1,400,000
£1,400,000 - 1,800,000

1960 ASTON MARTIN DB4 'SERIES 2' SPORTS SALOON

Registration no. AST 100

Chassis no. DB4/323/R

- Landmark Aston Martin model
- Restored 1990 onwards
- Present ownership since 1992
- Power assisted steering
- Overdrive transmission



'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 '323/R' was sold new via St Helier Garage and first owned by one W D W Knight of Grouville, Jersey, Channel Islands. The accompanying copy order form also reveals that its original colour scheme was Sea Green with matching Connolly hide interior, while fully chromed road wheels are the only items of non-standard equipment listed.

The DB4 subsequently formed part of the famous Bobby McIntyre collection of classic vehicles at Sorn Castle in Ayrshire, which was dispersed at auction in 1988. In 1989 it was acquired by the previous owner, who commenced a full 'chassis upwards' restoration. This restoration included fitting Cobra-pattern 15" wheels shod with radial tyres; stainless steel foot well sections; and stainless steel brake calliper pistons.

The present owner, an enthusiastic AMOC member, bought the Aston in June 1992, since when he has used the car on a regular basis while undertaking further upgrades to improve safety, comfort, reliability and driving pleasure. All works since acquisition have been carried out by the highly respected marque specialists Chris Shenton Engineering. The engine was rebuilt and the interior re-trimmed (both in 1989) while more recent works include fitting electric power steering (2007), rebuilding the rear axle (2009) and overhauling the transmission: new clutch, flywheel, gearbox lay shaft, propshaft, universal joints and electric overdrive (all in 2011).

Other noteworthy features include a full stainless steel twin exhaust system (2012), Vredestein Classic tyres (November 2013), modern starter motor (2014), electronic ignition, and an aluminium radiator.

Enhancements fitted by the present owner, in addition to those already listed, include Britax seat belts; Lucas fog lamps; front and rear bumper over-riders; an extra inline fuel filter between tank and pump; on/off tap incorporated in the fuel line; stainless steel battery carrier; high output marine fan to replace original heater fan; additional battery isolator switch with removable key (a useful security device); and precious-metal spark plugs.

The owner advises us that this car is reliable and a pleasure to drive; indeed, he and his wife completed many classic-car tours in their Aston between 1999 and 2015, both in the UK and abroad, all without problems (itineraries and tour plates available). Well cared for and sensibly upgraded, this handsome Aston Martin DB4 also comes with restoration invoices and photographs, a V5C registration document and fresh MoT. Purchased at great expense by the vendor, the most appropriate registration 'AST 100' - well known in AMOC circles - is included in the sale.

£350,000 - 385,000
€440,000 - 490,000



211

**1972 ASTON MARTIN V8 'SERIES 2'
SPORTS SALOON**

Registration no. UJW 839L
Chassis no. V8/10568RCA

- Automatic transmission
- Fully restored with no expense spared (2007-2015)
- Fully documented





In the vendor's possession since May 2005, this Series 2 V8 was in need of extensive refurbishment when acquired, having been off the road since 1989. The car was complete and engine ran; equally importantly, it came with history files recording almost every job done and part purchased since the early 1980s. It was obvious that its previous owners had spared no expense until the Aston became too expensive to maintain.

Intending never to sell the car, the owner wanted not only to return it to former glory but also introduce a few modern upgrades to make it more driveable and reliable. With this in mind a new wiring loom was designed and made by Cablescon (suppliers to Formula 1) and many inefficient old components were replaced with superior modern equivalents including electronic ignition, up-rated alternator, high-powered started motor, heated front seats, and LED dashboard illumination. High quality wiring has been installed to suit door-mounted speakers and a boot-mounted stereo amplifier, leaving the fortunate next owner to fit the components of their choice.

Over a 12-month period the engine was completely rebuilt from scratch by Oselli to the highest standard, using all the original casings, block, etc at a cost of £16,000. The chassis required over 200 hours of welding on a purpose made jig, and many new body panels were crafted from sheet metal by a highly skilled panel maker using technical drawings and photographs supplied by Aston Martin. A modern Raptorskin treatment was applied to the body structure to ensure that rust would never be an issue again, while channels and apertures were created in problem areas to allow water to run away and not remain in situ. In addition, every mechanical component including the differential, gearbox, axles, brake callipers, etc has been repaired, replaced or upgraded.

Noteworthy features include polyurethane suspension bushes (later replaced by rubber as advised by AML), handling kit, re-cored radiator, Kenlowe fan, Dynamat sound insulation, Scorpion vehicle tracker, new ventilated brake discs/pads, central locking, and an electric aerial. Marque specialists Nicholas Mee and RS Williams supplied most of the parts.

An Art Director, the owner commissioned his own metallic blue paint colour and hand-stitched Boyriven fawn leather interior, and changed the original black vinyl roof lining and dash top to black Alcantara. The black carpets are all Wilton, and new seatbelt webbing has been used, retaining the original clips and fastenings. The exterior trim has been fully refurbished with all new rubber seals and weather strips, and the brightwork re-chromed all round, including the bumpers and window/door edging. The owner has also replaced the original GKN alloy wheels and changed the hubs to accommodate the more aesthetically pleasing BBS alloys, which are shod with Avon tyres. In January 2016 the oil was changed (using highest quality fully synthetic) after completing six months/2,000 miles of running in.

In addition to the aforementioned bills from the 1980s, 'UJW 839L' comes with every single invoice relating to its recent restoration, the latter totalling around £125,000, together with a portfolio of photographs and a video recording the restoration process. Offered with a V5C document and MoT valid until July 2016, this car represents a wonderful opportunity to acquire a freshly restored Aston Martin V8 for considerably less than its combined purchase and rebuild costs.

£100,000 - 120,000
€130,000 - 150,000

212

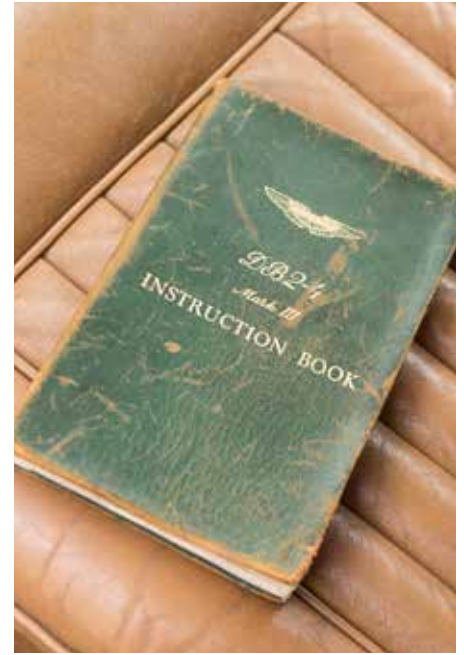
**1959 ASTON MARTIN DB MARK III
FIXED-HEAD COUPÉ**

Coachwork by Tickford

Registration no. 340 LPE
Chassis no. AM300/3/1848

- *One of only five fixed-head coupés*
- *'Special Series' engine*
- *Present ownership for circa 45 years*
- *50,056 miles from new*





Between March 1957 and July 1959, Aston Martin manufactured 551 DB Mark IIIs, mainly saloons, 55% of which were exported. Of that total, 84 were drophead coupés and only five were completed with fixed-head coupé bodies, making the DB Mark III FHC one of the rarest of post-war Aston Martins.

Two years after the introduction of the DB2/4 Mark II came the DB Mark III - the '2/4' suffix being dropped. 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 3.0-litre 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 Mark III was faster than any of its predecessors with a top speed of 120mph. If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburettors and produced 180bhp or 195 horsepower with the twin exhausts. This engine was fitted to 47 cars.



The DB Mark III is also notable as the first Aston Martin to feature in a 'James Bond' novel, being driven by '007' in *Goldfinger*. It was also the last Aston Martin produced with the W O Bentley-designed six-cylinder engine.

Its accompanying copy guarantee form shows that '1848' left the factory fitted with one of the later 'Special Series' engines, number 'DB/D/1746', and the twin exhaust system. The original colour scheme is given as Pacific Blue with off-white Connolly leather trim. Supplied via Brooklands (HW Motors), the Aston was first owned by one Michael Briggs of London W2, who was followed by D Campbell of Salcombe, Devon and then Antocks Lairn Ltd of High Wycombe, Buckinghamshire.

A letter on file from Aston Martin Lagonda Limited, dated November 1970 and addressed to R Hughes Esq of Antocks Lairn, refers to the engine being rebuilt by the factory following a failure at the Horsfall Trophy Meeting at Silverstone, and this is confirmed by the service sheet as being carried out at 30,679 miles.

The Aston was purchased by the late owner shortly thereafter, and throughout the 1980s was maintained by Four Ashes Garage. In 2003 (at 47,000 miles) RR&B of Bromsgrove serviced the car, including a braking system overhaul, and that same year the headlining was replaced by Gary Wright. For most of 2000s the Aston has been SORN'd. Accompanying documentation consists of sundry servicing and maintenance receipts, some expired MoTs, a continuation logbook, a V5C document, and the aforementioned copy build sheet.

£220,000 - 260,000
€280,000 - 330,000

213
No lot



214 * N

**1961 ASTON MARTIN DB4 'SERIES 2'
SPORTS SALOON**

Registration no. not UK registered
Chassis no. DB4/566/L

- *Delivered new to the USA*
- *Left-hand drive*
- *Lost to the AMOC for many years*
- *Offered for restoration*





'Following in the classic tradition of close-coupled sports saloons, the 3.7-litre DB4 Aston Martin carries orthodox modernity to its highest levels. A luxurious two-seat salon which can carry four adults when necessary, it recorded almost 140mph as a two-way mean speed over the measured mile, yet we were able to record acceleration figures from 10mph in the same gear ratio.' - *The Motor*, 14th September 1960.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled DB4 established a look that would survive, with only minor revisions, until 1970. A new design by Tadek Marek, the DB4's all-alloy, twin-overhead-camshaft six-cylinder engine featured 'square' bore and stroke dimensions of 92mm for a displacement of 3,670cc and developed its maximum output of 240bhp at 5,500rpm.

The David Brown gearbox was a new four-speed all-synchromesh unit. An immensely strong platform-type chassis replaced the DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction which employed its own lightweight tubular structure to support the aluminium-alloy body panels. The DB2/4's trailing-link ifs gave way to unequal-length wishbones while at the rear the DB4 sported a well-located live axle equipped with Watts linkage location instead of its predecessor's Panhard rod.

The DB4's peerless credentials as a Grand Routière were summed up thus by *The Motor*: 'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.'



A precious 'lost' car found only recently, this ex-USA DB4 had been unknown to the Aston Martin Owners Club and Aston Martin Heritage Trust for several decades. A 'Series 2' model, chassis number '566/L' was completed in left-hand drive configuration and delivered new via the US importer J S Inskip to its first owner, one Frederick Willcox of Oenoke Ridge, New Canaan, Connecticut.

The accompanying copy guarantee form states that the car was originally finished in Desert White with black Connolly trim, and lists fully chromed road wheels, a heated rear screen, and a driver's side wing mirror as items of non-standard equipment fitted. Other noteworthy features included a Powr Lok limited-slip differential and a Motorola radio. Restored in recent times, 556/L is smartly presented in black with matching black trim and carpets.

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

£550,000 - 600,000

€710,000 - 770,000



215

**2000 ASTON MARTIN VANTAGE
V600 LE MANS COUPÉ**

Registration no. M13 EJW

Chassis no. SCFDAM2S6XBR70259

- One owner and 2,637 miles from new
- Number '9' of 40 Le Mans models built
- One of four built to 600bhp and six-speed manual gearbox specification
- Built to special order Includes original numbered and signed V8 Vantage Le Mans Booklet





'It's been just over ten years, yet still etched in my memory is the sound of the Vantage 600's rear Goodyears fizzing on wet roads in third or fourth gear. It never failed to get my full attention, and I was grateful for the supercharged V8's progressive delivery, the poise of the chassis and, in time, the gentleness and predictability with which those plump rear tyres succumbed to 600bhp and 600lb/ft.' — John Barker, *Evo* magazine, June 2009.

'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment. After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appear superficially similar few panels are shared, while beneath the skin the Vantage chassis boasts the kind of extensive re-engineering required to cope with the massive increase in performance. The latter comes courtesy of a blown version of Tad Marek's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response.

Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison. And for those who found 550bhp insufficient, there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes. Announced at the British Motor Show at the NEC, Birmingham in 1998, the V600 package added £43,000 to the price of the standard Vantage.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph, and although a true top speed figure proved unobtainable, the car was reported as having already recorded 191mph while on test in France.

In March 1999, Aston Martin announced that 40 special versions of the Vantage - the Vantage Le Mans - would be built to celebrate the factory's famous victory at the Le Mans 24-Hour Race in 1959 when Roy Salvadori and Carroll Shelby took the chequered flag first in 'DBR1/2'.



The basis of what was at that time the fastest Aston Martin ever was the standard Vantage, and the Le Mans version could be ordered with either the stock 550bhp or enhanced 600bhp engines. Although at a glance outwardly similar to the latter, the Le Mans could be distinguished by its front wing side vents - recalling those of the DBR1 racer - ducted bonnet, 'nostril' front grille and improved high-downforce air dam, while at the rear the spoiler was revised to incorporate the high-intensity reversing lights. The Le Mans received unique five-spoke magnesium alloy wheels. While beneath the skin its chassis boasted the kind of extensive upgrading, in the form of the 'Driving Dynamics' package, required to cope with the massive increase in performance that the Vantage gained over its Virage progenitor.

On the road, its potential performance was equally staggering: 0-100km/h (62mph) being achievable in 3.9 seconds while a top speed in excess of 320km/h (200mph) was possible. The Le Mans interior too was specially reconfigured in the sporting idiom, boasting perforated competition-style pedals, an oversize tachometer, aluminum gear lever knob, 'button' starter and brushed metal paneling instead of the wood veneers, while the Wilton carpeting featured embossed 'Aston Martin' emblems. Of the 40 Le Mans made, 15 were right-hand drive, 22 were left-hand drive and three were converted from right- to left-hand drive. The 600bhp engine was fitted to 30 examples.

This limited edition, right-hand drive Vantage Le Mans - number '9' of the 40 made - was delivered new to the current owner equipped with many extras including the factory's V600 package and the close-ratio six-speed manual gearbox, making this car one of only four built to that specification. Importantly, its green exterior colour (RM 5235A) is unique to this car, having been specially formulated to the vendor's specification. The specification also includes full leather seats, burr elm wood veneer (in place of the alloy finish) and a burr elm gear lever knob. Terry Durston was requested to build the engine.

Always maintained by Aston Martin Works, '9' will have been serviced by them immediately prior to sale; it has covered only 2,637 miles from new and is presented in commensurately excellent condition. The car also comes with its tool kit, all the original instruction books, the original invoice, and documents from the factory including the numbered V8 Vantage Le Mans booklet signed by Roy Salvadori and Carroll Shelby.

One of the last, hand built Newport Pagnell cars, this V600 is unique among the 40 Le Mans models built. It remains one of the most powerful cars Aston Martin has ever produced and is highly collectible.

£320,000 - 420,000
€410,000 - 530,000



216

**1988 ASTON MARTIN VANTAGE
PROTOTYPE COUPÉ DP2055/1**

Registration no. H217 JKX

Chassis no. 2055/1

- One of three surviving Vantage prototypes
- 21,523 miles recorded
- Offered with UK V5C registration document



'DP2034/3', the Virage prototype at the International Motor Show held at the NEC, Birmingham in October 1992
© AMHT



'Virrage' on test at MIRA
© AMHT



'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1992, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment. After almost 20 years in production, Aston's well-liked V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar few panels were shared, and beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison and the ZF manual gearbox's six-speeds an un-necessary luxury.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph, and although a true top speed figure proved unobtainable, the car was reported as having already recorded 191mph while on test in France.

This very special car is a prototype of the Vantage. A vitally important model for Aston Martin, the Vantage was first shown to the public at the International Motor Show held at the NEC, Birmingham in October 1992. With chassis number 'DP2055/1' (the first two letters stand for 'Development Project') this is the first of the five prototypes built.

This car's history goes back to an earlier chassis: 'DP2034/3', a Virage prototype that had been displayed on the Aston Martin stand's turntable at the 1988 NEC Motor Show where the model was introduced. Although the exterior of this prototype remained mostly the same, it received new headlights and a different front spoiler, while the engine, suspension, and brakes were replaced by Vantage parts. This car was nicknamed 'Virtage' - the result of putting Virage and Vantage together. After a good many test kilometres, the car was stored at Aston Martin Works and ended up at an Aston Martin dealership a couple of years later. It was there that the bodywork was updated with Vantage panels. Even today, 24 years after the Virtage's debut, the special dashboard equipped with instruments required by the test driver has remained untouched. The current odometer reading is 21,523 miles.

Three of the five Vantage prototypes built have survived; numbers 'DP2055/3' and 'DP2055/4' were used for mandatory crash tests and were destroyed. It was to be expected that the same fate lay in store for the 'DP2055/1' but happily things turned out quite differently.

£200,000 - 250,000
£260,000 - 320,000

217 N

1972 ASTON MARTIN V8 'SERIES 2' SPORTS SALOON

Registration no. not UK registered
Chassis no. DBSV8/10569/LCA

- *Delivered new to Germany*
- *Left-hand drive*
- *Automatic transmission*
- *Circa 73,000 kilometres recorded*





Arguably the most elegant of all 'single headlight' Aston Martin V8s, the first version (generally known as the Series 2) retained many details of the original four-headlight DBS V8: chrome instrument bezels and switch gear, chrome headlight surrounds, lower bonnet scoop, and no side lamps. For some 'left-hand drive' export markets – at least Germany – the chassis number kept the 'DBS' prefix to avoid having to homologate the Series 2 as a completely new model. All early cars had 'DBS V8' side vent badges. Only 289 examples were made between April 1972 and July 1973, of which 32 were left-hand drive. With an estimated 320bhp on tap, these Bosch fuel-injected cars were also the most powerful of all standard V8s, only bettered by the V8 Vantage introduced in 1977.

'10569' is perhaps the best known of all the Series 2 cars, featuring in the widely sold tri-lingual book *'Aston Martin'* by Schlegelmilch and Lehbrink, published by Ullmann and already on its third edition. The same pictures were used in at least one other publication from the same publisher: *'British Sports Cars'* (2008).

Presented in the original and desirable colour combination of Ascot Silver with black Connolly leather and matching Wilton carpeting, '10569' was originally delivered by the German importer Mertz & Pabst and has a well known history in Germany and Finland. The longest term owner from the early 1980s to late 1990s was one of the founder members of the Aston Martin Owners' Club Section Germany, and the car took part in many national events as documented in several photographs.

The V8 was imported into Finland in 2001, and was registered as 'AMV-8'. Active participation in classic car events continued in Finland, including the British Cars Meet, Classic Sportscar Concours d'Élégance (3rd prize in fixed-head class) and several events associated with the premiere of the 'James Bond' movie *'Die Another Day'* in 2002. In co-operation with the British Embassy, this Aston Martin was displayed at HM Ambassador's 'VIP 007' party, held at the lounge of the Bristol movie theatre for a special guest preview. '10569' is also mentioned in the AMOC Register Volume One chapter *'Significant Cars'* (page 219).

Comprehensive and documented works carried out between 2001 and 2003 included a full cylinder head rebuild and ignition upgrade to the Lucas system fitted in later cars. In 2003 '10569' was sold to a collector, who left the car unused from 2003 to 2014. Following an ownership change, the Aston was comprehensively re-commissioned in the summer of 2014 by classic car specialists Triangle Motor Company, which included flushing the fuel tank, changing all liquids, and a full tune-up. We are advised that the original air conditioning is fully functional.

This Aston Martin V8 can only be described as highly original and unmolested, the only change from original specification being a Kenwood CD receiver with concealed display (as fitted in early DB7 Vantages) and additional door speakers. Running and driving well, this car needs only a new caring owner who will use it as the manufacturer intended.

£100,000 - 120,000
€130,000 - 150,000

218

**1959 ASTON MARTIN DB MARK III
SPORTS SALOON**

Registration no. WLC 430
Chassis no. AM/300/1789

- *Beautifully presented with tasteful cosmetic competition upgrades*
- *Final evolution of the DB2*
- *Sympathetically restored example*
- *Eligible for world-class rallies and driving events*





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 the earliest applications of this now-ubiquitous styling device.

Two years after the introduction of the mildly restyled DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were produced between March 1957 and July 1959, some 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 3.0-litre engine benefited from an extensive redesign by Tadek Marek and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. A maximum output of 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 became 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.

Its accompanying copy order form reveals that chassis number '1789' was delivered new via Aston Martin agents Brooklands Motors and first owned by the Arnhem Timber Co Ltd of Moorgate, London EC2. The colour scheme is recorded as Snow Shadow, which now has a black leather interior, and the car came equipped with disc front brakes, Alfin rear drums and an overdrive unit. It is also fitted with the optional twin outlet exhaust system.

Previously owned by an AMOC member in the UK, 'WLC 430' was purchased from a Mr Chris Drake in London in 1995, and resided until 2013 in Belgium with the previous owner, when it was purchased by the current owner; an avid enthusiast with a prominent collection of sports and racing cars. We are advised that the DB MkIII was restored in the UK by marque specialists JMB Services in 2008, the work including renovation of the bodywork, mechanicals and engine. Since then, the Aston Martin has been serviced and maintained, and recently had the steering box refurbished. A classic Sports Saloon for tours or driving events, this fine DB MkIII is accompanied by sundry restoration invoices and copy of the factory built sheets.

£150,000 - 190,000
£190,000 - 240,000

1968 ASTON MARTIN DB6 VOLANTE

Registration no. VLW 951G

Chassis no. DBVC/3707/R

- One of the rarest of post-war Aston Martins
- The first ever 'Volante' model
- ZF four-speed automatic transmission
- Extensively refurbished



'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.

Increased rear-seat space had been the prime DB6 objective, so the wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly greater roominess, 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. 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 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 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.

One of 140 'Mark 1' DB6 Volantes made, 'DBVC/3707/R' was supplied new in September 1968 via H R Owen Ltd to Michael Holt of Holt Productions Ltd, Croydon, Surrey. The accompanying copy guarantee form reveals that the car was delivered finished in Olive Green with Fawn Connolly leather interior, and that it left the factory equipped with Borg Warner automatic transmission, power assisted steering, chrome road wheels, three-ear hubcaps, power aerial, and two Sebring wing mirrors. The Aston was registered with the number 'VLW 951G', which it retains.

In July 1982 the car passed via a dealer to Michael Moss, the second known owner, and from him in July 1984 to San Raphael Sea Foods Ltd of Henley-on-Thames. Next owner John Lewis purchased the Aston in July 1985, and in September 2003 sold it to well known collector Henry Weitzmann of Rickmansworth. The current vendor acquired 'VLW 951G' in 2015 from a Mr Michael King of Keswick, Leeds, who had owned the car since 2008 when he bought it from Jane Weitzmann, Henry Weitzmann's widow (see email correspondence on file).

While in Henry Weitzmann's possession the Aston benefited from considerable expenditure on upgrading and refurbishment, including the purchase of a new ZF automatic transmission in May 2004 and a bare-metal bodywork restoration at Chiltern Aston Centre of Bovingdon in October of that same year. A couple of years later, in June 2006, Chiltern rebuilt the engine's top-end and carried out an extensive overhaul of the running gear.

'VLW 951G' will be offered for sale fresh from extensive renovation by marque specialists Trinity Engineering of Cobham, Surrey. Works undertaken include removing and overhauling the carburettors; a full engine tune; overhauling the suspension; fitting the manufacturer's up-rated brake servo kit; installing new Wilton carpeting; and replacing all five tyres with new radials. Other parts renewed include the water pump; crown wheel and pinion; front and rear hubs; and front wheel bearings.

Invoices for all of the aforementioned works are in the substantial history file together with a BMIHT Certificate, V5C document, current MoT certificate, and numerous other bills and assorted documents dating back to 1979, including a substantial quantity of expired MoTs. Finished in Old English Pewter with Magnolia leather interior, this pampered DB6 Volante is presented in beautiful condition. An original handbook is included in the sale.

£600,000 - 700,000
€760,000 - 890,000



1968 ASTON MARTIN DB6 SPORTS SALOON

Registration no. GCK 222F

Chassis no. DBVC/3368/R

- Automatic transmission
- Present ownership since 2004
- Well documented



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.

This automatic-transmission DB6 Volante was sold new in February 1968 via H R Owen to Spillers Ltd, the well known flour milling, bakery, and pet food company. Its accompanying copy order form shows that the car was originally finished in Dubonnet Rosso with natural Connolly hide interior trim.

The DB6 also came with just about every conceivable 'extra': power assisted steering, heated rear screen, chrome road wheels, 3-ear hubcaps, Motorola radio, power aerial, safety belts, two Sebring wing mirrors, Marchal fog lamps, and a 'GB' plate being among the items of non-standard equipment listed. The guarantee form also specifies automatic transmission of the DB5 type ('3368/R' has the column-mounted shift lever). The car's original registration mark was 'GCK 222F', which it retains.

Service records show that within a couple of years the DB6 had covered over 50,000 miles, and there are numerous invoices on file issued by Aston Martin Works Service during the 1970s and 1980s. Correspondence on file shows that by the end of the 1970s 'GCK 222F' was in the ownership of a Mr & Mrs Edwards of Bletchley, who had it repainted Windsor Red Metallic and re-trimmed in Magnolia by AML Ltd.

The Aston subsequently passed to a Mr Ian Pattison of Middlesbrough, and there are numerous service invoices on file issued by a local company, Falcon Engineering Services. Mr Pattison owned the DB6 from 1993 to March 2004 when it was acquired by the current vendor. While in the vendor's care the car has been repainted again, on this occasion to the current dark grey. Photographs relating to the re-spray are on file, and the Aston also comes with a current MoT certificate, a UK V5C registration document, and a quantity of expired MoTs dating back to the late 1970s.

£200,000 - 250,000
€250,000 - 320,000



221

**1987 ASTON MARTIN V8 VANTAGE
VOLANTE 'X-PACK'**

Registration no. E648 ERC
Chassis no. SCFCV81V2HTR15595

- *One of only 166 Vantage Volantes made*
- *Automatic transmission*
- *Maintained by recognised Aston Martin specialists*
- *Extensive history file*





'Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph.' - *Autocar*, 8 July 1971.

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 carburetors 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 genuine Aston Martin V8 Vantage Volante X-Pack, chassis number '15595' comes with copies of factory records showing that it was purchased from AM Sales on 25th September 1987 by Burton Group Plc (now Arcadia Group), whose headquarters was in London's Oxford Street. The original registration number was '88 RMH', and the Car Record Card has been annotated 'converted to auto in service'.



The accompanying history file contains not only the original and fully stamped service booklet, verifying the mileage of 72,740 miles from new, but also numerous invoices from recognised marque specialists including Ian Mason and Rikki Cann. The latter carried out extensive works while '15595' was with previous owner Lloyd Billing (from 2000 onwards), including bodywork repairs in 2002 and an engine rebuild (at 61,198 miles) in September 2003. There are also photographs on file of a bare-metal restoration. More recently, the car has benefited from the attentions of another renowned marque specialist, Desmond Smail, and comes with a copy of the latter's road test report dated February 2014. The current vendor purchased the Aston later that same year. Any maintenance works required since then have been carried by independent Aston Martin specialists Four Ashes Garage Ltd (bills on file).

Currently MoT'd and obviously well cared for, as evidenced by the extensive history file, the car is presented in its original colour combination of Cumberland Grey with blue-piped Mushroom leather interior, and is described by the vendor as in excellent condition all round. Offered with a UK V5C registration document.

£220,000 - 260,000
€280,000 - 330,000





222

The ex-Works Demonstrator and Angela Brown class-winning

**1953 ASTON MARTIN DB2/4 'MARK I'
DROPHEAD COUPÉ**

Registration no. 68 AMF

Chassis no. LML 558

- One of circa 102 drophead coupés built
- Works demonstrator and publicity vehicle
- In-period competition history
- Adaptable for historic rallying





'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. Equipped with latter, the DB2/4 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.

At least 102 drophead coupés were constructed on the DB2/4 chassis. The example offered here, chassis number 'LML/558', was used by Aston Martin Lagonda as a works demonstrator and for magazine advertising, displays and general public relations activities in the 1953-1955 period. There are numerous photographs on file of '68 AMF' taken by famous motoring and motor racing photographer Louis Klemantaski for AM marketing purposes, as well as other marketing materials and advertising brochures. Originally fitted with a 2.6-litre engine, the car was subsequently converted to 3.0 litres in late 1953/early 1954. At that time the car became a test mule for various carburettor set-ups (triple, twin and various other arrangements) as well as bodywork alterations including vents, slats, wheels, etc. In period, '68 AMF' ran on SUs, triple side-draught Solexes and Webers. It is currently fitted with a 3.0-litre engine 'VB6J/579' breathing through Weber carburettors.



As a works car, '68 AMF' was raced by Angela Abecassis (née Brown) - daughter of company owner, David Brown, and wife of racing driver George Abecassis - in club events in the UK in the 1954 and '55 period, achieving class wins at Oulton Park and Castle Combe. In 1957 the car was sold to a private buyer and later resurfaced in the ownership of the late and great Victor Gauntlett, one of Aston Martin's most charismatic former owners. '68 AMF' was restored by TT Workshops in the late 1980s when owned by Hamish Burton, who was a principal in G Force Racing and involved with ZYTEK Engineering.

The immediately preceding owner acquired the car in 1994 from Rory Stokes, a dealer on the south coast, and raced it periodically in the 1999-2003 period, achieving a number of 'Feltham' class wins, as detailed in the AMOC Register. This competition use took a toll on the car, and it was extensively restored between 2004 and 2006 by the respected Wren Classics (restoration photographs are on file). On completion, '68 AMF' was featured in the Discovery Channel's 2006 series about the then owner's Le Mans racing team.

The current owner - a serious Aston Martin enthusiast - purchased the DB2/4 at Bonhams' Aston Martin Works Service sale in 2008 (Lot 309), since when further mechanical works and enhancements have been undertaken.

Essentially, the car is much as it was when purchased in 2008. Rally seats and a roll bar were installed for historic rallies such as the Argentinian Mille Miglia, in which it participated in 2009. Earlier in the same year it was shown at Salon Privé, London. Since its return from Argentina it has been looked after by Wren Classics and lightly used. The original seats have now been reinstalled, and the rally seats and roll bar are included in the sale. Rally trip recorders are still in place in the cockpit.

An older restoration that still presents well, '68 AMF' is finished in Sea Green (its original colour) with similarly original pale beige interior and black hood (both black and pale beige hood bags are included). Its mechanical specification includes triple 38 DCO Weber carburettors; Turino (Borrani style) wheels with three-eared spinners; upgraded hubs/axles; Alfin-type brake drums; and a limited-slip differential. On a recent visit, the engine started readily, showing good readings, and sounding healthy.

This car has been featured in several books and (prior to restoration) had six pages of photographs devoted to it in a book on Feltham-built Astons. Rarely does such a famous and historic Aston Martin come to market.

£240,000 - 280,000
€300,000 - 360,000



223 N

**1959 ASTON MARTIN DB4 'SERIES 1'
SPORTS SALOON**

Registration no. not UK registered
Chassis no. DB4/147/R

- *The 47th DB4 made*
- *Present ownership since 1976*
- *Restored in 2014/2015*





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 2.

Chassis number '147/R' is the 47th DB4 produced. Its accompanying copy guarantee form states that the original purchaser was one J A Ogilvy Esq of Birstall, West Yorkshire, and lists the original colour scheme as grey with red Connolly hide interior trim. The guarantee form notes that the body was replaced in April 1960 following an accident. By this time the DB4 was being produced in 'Series 2' specification, hence the later body on this 'Series 1' car.

Only two additional owners are listed on the form: one D Munson and the current vendor, who acquired the car in 1976 and shipped it to his home in Toronto, Canada.



In very good condition at that time, the Aston was driven very little in Canada, perhaps a couple of dozen times over the next dozen years and not at all in the past 29 years. It then remained garaged in Toronto until last year. Though the engine remained sound, there was some deterioration of the body's few non-aluminium parts, and of the interior upholstery.

In late 2014, the vendor decided to have the DB4 completely restored and shipped it to South Africa to have the work done by two expert craftsmen: Nito Valentim for the engine and Tino Laranjeira for the bodywork, both of whom had previously restored several Aston Martins to a very high standard.

The car was stripped down completely, and every nut and bolt replaced as necessary. While the engine's compression was fine, it nevertheless was decided to rebuild it with new piston rings, etc. All the required parts for both the engine and body were sourced from Aston Service Dorset. The restoration bills are on file and there is also a DVD available recording the entire rebuild process.

Except for a few kilometres of test driving, the car has not been used since the restoration was completed in 2015 and remains in pristine condition, described by the vendor as 'like new'. It was imported into the UK last December and VAT has been paid.

£370,000 - 430,000
€470,000 - 550,000



224

**1966 ASTON MARTIN DB6 VANTAGE
SPORTS SALOON**

Registration no. NAN 941D
Chassis no. DB6/2594/R

- *Desirable Vantage high-performance model*
- *Automatic transmission from new*
- *Not touched for 25 years*
- *Offered for restoration*





'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 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, 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, chassis number 'DB6/2594/R' was ordered with Borg Warner automatic transmission, chrome road wheels, heated rear window, 3-ear hubcaps, and a power aerial.

The Aston was sold new via H R Owen to BSP Industries of Borehamwood, Hertfordshire and originally registered 'BSP 1'. Only one other owner is recorded on the copy guarantee form: one J A Moddy of Harpenden, Hertfordshire (change undated).

The deceased owner, Mr Graham Hill, purchased the DB6 through his company, H M Factors Motor Spares, the car being supplied by the local Aston Martin main dealer in Stoke-on-Trent, Jos Randles. Mr Hill cherished his Aston Martin, restricting its use to special occasions. An expired MoT issued in 1985 records the mileage as 14,100, while the current odometer reading is 15,707 miles. Unfortunately, this MoT certificate is only historical paperwork available.

Family commitments and house moves saw the Aston kept in storage, and tinkering with it became the owner's hobby. For the last 25 years it has not been touched, and it would be fair to say that the storage conditions - an open-fronted shed that left the car exposed to the elements - were less than ideal. Off the road for half its lifetime, this highly original DB6 Vantage is presented in 'time warp' condition, ripe for sympathetic restoration. Although 'NAN 941D' is well weathered, the late owner's family advise us that, as far as they are aware, the mileage total is genuine. Sold strictly as viewed, the car comes with an instruction manual and a V5C registration document.

£165,000 - 185,000
€210,000 - 240,000

225

1979 ASTON MARTIN V8 VANTAGE 'OSCAR INDIA' SPORTS SALOON

Registration no. CYW 980V
Chassis no. V8VOR 12186

- One of only 44 'Oscar India' Vantages produced
- Rare original black dashboard
- Circa 72,300 miles from new
- Extensive history file



'Only two other cars can approach the vantage's performance - the Porsche 3.3 Turbo and the Ferrari 512 Berlinetta Boxer. Certainly the Porsche is not as fast, and while we haven't tested the Ferrari in its latest form we doubt that it matches the Aston's pulverising performance: a maximum of 168mph, 0-60 in 5.2 seconds, 0-100mph in 11.9. It may be hard to believe, but the Aston feels even faster than these bare figures suggest...' - *Motor*.

Following its reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed production and development of its highly successful V8 in the spring of 1976. In January 1977 various engine modifications - known as the 'Stage 1' tune - were introduced on the Series 3 cars, which was followed soon afterwards by the adoption of black instruments.

A host of further improvements was to be incorporated in the forthcoming Series 4, scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'.

The most obvious differences were a restyled bonnet and boot-mounted spoiler, while the cabin received a redesigned dashboard and centre console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings.

From 1977, the Aston Martin V8 had been available in high-performance 'Vantage' specification, propelling it back into the supercar league. In Vantage tune the 5,340cc engine breathed through a quartet of 48mm Weber carburettors 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 375bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. 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. With the introduction of the Series 4 'Oscar India' standard saloon, the higher-performance Vantage version was similarly upgraded to 'Series 2' specification, the first production chassis, '12040', being delivered in October 1978.

V8 Vantage chassis number '12186' was sold new on 1st November 1979 via Aston Martin (Sales) Ltd to a Mr Glasberg, who kept the car until 1980 when it passed to Mr Peter Mead (of communications agency Abbott Mead Vickers). Servicing was carried out by the factory up to 1983 when the Aston was acquired by an investor, who registered it in the names of various companies. In 1987 '12186' was acquired by Mr Peter Wragg, who was followed by Mr Garry Branton (1988), Mr Paul Manning (1991), and Mr Colin Lashmar (1995). Servicing and maintenance was undertaken by various independent specialists including Marksdales Restorations, Somerset (sills and jacking points), Gary H Wright Coach Trimming, and Promech, London (mechanical works). The car also benefits from an unleaded cylinder head conversion by an Aston Engineering mechanic.

During Mr Lashmar's enthusiast ownership the Vantage entered various AMOC and other events, including the 'Festival of Aston Martin' at Windsor Castle in 2005, winning a number of concours awards (see Register). In 1999 the Aston was displayed at the International Classic Cars Show at the NEC, Birmingham, and that same year appeared on the BBC's 'Top Gear' show, a video recording of which accompanies the car.

The current vendor purchased the Vantage in October 2010, since when it has been professionally stored, covering only some 1,400 miles in the last 5½ years out of the circa 72,300 from new. An exceptionally original example finished in Jubilee Silver with grey leather interior - its original colour combination - '12186' comes complete with its original jack and owner's handbook, MoT to July 2016, V5C document, and a substantial history file of invoices, expired MoTs, etc. The provision of X-Pack camshafts is the only notified deviation from factory specification.

£200,000 - 250,000
£250,000 - 320,000

226 Ω N

2007 ASTON MARTIN VANQUISH S 2+2 COUPÉ

Registration no. not UK registered
Chassis no. SCFAC243J7B502483

- *Delivered new to Japan*
- *Left-hand drive*
- *Automatic transmission*
- *27,046 kilometres (circa 16,800 miles) recorded*



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 model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000 (approximately €219,000 at today's rate of exchange). The Vanquish is yet another 'James Bond' Aston Martin, having featured in 'Die Another Day' starring Pierce Brosnan as the eponymous secret agent.

Offered here is an example of the revamped Vanquish S that superseded the original version following its debut at the Paris Auto Show in 2004. Chief upgrade concerned the engine, which now produced 514bhp, an output good enough to make the Vanquish S a genuine 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S.

This left-hand drive Vanquish S was delivered new to Japan and is finished in black with matching leather interior. Described by the vendor as in generally very good condition, the car comes with partial Japanese service history a detailed listing of its generous specification (perusal recommended).

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

£90,000 - 110,000
€120,000 - 140,000

2000 ASTON MARTIN VANQUISH CUTAWAY

- *The only one made*
- *Displayed at the Vanquish launch event*
- *Featured in the original brochure*
- *Offered for sale by Aston Martin Works*



An entirely new Aston Martin for the 21st Century, the Vanquish made its motor show debut at Geneva in March 2001, with deliveries commencing a few months later. The V12-engined 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.

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 required, while ABS and traction control afforded maximum security in poor road conditions or 'on the limit'.

Given the Vanquish's state-of-the-art specification, it is not surprising that Aston Martin would wish to showcase this ground-breaking chassis technology in the form of a full-scale cutaway, that offered here being the only example built. The cutaway was on show during the Vanquish launch event at the Imagination Building, Store Street, London in early 2001, and has been displayed at Geneva and other motor shows. It also featured in publicity shots and the original brochure, and was used for dealer training at time of launch and subsequently for Heritage dealer training at Gaydon. The rest of the time the cutaway has been on display in the Reception area at Aston Martin Works, Newport Pagnell. A wonderful opportunity to acquire a unique piece of Aston Martin history that would not look out of place in a collection of modern art.

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

£30,000 - 40,000

€39,000 - 52,000

228 †

1998 ASTON MARTIN 'PROJECT VANTAGE' CONCEPT CAR

- *One-off factory prototype*
- *Built as a fully functional vehicle*
- *Offered for sale by the factory*
- *For display purposes only*



'The first sight of the successor to the Virage family came in January 1998 when Aston Martin unveiled a metallic green concept called Project Vantage at the New York International Auto Show.' - Andrew Noakes, *'Aston Martin - Model by Model'*.

Offered here is the very car that heralded Aston Martin's new direction for the 21st Century: Project Vantage. Propelling AML back onto the supercar stage, it was built as a one-off prototype, with 'no plans for production'. Reaction from the press and potential customers was enthusiastic, convincing Aston Martin that such a car represented the way forward.

Like many other previous Aston Martin prototypes, Project Vantage was fully engineered and quite capable of being run on the road or racetrack. Styled by Ian Callum, Project Vantage was strongly influenced by the DB7 (also his work) and Zagato's DB4 GT. The car featured a new 6.0-litre V12 engine with a claimed output of 450bhp, while the semi-automatic transmission's gear change was by means of a Formula 1-type paddle system - a first for Aston Martin.

Project Vantage's only public appearance in the UK was during 1998 at the AMOC race meeting at Donington Park in October. Since the autumn of 2003, Project Vantage has been displayed in the AM Works Service Reception in the company of a V12 Vanquish, the production model that it sired. Since then it has been seen in public only once: at the 2014 UK Vanquish day at AM Works, Newport Pagnell.

Although built as a fully functional vehicle, Project Vantage cannot be registered for road use and is thus offered for display or track day use only. A possibly once-in-a-lifetime opportunity for the serious collector to acquire this historically significant Aston Martin prototype.

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

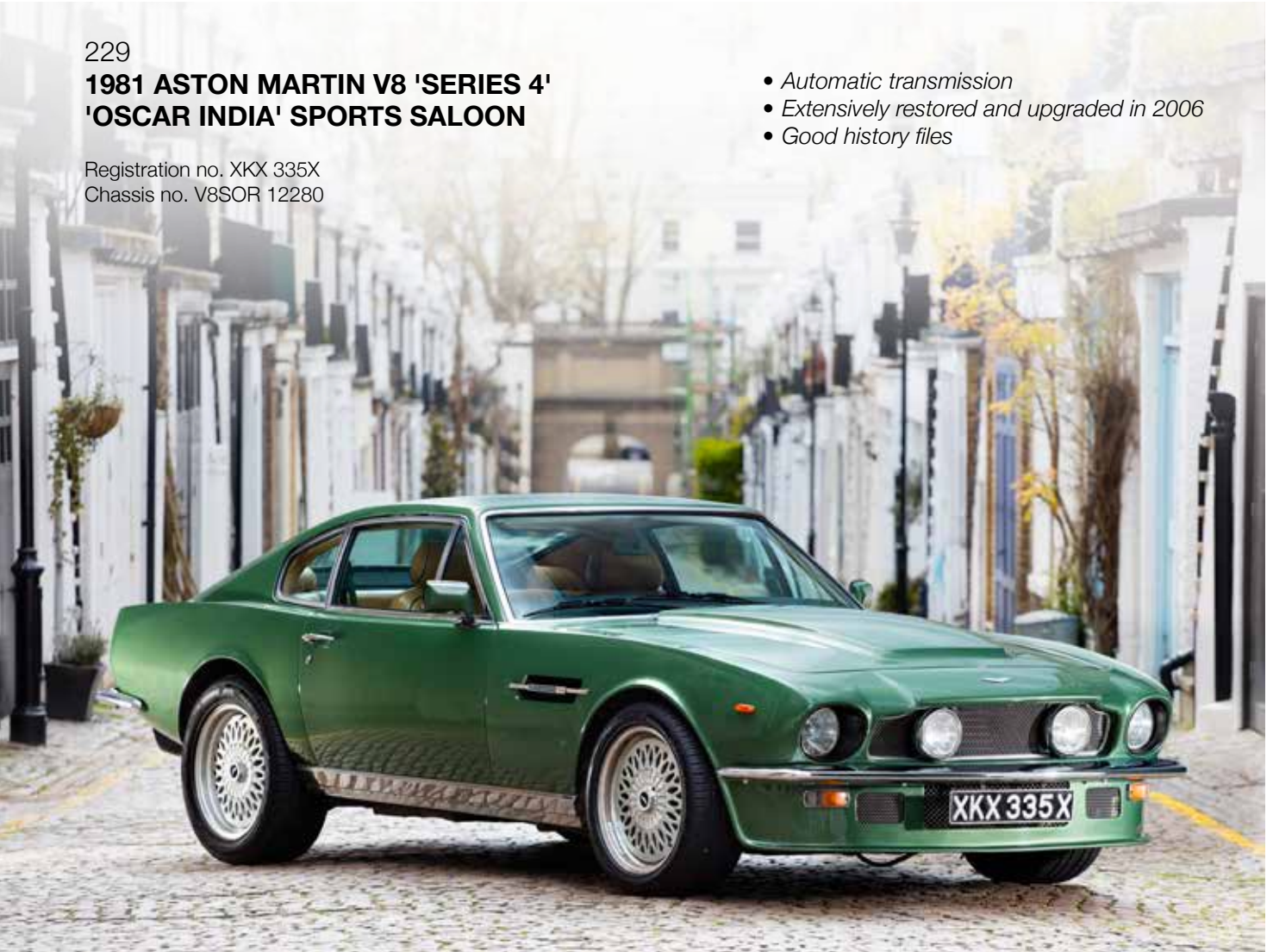
£90,000 - 110,000
€120,000 - 140,000

229

**1981 ASTON MARTIN V8 'SERIES 4'
'OSCAR INDIA' SPORTS SALOON**

Registration no. XKX 335X
Chassis no. V8SOR 12280

- Automatic transmission
- Extensively restored and upgraded in 2006
- Good history files





Chassis number '12280' is an example of the much improved Series 4 Aston Martin V8. Introduced in October 1978 and built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. In January 1977 the factory had 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, and this enhanced specification was standard on the 'Oscar India' cars.

First registered on 9th September 1981 and sold new to one B M Russ-Turner of Kingsfold, West Sussex, '12280' is finished in its original colour scheme of Burnham Green with green-piped tan leather interior.

Fully restored by marque specialists in 2006, the car has covered some 30,000 miles since then, the current odometer reading being circa 140,000. This 'bare metal' restoration involved replacing the inner and outer sills, radius arm mountings, jacking points and floor panels, after which the body was Waxoyled and under-sealed.

Numerous upgrades have been incorporated, including a TF2 performance kit for the reconditioned automatic transmission; Koni dampers all round; lightweight high-power starter motor; up-rated brakes with stainless hoses; stainless steel exhaust and manifolds; K&N air filters and cold-air induction; and split-rim alloy wheels.

Other noteworthy features include a leather-trimmed sports steering wheel; electric windows and mirrors; and up-rated and re-gassed air conditioning. Parts were supplied by Puddleduck, R S Williams, and Car Care of Kensington (see photographs and bills on file).

The current vendor purchased this much upgraded Aston Martin V8 in July 2007, its previous keeper being Dr Richard Percy of London W2, who had owned it from 2003 and commissioned the aforementioned restoration and improvement programme. R S Williams had been a keeper in 1986, and from 1987 to circa 1997 the car was owned by Mr J McKay Fraser of Richmond, Surrey. Marque specialists R S Williams and Ian Mason maintained the Aston during Mr McKay Fraser's ownership.

The current owner had the car maintained by Nicholas Mee from 2007 to 2009, since when it has been looked after by Trinity Engineering, with annual expenditure averaging around £4,000. A new steering rack was fitted in 2012 and all service/maintenance bills will be found in the two history files together with most MoTs from the 1990s onwards. Currently MoT'd, the car also comes with an old-style logbook and V5C registration document.

£80,000 - 100,000
£100,000 - 130,000

230

1970 ASTON MARTIN DB6 MARK 2 SPORTS SALOON

Registration no. to be advised

Chassis no. DB6MK2/4198/R

- One of 245 Mark 2 saloons
- Automatic transmission
- Webasto full-length sunroof
- Present ownership since 1979





In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. The DB6 differed from its predecessors in having a longer wheelbase which, at 8' 5 $\frac{3}{4}$ " , was 3 $\frac{3}{4}$ " longer than that of the DB5. This meant more room for rear passengers, making the DB6 more of a family man's car, and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient, abbreviated 'Kamm' tail.

With the arrival of the DB5 in 1963, engine capacity had been upped from 3.7 to 4.0 litres, and this power unit was carried over to the DB6. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

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 Mark 2 came with Ad-West power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection.

When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles. Mark 2 saloon chassis numbers ran from '4101' to '4345', a total of 245 cars.

First registered on 16th January 1970, this DB6 Mark 2 had had three previous owners when it was acquired by the current vendor in July 1979. Factory records show that the car was built for the UK market and originally finished in Olive with natural leather interior. It should be noted that the speedometer head was changed in December 1975 at 48,521 miles.

At time of cataloguing a further 32,825 miles had been covered, making the total from new 81,346. There are numerous MoT certificates on file confirming the mileage. An automatic transmission model described by the vendor as in original condition, the car comes complete with tool kit, workshop manual, owner's handbook, and a V5 registration document. It is expected that a fresh MoT will have been obtained prior to sale.

£190,000 - 230,000
€250,000 - 300,000

231 N

1958 ASTON MARTIN DB MARK III SPORTS SALOON

Registration no. not UK registered

Chassis no. AM300/3/1756

- Delivered new to the Republic of Ireland
- Restored in the 1990s
- Registered in Italy



'The DB Mark III is not cheap car, but it has built up a reputation for reliability, outstanding road-holding and performance. These latest changes will consolidate its position as one of the world's outstanding sports models.' – *Autocar*, October 1957.

The 3.0-litre 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 Mark III was faster than any of its predecessors with a top speed of 120mph.

Its accompanying copy guarantee form shows that '1756' was sold new via Grange Garage to one H W Irwin of Dublin, Republic of Ireland. The listed specification includes front disc brakes and Alfin rear drums, while the colour scheme is recorded as Elusive Blue with blue-piped grey Connolly hide interior. Well known since 1986, when it became the property of an AMOC member, this car was professionally restored in the UK before being sent in November 1997 to its new owner in Malaysia: Mr Hijas Bin Kastury Rimbun Dahan of Rawang, Selangor, who kept it until 21st December 2004.

On that date the Aston was sold by Exclusive Cars Corporation of Kuala Lumpur, Malaysia to the current owner in Italy. The car was despatched on 8th January 2005 and duly arrived in the North of Italy where it was registered on 27th September 2005.

After visiting the paint shop, the Aston's brakes were overhauled and the car fitted with new brightwork, a new stainless steel twin exhaust system, and new chrome wire wheels shod with Dunlop racing tyres. The car now wears metallic maroon paint with beige leather upholstery and light brown wool carpeting. We have been informed that the engine, gearbox and clutch were restored upon the car's arrival in Italy. '1756' retains the very rare Lucas Le Mans 700 headlights and the original toolbox complete with spanners. The only deviations from standard specification notified are the rev counter and the fuel pump.

Very little used since restoration, the Aston successfully took part in the 2011 and 2012 'Gran Premio Nuvolari' regularity event in Italy, departing from Mantova and passing through Lucca, Siena, Rimini and Ferrara back to Mantova. It is only offered for sale as the owner prefers to use the left-hand drive cars of his collection. Ready to go anywhere, this highly collectible DB Mark III is offered with Italian registration papers and the aforementioned copy guarantee form.

£170,000 - 210,000
€220,000 - 270,000



232

1964 ASTON MARTIN DB5 CONVERTIBLE

Registration no. HOT 732
Chassis no. DB5C/1287/R

- One of 84 right-hand drive DB5 convertibles made
- Current ownership since 1973
- ZF five-speed gearbox
- Extensively restored





'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 cowled 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 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 DB5 convertible was sold new via the Brooklands agency to Display Productions Ltd of Marlborough Road, London, who purchased the car in July 1964. The accompanying copy guarantee form list the original colour scheme as Dubonnet with grey Connolly leather trim and Light French grey hood. The DB5 was first registered with a cherished number: 'HOT 732'. The current vendor, its ninth purchaser, bought the Aston from a private individual in Aberdeen in 1973. By this time the cherished number plate had disappeared and the car had the age-related registration 'KME 568B'. Close examination revealed that the DB5 had been repainted twice: firstly Ferrari Red and secondly Venusian Purple; the dashboard was still the original Dubonnet. It was also apparent that the car had had a minor accident to the front nearside, which had been poorly repaired. The vendor ran the Aston as his daily driver with the registration 'VFS 200' until 1977, and then garaged it pending restoration.

In 1979 the owner got a job in the Middle East and sent the car to a well known UK-based restorer for a total rebuild. Six months later, the job collapsed and he returned to the UK; finances dictated the rebuild's cancellation and the Aston was retrieved, but not before the original engine block had been destroyed.

In 1987 the owner was again in a position to have the car restored and sent it to yet another well known firm, only for it to be stolen. Eventually the DB5 was retrieved (in 1988) in a partially renovate state, from the premises of a further UK based restorer. It was then sent to Phoenix Restorations in St Albans for the restoration to be completed.

The rebuild progressed slowly until 2004 when the owner decided to complete the remaining detail work himself, sourcing rare parts that had gone missing during the second attempt at restoration. In 2012 the car was sent to independent marque specialists Martins Aston Services of Mollinsburn, Glasgow to have the engine and gearbox commissioned; finally, in January 2015, the completed car was MoT'd, fitted with the re-claimed original cherished number 'HOT 732'. It should be noted that the replacement cylinder block has been stamped with the (destroyed) original's number: '400/1474'. The only notified deviations from factory specification notified are the removal of the radio and bumper over-riders, and the provision of a stainless steel exhaust to DB4 specification. Accompanying documentation consists of sundry restoration invoices to the value of circa £100,000, a photographic record of the restoration, various original parts which have been replaced, current MoT certificate, and a V5 registration document.

£750,000 - 850,000
€950,000 - 1,100,000



1986 ASTON MARTIN V8 VOLANTE

Registration no. UPM 269

Chassis no. SCFCV81CXGTR15454

- One of 849 V8 Volantes made
- Manual transmission
- 62,000 miles from new
- Excellent service history



'It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable.' - *Fast Lane*.

Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Chassis number '15454' was completed in February 1986 and sold new to Mr Elie Aboutaka of London NW6. Its original registration was '25 ELE'. The car was subsequently owned by one P Hopkins Esq of Hayward Heath, Sussex, and was registered as 'C581 JTM' in 1988.

Originally finished in Telford Gold with magnolia leather interior, '15454' left the factory equipped with the automatic gearbox but was converted to five-speed manual transmission by Aston Martin Works Service in April 1989 at 21,589 miles. The suspension was converted to 'Dual rated Vantage specification' at the same time. The invoice amounted to £13,173.00. At this time the Aston was owned by one D Jackson of London, and had been reregistered as 'UPM 269'. Next known owner Mr Mike Blackall of Fulmer, Slough bought the Aston via Straight 8 Motors in October 1993. Previously serviced by marque specialist Ian Mason, the car was professionally stored with Manor Car Storage while the owner made lengthy trips abroad between 1993 and 1997 (he was Area Director of Operations for the Sheraton Hotel Group). Ian Mason continued the regular maintenance. In 1996 the convertible hood was changed for a green item and the headlining redone by Gary Wright Coach Trimming. It is not known when the exterior colour was changed to the current Balmoral Green.

Owned by Graham Hazel of Oxford between 1998 and 2000, '15454' was purchased by the current vendor via R S Williams in April 2000. R S Williams has maintained the car since then, stamping the service book eight times. The last bill from RSW was for £5,600 in April 2013. Very well presented throughout and currently MoT'd, this well maintained V8 Volante is offered with an old-style logbook, copy Car Record Card, V5C registration document, a large quantity of expired MoTs and the aforementioned service history.

£200,000 - 240,000
€260,000 - 310,000



234 * N

1965 ASTON MARTIN DB5 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB5/2264/R

- *One of 40 originally finished in Autumn Gold*
- *Delivered new in the UK*
- *Automatic transmission*





'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.

Aston Martin's post-war evolution had taken a giant step forward with the launch in 1958 of the DB5's predecessor: the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. Five series were built as the model gradually metamorphosed into the DB5 of 1963. The latter's distinctive cowlhead lamps had first appeared on the DB4GT, and the newcomer was the same size as the lengthened Series 5 DB4. The DB5's 3,995cc engine - first seen in the Lagonda Rapide - was mated to a four-speed overdrive-equipped gearbox, a proper ZF five-speed unit being an option at first and standardised later.

First registered on 14th July 1965, this Aston Martin DB5 is one of the rare cars originally finished in Autumn Gold. Although 40 were built, very few are still painted this way, most having been re-sprayed Silver Birch in imitation of the 'James Bond' DB5 that featured in the films '*Goldfinger*' and '*Thunderball*'. However, the early and desirable editions of the Corgi Toys' James Bond DB5 were Autumn Gold with red trim (and not silver with grey). Did the first owner especially commission this car as a copy of the Corgi model?

Absent from the AMOC register, '2264/R' is virtually unknown to the AMOC and AMHT, though it is known to have been sold at a UK auction in December 1994 and passed through the hands of the Aston Workshop in 2005. Restored in recent times '2264/R' is now smartly finished in Aston racing green with black trim and matching carpets.

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

Refer to department

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**1985 ASTON MARTIN V8 VANTAGE 'X-PACK'
SPORTS SALOON DP2035**

Registration no. B495 WVG

Chassis no. 12466

- *Ex-factory Development Project*
- *Factory upgraded to 1988 specification*
- *Well documented*
- *Present ownership since 2002*





With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune delivered around 375bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Its superior performance aside, the Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the bootlid. Not all Aston Martin customers found the new look to their liking however, preferring the more restrained appearance of the earlier model. Foremost among these was HRH The Prince of Wales, who ordered his Vantage Volante convertible with Vantage engine and bonnet but otherwise effectively to standard specification.

The V8 Vantage offered here, chassis number '12466', was built as a standard production model in February 1985 and delivered to Stratton Motor Company (Norfolk) on 15th April that year for use as a demonstrator. Originally registered as 'B27 RCL', the car was returned to the Newport Pagnell factory 1986 and used for development work by the Engineering Department. It was allocated the Development Project number 'DP2035', and used to evaluate the combination of the X-Pack engine and automatic transmission, together with revised suspension and Compomotive 16" wheels. While back at Newport Pagnell the car was photographed carrying the registration 'AML 56' (see copy magazine article in the history file).

In January 1988, '12466' was purchased from Aston Martin by its first private owner, Mr J Elliott of Langton Green, Kent, and reregistered with his private plate, 'JE 207'. In a written account of his ownership, Mr Elliott states that prior to his purchase the car had been updated to 1988 specification - including the air conditioning - and then re-sprayed (Kensington) Silver, while in December 1988 (at 21,352 miles) it was returned to the factory and fitted with a manual gearbox (see bill on file). Mr Elliot drove the Aston for some 19,000 miles, and during his ownership the car continued to be serviced by the factory. AML correspondence on file shows that the car was subsequently owned by one B G A Palmer of Sawston, Cambridgeshire.

The current vendor purchased '12466' from Stratton Motor Company in 2002 (at 39,000 miles). Reregistered as 'B495 WVG', the Aston was maintained by Four Ashes Garage up to 2007, since when it has been looked after by Davron. There are bills on file relating to the vendor's period of ownership, including one for a new clutch (2009); a gearbox and drive shaft overhaul plus attention to the suspension (2013); and a rebuilt brake master cylinder (2014). Currently displaying a total of circa 71,000 miles on the odometer, this historic ex-factory Development Project is offered with MoT to March 2017, a V5C registration document, and the aforementioned bills and other paperwork.

£200,000 - 250,000
£250,000 - 320,000

236 * N

1958 ASTON MARTIN DB MARK III DROPHEAD COUPÉ COACHWORK BY TICKFORD

Registration no. not UK registered

Chassis no. AM300/3/1492

- One of 85 drophead coupés
- Delivered new to the USA
- Left-hand drive
- Restored by R S Williams in 2000
- Registered in Switzerland



'A glance around the paddock at any British race meeting makes it clear that Aston Martins are much favoured by connoisseurs of sports cars. They offer a rare combination of flexibility and high performance, and their equipment and interior comfort suit them for city work without prejudice to their speed and acceleration on track or open road.' – *Autocar*, October 1957 (on the DB Mark III).

The need to widen the appeal of the already-successful DB2 had 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/or more luggage, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications.

Two years after the introduction of the mildly restyled DB2/4 Mark II came the DB Mark III - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, some 55% of which were exported. It would be the final evolution of the DB line using the Claude Hill-designed chassis, and the last powered by the Lagonda engine developed under the auspices of the great W O Bentley.

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 cowl panel ahead of the driver.

The 3.0-litre 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. A maximum output of 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 - a 'first' for any road-going Aston Martin - were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph.





Unbeknown to many, the DB Mark III 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.

Chassis number '1492' is one of only 84 DB Mark III drophead coupés made and retains its original engine, '1090'. The accompanying copy guarantee form shows that the car was delivered via the US importer H S Inskip and sold new to the Weathermatic Corporation of Long Island City, New York, USA. It was originally finished in Desert White with black Connolly leather interior, and left the Feltham factory equipped with five fully chromed road wheels.

The DB was purchased by the current vendor in 1990 from one Philippe Bracht, having been on sale at Aston Martin, New York. It was imported into Belgium (VAT paid) and in 1994 was imported into Switzerland and registered there as an historic vehicle ('GE 500 074'). In 1998 the car took part in the 1,000km Louis Vuitton 'China Run' from Dalian to Beijing; it was then fully restored in the UK by the celebrated marque specialist Richard Williams, including an engine rebuild, and since the rebuild's completion in early 2000 has covered circa 4,000 miles. R S Williams' typically detained invoices are on file (inspection recommended) and the car also comes with a Swiss *Permis de Circulation*. A wonderful opportunity to acquire one of the rarest of post-war Aston Martins.

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

£350,000 - 450,000

€450,000 - 580,000



237 N

**1986 ASTON MARTIN LAGONDA 'SERIES 3'
SHOOTING BRAKE**

Registration no. not UK registered
Chassis no. 13511

- *Unique shooting brake conversion*
- *Built by Roos Engineering*
- *Maintained in Switzerland*
- *Registered in Germany and Switzerland*





The unique Lagonda Shooting Brake offered here is the work of world renowned Switzerland based Aston Martin specialists Roos Engineering. Founded in 1975 by Beat Roos, the company had become Aston Martin agents by 1977, and by 1990 had expanded to take on body restoration and engine rebuilding. Roos is best known for its shooting brake conversions for Aston Martins, having completed three: a V8 Vantage, V600 Vantage, and the Lagonda offered here.

Delivered new to a Middle Eastern customer resident in Monte Carlo, this particular car is an example of the so-called 'Series 3' Lagonda, being the second iteration of William Town's futuristic design that had first appeared in 1976. Aston Martin's periodic revival of the Lagonda name had seen it applied to a stretched, four-door AM V8 in the mid 1970s (the 'Series 1'), a mere handful of which was constructed.

When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in Towns' striking 'razor edge' bodywork, 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, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the Aston Martin tradition. Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a new nose and 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, 40 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.



Based in Frauenkappelen, Switzerland, Roos Engineering began work on this unique Lagonda Shooting Brake in 1996 following a request from a customer in Hong Kong. Aston Martin Works Service had been unable to take on the job so the owner approached Roos. Radically altering William Towns' futuristic original design would prove to be a difficult and lengthy task, and Roos resorted to making a full scale mock-up to show the customer, who gave it his approval. Roos worked with local craftspeople and specialist manufacturers, including Glas Trösch, makers of the Shooting Brake's bespoke window glass that cost a staggering 40,000 Swiss francs.

Not content with just the rear conversion, the owner requested further cosmetic enhancements to further distinguish this unique Lagonda from its fellows. At the front the car received a new mesh grille and a chin spoiler, while Lagonda badges were added to the 'C' pillars and Roos Engineering plaques to the door sills. Inside, a special console was placed between the front seats, housing switches for the rear window lifts and for the rear screen wash/wipe.

The exterior was finished in Antrim Blue and the interior trimmed in contrasting grey Connolly leather. Mechanical upgrades included a more modern four-speed automatic transmission (replacing the original Torqueflite three-speeder) and improvements to the fuel system; otherwise, the mechanicals were left pretty much standard. Roos' Lagonda Shooting Brake took four years to complete and was ready at the beginning of 2000.

After the Lagonda's completion, the customer chose to keep the car in Switzerland where it has been maintained by Roos Engineering. The present owner is resident in Germany where the Lagonda is currently registered. All bills relating to the conversion are on file and the car also comes with Swiss and German registration papers and copy guarantee form.

£200,000 - 240,000

€250,000 - 300,000



© Matthew Howell

238 * N

1966 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered
Chassis no. DB6/2739/R

- Last of the original 'DB' Aston Martins
- Automatic transmission
- Offered for restoration





'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 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 re-style 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 carburettors 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.

Its accompanying copy order form records that chassis number '2739/R' was sold new in June 1966 via H R Owen to first owner Molecular Metals Group Ltd of Harrogate, Yorkshire. Nothing is known of its subsequent history. Registered 'JYK 770D', the DB6 was delivered finished in Platinum with black Connolly leather trim. Non-standard equipment included Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps, and power operated aerial. There is no registration document with this Lot, which is offered for restoration and sold strictly as viewed.

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

£200,000 - 220,000
 €260,000 - 280,000

239 * N

ASTON MARTIN DB2/4 'MARK I' DROPHEAD COUPÉ

Coachwork by Mulliners (Birmingham) Ltd

Registration no. not UK registered

Chassis no. LML/1009

- One of approximately 73 DB2/4 drophead coupés
- 'Barn find' condition
- Offered for restoration
- Sold strictly as viewed





Seeking to widen the appeal of the already-successful DB2, Aston Martin introduced the 2+2 DB2/4 in October 1953. 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 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. DB2/4 production had amounted to 565 cars by the time of the Mark II's introduction in October 1955, only some 73 of which were drophead coupés.

This DB2/4 drophead was first registered by Cyril Williams (Motors) Ltd of Wolverhampton in June 1955, subsequently enjoying four private owners before coming into the possession of one Ronald William Grant. It is understood that Mr Grant bought the DB2/4 in 1970 and used it until approximately 1976 when the bumpers were removed to be re-chromed. The chroming company went into receivership and the bumpers were never refitted. 'OUK 929' has been unused since. Off the road for some considerable time, 'OUK 929' has not been started for 30-or-so years, though the engine does turn over. The car appears very solid, with only limited corrosion, and offers a wonderful opportunity for the dedicated Aston Martin enthusiast to acquire a challenging but potentially most rewarding project.

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

£200,000 - 220,000
€260,000 - 280,000

240 * N

**1959 ASTON MARTIN DB4 'SERIES 1'
SPORTS SALOON**

Registration no. not UK registered
Chassis no. DB4/144/L

- *The 44th DB4 made*
- *Delivered new to the USA*
- *Left-hand drive*





'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 2, 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 DB4 GT-type instrument panel.

Left-hand drive chassis number '144/L' is the 44th DB4 made and has the rear hinged bonnet that characterises these very early cars. Its accompanying copy chassis card states that the original purchaser was Huntingdon Hartford of Lexington Avenue, New York City, USA and lists fully chromed road wheels and a Motorola double transistor radio as items of non-standard equipment. The car was delivered finished in Desert White with black Connolly hide interior trim.

The AMOC Register lists the DB4 as being with an owner in the USA in 1998, and since coming to the UK the car has been repainted and the engine rebuilt, both by Goodwood Green.

Early in 2008 the Aston was purchased by the immediately preceding owner with a view to Works Service carrying out a complete 'ground upwards' restoration. Kept in storage at Newport Pagnell ever since, it was purchased by the current vendor at Bonhams' sale at Works Service in May 2011 (Lot 326). '144/L' remains in generally good, presentable condition, and although some refurbishment would be beneficial it is understood this need not entail a full restoration.

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

£590,000 - 640,000

€760,000 - 830,000

241 * N

1968 ASTON MARTIN DB6 VOLANTE 4.2-LITRE

Registration no. not UK registered
Chassis no. DBVC/3708/R

- *One of 170 LWB Volantes*
- *Automatic transmission*
- *Power assisted steering*
- *Vantage conversion by R S Williams*





Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" (100mm) longer than before, resulting in an extensive re-style 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 the presence of a Kamm-style tail, complete with spoiler, acknowledged the increasing importance of aerodynamic downforce in sports car design. '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 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 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.

The stylish Volante convertible offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, aircraft-style instrument cluster and electrically operated hood. After 37 Volante convertibles had been completed on the DB5 short-wheelbase chassis, the model adopted the DB6 chassis in October 1966. In total, 1,575 DB6s were made between 1965 and 1970, plus 140 of the long-wheelbase Volantes.





First owned by a Mr W A Stenson of Chislehurst, Kent, this DB6 Volante has the Borg Warner automatic transmission and was delivered equipped with power assisted steering, chrome road wheels, front seatbelts, three-ear hubcaps, and a power operated aerial. Following an accident, the Aston was rebuilt in 1981 - using new body panels - to 'Mark 2' Volante specification by highly respected marque specialists Medcalf & Co of Chertsey, Surrey. The AMOC Register records this 'bottom up' rebuild, which was carried out using parts from 'DB6/3291/R'.

In 2001 the Volante was purchased by the owner of one of the world's largest and most admired collections of Aston Martins. The car was acquired from renowned marque specialist R S Williams, who then stripped the body down to bare metal and completely re-sprayed it.

R S Williams' Aston Martin engine-building expertise is unmatched, and this car's engine has been converted by them to triple-Weber Vantage specification, with the additional benefits of an unleaded-compatible cylinder head and a capacity increase to 4.2 litres, making it even more powerful than the stock Vantage.

Following the work's completion in 2002, '3708/R' had covered fewer than 1,500 miles when it was offered for sale at a UK auction in 2008 and purchased there by the current vendor. Presented in Dubonnet Rosso with cream leather interior trim, this upgraded DB6 Volante represents a wonderful opportunity to acquire a very rapid example of one of the most sought-after of post-war Aston Martins.

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

£750,000 - 800,000

€970,000 - 1,000,000

242

**1971 ASTON MARTIN DBS VANTAGE
4.2-LITRE SPORTS SALOON.**

Registration no. HHU 21K

Chassis no. DBS/5764/R

- *Original DBS Vantage model*
- *ZF five-speed manual transmission from new*
- *Well documented and well maintained*
- *Good history file*





Although the Aston Martin DBS was always intended to house the new Tadek Marek-designed V8 engine, when it first appeared in October 1967 the car was fitted 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: '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.'

This original Vantage-engined DBS comes with a most substantial file tracing its history as far back as 1981, including no fewer than 25 MoT certificates and all invoices totalling many tens of thousands of pounds. The accompanying copy guarantee form shows that the car was delivered new in October 1971 via Plough Motors, but the name of the original owner is not recorded. The file's ownership history commences with AMOC member Rodney Howard, who owned the DBS from 1982 to 1997 and kept copious records, and there are also details of the four subsequent owners, the most recent of whom kept the Aston from 2005 to 2016.

In 1993 the engine was rebuilt to 4.2 litres capacity by Goldsmith & Young using Cosworth pistons, and converted to unleaded compatibility at the same time. Invoices for these works totalling £9,147 are on file together with others relating to a chassis restoration in 1993 and restoration and repainting of the body in 1994. There are further detailed bills on file from marque specialists Chris Shenton Engineering for the period 2005 to 2015 totalling approximately £18,000.

Originally finished in Platinum with black leather trim, the DBS has been repainted in Dubonnet Rosso metallic but retains its original interior. Other noteworthy features include Koni shock absorbers (fitted in 1998), new chromed wire wheels (2000), new power steering, recent new Pirelli radial tyres and a full stainless steel exhaust system. Presented in generally good condition, this well documented and well cared for DBS Vantage is offered with a V5C registration document, MoT to November 2016, and its original owner's handbook and fire extinguisher.

£100,000 - 140,000
€130,000 - 180,000

243 * N

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered
Chassis no. DB6/3030/R

- *Delivered new to Scotland*
- *Converted from right- to left-hand drive*
- *Converted from automatic to manual transmission*





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

The culmination of Aston-Martin's long-running six-cylinder 'DB' line, the DB6 debuted at the Paris and London Motor Shows in 1965 and was recognisably related to the Touring-styled DB4 of 1958. The wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and re-shaped rear quarter windows. Although apparently a bigger car than its predecessors, the weight of the new model was in fact only fractionally increased. Opening front quarter lights made a re-appearance, but the major change was at the rear where a Kamm-style tail with spoiler marginally reduced aerodynamic drag and increased high-speed stability.

The Tadek Marek-designed double-overhead-camshaft 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 power-assisted steering was available. Top speed of the Vantage version was within a whisker of 150mph.

Chassis number '3030/R' was sold new via Callanders to one K G Mill of Bepi (Electronics) Ltd, Galashiels, Selkirkshire. The accompanying copy guarantee form shows that the DB6 was originally finished in Pacific Blue with natural Connolly hide trim, and was delivered with a popular mix of options that included Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps, and a power operated aerial. AMOC records show that the car was owned by W I Paul of Woking in the late 1980s. It is known to have changed hands in 1990 through Central London Classics and again in 1996 via TVR Brooklands. The car has not been taxed since 2009 and will require re-commissioning before returning to the road. We are advised that it has been converted from right- to left-hand drive, and is now fitted with a manual gearbox.

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

£450,000 - 500,000
€580,000 - 650,000

244 * N

*The Ex-Sir David Brown, Sir Stirling Moss, Peter Collins,
Tony Brooks, Roy Salvadori, Reg Parnell, Graham Hill*

**1953 ASTON MARTIN DB3S
SPORTS-RACING TWO-SEATER**

Registration no. Not UK registered (see text)

Chassis No: DB3S/5

- Rare works sports-racer
- One of 30 made
- Built for Sir David Brown's personal use
- Significant in-period competition history
- Fully restored by Aston Martin Works in 2014
- Mille Miglia eligible





© Matthew Howell



The enduringly graceful, svelte, exquisitely well-proportioned Aston Martin DB3S is one of the most widely recognised beauties of the British high-performance sports car treasury. Its abidingly tasteful body styling by Frank Feeley is a classical shape of the 1950s and for its time it has been described as being “about the best the Brits ever built”. We believe that any committed, experienced British classic car enthusiast would accept that as praise indeed...

This particular Aston Martin DB3S is unique in that it was built originally for the Aston Martin company's owner – multi-millionaire industrialist David – later Sir David – Brown. In recent years it has been in the care of a particularly fastidious and committed European owner. It has been painstakingly factory restored by Aston Martin and bills for this work accompanying the car, total no less than £311,000.

As new in 1953 car chassis 'DB3S/5' now offered here was fitted with experimental moulded-glassfibre bodywork and was UK road-registered 'JAN 500'. It was intended for David Brown's private use and a careful watch was maintained upon its 'composite' bodywork to follow discolouration, deformation, possible delamination, cracking and splitting in use on everyday roads. Moulded glass fibre was in those days very much in its infancy, and there was much to learn about the material, with Aston Martin engineers' enquiring minds very much involved at the cutting edge of that emergent technology.

However, Aston Martin factory team misfortunes during the 1954 Le Mans 24-Hour race soon saw 'DB3S/5' called in for more urgent service. During the great French race the Siamese Prince 'Bira' overturned his works DBS Coupé, chassis number '6, and as a result of that accident both chassis and body were scrapped and replaced by a newly-built open version under that same identity. At the same race young Scottish works driver Ian Stewart suffered a similar accident to the Prince in sister DB3S Coupé chassis '7, and it was similarly scrapped and completely replaced by an open version inheriting the same identity.

Having lost two works team cars Mr Brown's personal DB3S – chassis '5' as now offered here – was simply commandeered by the Feltham factory's Competitions Department as a substitute. Its experimental glassfibre body was set aside and replaced by the repaired aluminium bodywork taken from 'DB3S/2' which had been crashed by works driver Reg Parnell during the 1954 Mille Miglia round-Italy race.



The car was uprated mechanically to the latest works team specification and it made its racing debut in July 1954 when it was driven in to second place in the 25-lap over-1500cc sports car race supporting the British Grand Prix at Silverstone. There it was the sandwich in a wonderful result for Aston Martin which saw the works DB3S cars finishing first, second and third driven by winner Peter Collins, Salvadori and American rising star Carroll Shelby.

In October 1954 Roy Salvadori then drove the car again in the Aintree International race meeting at Liverpool, finishing fifth in a race which saw his team-mates Peter Collins and Reg Parnell finishing second and third behind overall winner Masten Gregory's 1½-litre larger, V12-engined Ferrari 375MM Barchetta.

David Brown never had 'his' DB3S returned to him as chassis '5' was then retained instead as a fully-fledged works team car for the 1955 season. It was by then re-registered under the unusual British serial 'H 9046' and it was entered for the British Empire Trophy race at Oulton Park on April 2 fitted with a DP155 2½-litre version of its usual 3-litre DP101 straight-6 cylinder twin overhead-camshaft engine to take advantage of that 25-lap event's handicap regulations. The car was entrusted to veteran works driver Reg Parnell, and he drove it home in third place overall on handicap, behind the winning Lister-Bristol of Archie Scott-Brown and Ken McAlpine's Connaught ALSR.

The car was then carefully prepared for Peter Collins' use on the 1955 Mille Miglia, but it retired early when its replaced 3-litre DP101 engine broke a connecting rod.

On July 16, 1955, the car reappeared at Liverpool's Aintree circuit to contest the 17-lap sports car race supporting the British Grand Prix run that year at the old-established home of the Grand National horse race. Driven again by Reg Parnell the car took another third place finish – this time in a stunning Aston Martin works team 1-2-3-4 domination headed by Roy Salvadori from Collins, Parnell and Peter Walker – all in DB3Ses, and beating three Jaguar D-Types into a humbling 5-6-7 result.

Roy Salvadori took over driving duties in chassis '5' on July 30 at London's parkland Crystal Palace circuit, winning the 10-lap event by over eight seconds from Scott-Brown's Lister-Bristol. The car's works racing season was then completed on August 6, 1955, when Reg Parnell drove it again, this time at Charterhall aerodrome in Scotland – finishing a delayed sixth.

During that 1955 season the car had been progressively modified with the latest form Frank Feeley-styled bodywork, in concert with its sister chassis DB3S/6, '7' and '8'. At the end of the year Roy Salvadori bought the car from Aston Martin Lagonda Limited to be entered by his friend (and contemporary Maserati sports and Formula 1 car entrant) Syd Greene's company, Gilby Engineering Limited.



1 DB3S/5's (No.21 extreme left) first competition outing, Roy Salvadori on his way to 2nd during the Sports Car race, British Grand Prix meeting, Silverstone, 17 July 1954. © Revs

2 Aston's only works entry for the Trophy race was Reg Parnell in DB3S/5, fitted with the experimental 2.5-litre GP engine and Girling disc brakes, Oulton Park, 2 April 1955. © GPL

3 Reg Parnell heading towards a dominant Aston Martin works team 1-2-3-4 beating three Jaguar D-Types, Aintree 16 July 1955. © GPL

4 Salvadori leading Archie Scott-Brown's 2-Litre Lister at Crystal Palace, 30 July 1955. © Revs



2



4



Aston Martin's renowned racing manager John Wyer wrote this of 'DB3S/5' in his wonderful autobiography *'The Certain Sound'* wrote this of the 1956 Silverstone May Meeting, which "was the scene of considerable friction between Moss and Salvadori...the basic cause was that Stirling wanted to drive Roy's car. The factory team cars were to be driven by Moss, Parnell and Collins but Roy was driving his own car, which he had bought and paid for. I did not feel, therefore, that I could take it away from him, short of buying it back and he was not prepared to sell it.

"Stirling suggested that the whole thing was a fiddle to give Roy the best car or, alternatively, that I must be stupid to sell the best car anyway. Salvadori won with a disgruntled Moss second, but it was not a happy occasion.

"The car which I sold to Roy, 'DB3S/5', was one which, in 1955, nobody had wanted to drive. It had a reputation for being a pig to handle but, although we made a microscopic examination of every component and rechecked the suspension settings, we were never able to establish any reason.

"When Salvadori approached me before the 1956 season and asked me to sell him a car I said "You know, Roy, the only car I can spare is 'DB3S/5'".

"He bought it reluctantly and then went on to have a most successful season with it. After his Silverstone performance everybody wanted to drive it and I was widely criticized for selling it to him. It is impossible to please all the people all the time, but at least I pleased Salvadori...". So praise for this individual car indeed, right there, direct from the horse's mouth.

First time out in 1956 was at the Easter Monday 1956 meeting, when Salvadori and Greene ran the car for none other than Stirling Moss – and he won (one almost adds "of course"). The factory team then borrowed the car for a return to the British Empire Trophy race at Oulton Park, for which it was again fitted with the DP155 2½-litre engine, and was entrusted to Reg Parnell for the race. This time the combination was out of luck, being classified only 11th. Times they were a' changing...

But once back in Roy Salvadori's hands at Aintree on April 21 and then the May Silverstone Meeting on May 5, 'DB3S/5' began winning again with two consecutive International-level victories. He led home three Jaguar D-Types and an HWM-Jaguar – all bigger-engined designs – at Aintree, and Moss's works Aston Martin and two D-Types at Silverstone. In the right hands Aston Martin 'DB3S/5' was still plainly immensely competitive...





5 © GPL & (Main © The National Motor Museum)
Stirling Moss driving Roy Salvadori's DB3S/5
to victory at Goodwood on Easter Monday,
2 April 1956.

6
Reg Parnell at Cheshire's Oulton Park in the British
Empire Trophy race fitted with the experimental
GP engine again, he won his heat but could only
finish 11th in the Final, 14 April 1956





6

The car was then despatched to Belgium for the Spa Grand Prix on May 13, driven by Reg Parnell as a works team entry. There in the hour-long 12-lap race 'Uncle Reg' finished second behind Ninian Sanderson's Ecurie Ecosse-entered Jaguar D-Type.

Again run as a works entry in that year's World Championship-qualifying ADAC 1,000 Kilometres race at the Nürburgring in Germany, Peter Collins and Tony Brooks co-drove 'DB3S/5' to finish fifth overall behind works Maserati, Ferrari and Porsche opposition, their drive lasting no less than 7hrs 52mins to earn their fees of around £150 each...

Roy Salvadori then drove the car again in the Aintree '100' International on June 23, 1956, again defeating two Jaguar D-Types to win there. The car was then sold through the following winter to the man who would become Roy Salvadori's enduring friend and race entrant of all manner of cars, up to and including Formula 1, Mr C.T. 'Tommy'; Atkins. Fitted with engine 'DP101/35' the car was driven for him by promising new Team Lotus driver – and former factory storeman – Graham Hill.

First time out at Goodwood on Easter Monday, Graham Hill finished 11th then on May 18 at Brands Hatch he took a third place. On June 9 Peter Blond drove the car for 'Tommy' Atkins at Goodwood, finishing second.

The car's third owner ex-works was then Dennis Barthel who scored a class win with it at Stapleford and early in 1958 took a third place at Goodwood. The new owner had the car prepared for him by Rob Walker's Pippbrook Garage business at Dorking, Surrey, where it was entrusted to the care of mechanic Alan Overtone. In rather tragic circumstances the car was offered by Mr Barthel to Alan Overton for the Gosport Speed Trials, in which the unfortunate mechanic won a first class award but the car remained under power beyond the finish line and crashed fatally into the sea.



7

7 Salvadori on his way to victory passing the 'parked-up' D-Types of Titterington and Sanderson and 3S/6 of Collins. Aintree, 21 April 1956. © GPL



8

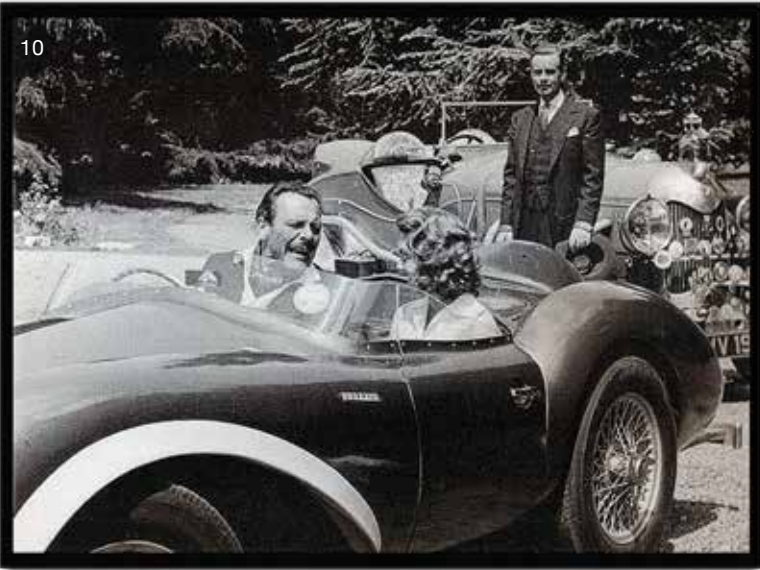
8 Peter Collins at the Nürburgring, his performance was overshadowed by his co-driver Tony Brooks, who had never seen the circuit before, they finished 5th overall, 27 May 1956. © Revs



9

9 Promising new driver Graham Hill in the 'Tommy' Atkins entered 3S/5, Goodwood, 22 April 1957. © Revs

10



10
 "That's the most wonderful car I ever saw" swoons April Smith, played the lovely Janette Scott - *School for Scoundrels*, 1960.

11
 "The new Bellini...." smarms Raymond Delauney played by the wonderful Terry-Thomas "3.6, its absolutely splendid!" DB3S/5 wearing *Carrozzeria Touring* bodywork - *School for Scoundrels*, 1960.
 © The Aston Martin Heritage Trust

11



According to marque historian Chris Nixon in the magnificent two-volume book *'The Aston Martin DB3S'* "The car was pulled out of the mud and rebuilt with a new body which, according to (subsequent club-race driver of 'DB3S/5') Bob Owen, was found on a shelf at Feltham, and had a distinctive front end styled by *Carrozzeria Touring*. It was also given engine 'DP101H/45' and cylinder head 'RB6/300/2' (from 'DBR1/2'). Re-registered 'PAP 625', the Aston somehow found its way into the British comedy film *'School for Scoundrels'*, starring Ian Carmichael and Terry-Thomas".

In that now celebrated movie the Aston Martin starred as the 'new Bellini' brandished by Terry-Thomas's caddish character – "...the rotten Raymond Delauney" – in seeking to woo female interest Janette Scott away from the hapless, innocent Carmichael.

It was not long after the movie's release in 1960-61 that the car was spotted in a South London Garage by enthusiasts Tom Rose and Doug Wilcocks. Tom Rose and his wife Sandra were able to acquire the car and with Doug Wilcocks they raced it briefly at club level before Mr Rose bought the later sister car 'DB3S/10' from Charles Sgonina.







Fellow Aston Martin enthusiast Clive Aston then expressed an interest in buying chassis '5 from Tom Rose, who was quoted by Chris Nixon as follows in the Palawan book: "We were discussing a price at Silverstone when my wife put a rod through the side of '5's engine", recalls Tom. Nevertheless Clive bought the Aston and commissioned ex-Feltham racing mechanic Des O'Dell to rebuild the power unit. He then raced the car regularly over the next ten years – including the pioneering Le Mans Historic events of 1973 and 1978..." – before selling the car to Martin Hilton, from whose ownership it passed subsequently to fellow British collector/driver Bill Lake.

He had the ex-works Aston Martin's body replaced with new panelling to 1955 works team specification, featuring a 'single-seat' cockpit opening and carburettor and cockpit air intakes to the contemporary design. He also retrieved the old war horse's contemporary UK road registration number, 'H 9046' (which will now require reapplying for). In 1987 Bill Lake sold the restored car to Swiss collector Erich Traber, who became a regular entrant and driver of 'DB3S/5' year after year in the annual Mille Miglia Retro.

It was acquired by the present owner in December 2007, and in his hands it has participated in the Mille Miglia Retro events of 2008, 2010 and 2014. As offered here the car is accompanied by the numerous spares and associated components, headed most notably by a spare engine block which we understand is believed to be from the assembly damaged during Peter Collins' drive in the Mille Miglia. A full list of which is available (perusal recommended).

This is a magnificently well-presented example of one of the most gorgeous, glorious and widely-admired British sports-racing car designs of the 1950s. As fully-restored by the Aston Martin factory specialists it embodies tremendous investment in extending its future life virtually – as the saying goes - to infinity – and beyond...

We recommend that this immensely attractive, versatile, and widely useable two-seater – with its wonderfully historic connections not only to some of the greatest racing drivers of the period, but also to Aston Martin owner Sir David Brown himself – deserves the closest possible consideration.

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

£6,000,000 - 7,000,000
€7,700,000 - 9,000,000

245

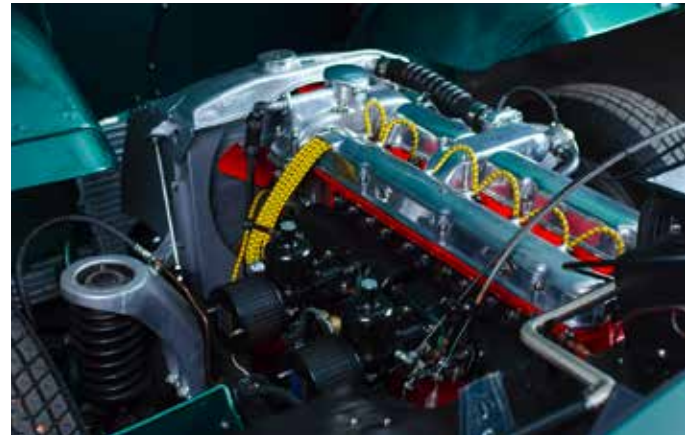
**1954 ASTON MARTIN DB2/4 'MARK I'
SPORTS SALOON**

Registration no. PGF 3

Chassis no. LML/790

- *Good ownership history*
- *Restored between 2005 and 2013*
- *Well documented*
- *Mille Miglia eligible*





A copy of the original guarantee form for this DB2/4 shows that it was delivered through Aston Martin dealers, Brooklands to its first owner, a Mr Bannister of Tulse Hill, London SE. The car retains its original registration number 'PGF 3' and comes with a duplicate old-style logbook recording its owners during the 1970s. In the intervening years the original green colour had been changed to maroon, and the owner in 1972 was one Leslie Lawrence of Albrighton in Shropshire. By 1974 the Aston was in the hands of Hazel Williams of Staffordshire after a brief sojourn with a David Preece of Newport in Shropshire. In 1976, the car was still in Staffordshire in the hands of one Paul Brown, and then in 1978 moved north to the Isle of Axholme in South Yorkshire and the brief stewardship of Ian Harris.

Subsequently, the car passed through the hands of two more keepers, the second of whom - Madam Elizabeth of Sheffield Ltd - sold it to a Dennis Smith of Newark. He in turn sold it to the owner of the Classic Car Company of Keswick Road, London SW15. There 'PGF 3' remained until 1992 when it was sold to Jeff Leeks, an Aston enthusiast who took the car to Aston Martin and Lagonda Club events over the next few years before selling it to Chris Willoughby of Kent.

The immediately preceding owner, Steve Cook, purchased the car from Mr Willoughby and sold it to the current vendor in 2015. A professional motor mechanic, Mr Cook carried out an extensive restoration, as evidenced by bills on file for the period 2005 to 2013. This restoration was carried out with careful attention to detail and was obviously a real labour of love. The history file for the DB runs to three full volumes.

Well restored but not 'over the top', this Aston Martin turns heads and attracts approving glances wherever it goes. It remains in superb condition; all gaps are even and the chrome is still very nice. The interior likewise is in beautiful condition, retaining its original and un-modernised instruments and controls in excellent condition. The leather upholstery's colour is correct and matches the green exterior colour very well. We are advised that the engine starts easily and is a strong performer. The car is also said to handle well and steer positively, with the transmission shifting cleanly, hot or cold. The brakes are excellent as well. Being a 'Mark I', this particular DB2/4 is eligible for the Mille Miglia and other prestigious historic events.

£150,000 - 180,000
€190,000 - 230,000

246 * N

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered

Chassis no. DB6/4015/R

- Last of the original 'DB' Aston Martins
- Automatic transmission
- Power assisted steering



'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 Aston Martin DB6, 26th November 1966.

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. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965. Recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication. 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.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested.

'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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

Its accompanying copy guarantee form shows that this DB6 was fitted from new with the following non-standard equipment: Borg-Warner automatic transmission, power-assisted steering, chromed wheels, 3-spoke hubcaps, heated rear screen, power-operated aerial and front seat belts. Unusually, there is no mention of either colour scheme or first owner, and it should be noted that the engine has been changed. Sold strictly as viewed.

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

£200,000 - 220,000

€260,000 - 280,000



247 * N

1963 ASTON MARTIN DB5 SPORTS SALOON

Registration no. not UK registered
Chassis no. DB5/1336/L

- *Delivered new in the UK*
- *Left-hand drive*
- *Unique colour/trim combination*





'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 prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – *Autocar*, 21st May 1965.

Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the *Carrozzeria* Touring-designed *Superleggera* body established an instantly recognisable look that would stand the marque in good stead until 1970.

For the new car, engineer Harold Beach drew up an immensely strong platform-type chassis featuring independent front suspension by means of 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.

The engine was still an all-alloy, twin-cam six, but the old W O Bentley-supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. This 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.



Five series were built as the model gradually metamorphosed into the DB5 of 1963. The latter's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. Its 3,995cc engine - first seen in the Lagonda Rapide - was mated to a four-speed overdrive-equipped gearbox; a proper ZF five-speed unit being an option at first and standardised later.

Famously featured in the James Bond movie, '*Goldfinger*', the DB5 was immensely popular, with demand swiftly outstripping the factory's ability to supply following the film's release in 1964. In total, 1,021 examples were built between 1963 and 1965.

This left-hand drive DB5's chassis number suffix has been typed over on the guarantee form, possibly indicating a change of intended specification between the initial order and the car's completion.

One of 42 DB5 saloons originally finished in Fiesta Red, it is the only one with White Gold interior trim. Its first owner is recorded as one A J R Whiteway of North Common, Chailey, Sussex, who kept the car until 1970 when it passed to one D Blackmore of Esher. '1336/L' was last taxed in the UK in October 1993 and was last known of in Germany in 2005.

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

Refer to department



1969 ASTON MARTIN DB6 VOLANTE

Registration no. not UK registered

Chassis no. DBVC/3705/R

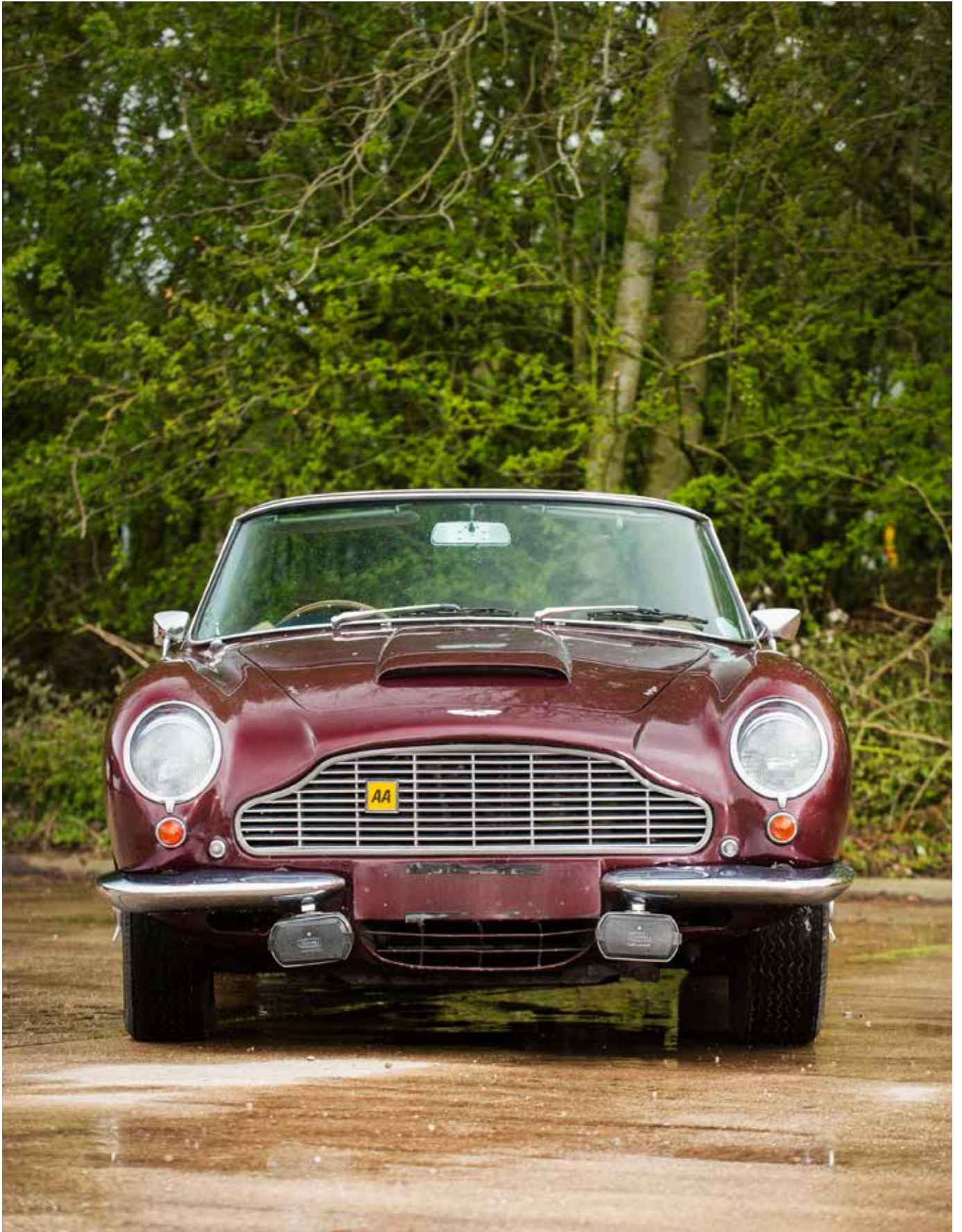
- *One of 170 LWB Volantes*
- *ZF manual transmission*
- *Power assisted steering*



Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965, up-dating 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.

After 37 Volante convertibles had been completed on the DB5 short-wheelbase chassis, the model adopted the DB6 chassis in October 1966. A total of 1,575 DB6s was made between 1965 and 1970, plus 140 of the long-wheelbase Volantes.

This DB6 Volante has the desirable ZF five-speed manual-transmission and is finished in Dubonnet Rosso with natural Connolly leather interior (its original specification), the latter featuring an 8-track stereo radio/cassette. Ordered new with factory-fitted power assisted steering, chromed road wheels, front seat belts, three-ear hub caps (replaced 1992) and electric aerial, the car was sold new in 1969 to Mr E S Porfyrtos, a Greek gentleman residing in London, as recorded on the accompanying copy guarantee form. The next document of record on file is the copy of an old-style continuation logbook, issued in January 1971, recording the owner at that time as Tex-Cote Ltd of Mayfair, London W1.





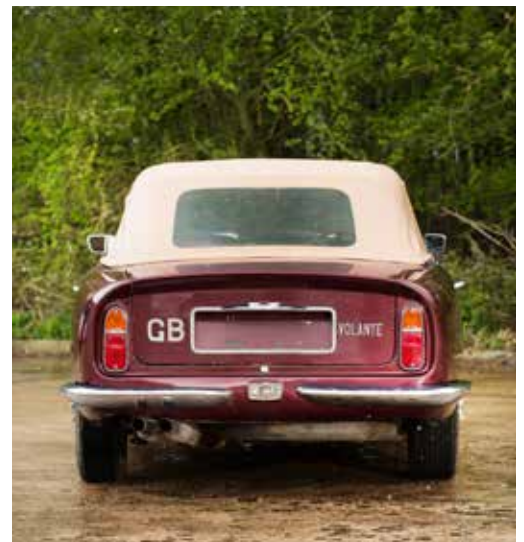


The next owner, from June 1972, was Edward Velous of London W2 (apparently Tex-Cote's proprietor) who took the Aston with him to Greece where it appears to have been registered on 30th June 1978 (documents on file). There are also numerous invoices on file from Ian Mason relating to Mr Velous's ownership in London. In 1979 the Aston returned to the UK and was acquired by Mr Rowland James Grindell of Lamarsh, Suffolk.

While in Mr Grindell's large private collection of predominantly pre-war cars, the DB6 was continuously maintained but never restored. Used regularly, but less so during the 2000s, 'WMF 38G' was kept in a heated garage and maintained to a high standard by its owner, with any major requirements carried out at Works Service. The current vendor purchased the car at Bonhams' sale at Aston Martin Works Service, Newport Pagnell in May 2008 (Lot 325).

Today 'WMF 38G' appears fundamentally sound but is beginning to show its age cosmetically. The body appears straight with good shut lines but the car would benefit from a re-spray. The interior is commensurate with the exterior and it is likely the buyer would re-trim the car if a re-spray were found necessary. Although its original 'mph' speedometer is currently installed, the Aston was used for a while with a 'kilometre' type fitted, the combined total of the two odometers being approximately 75,700 miles.

Refer to department



1997 ASTON MARTIN V8 COUPÉ

Registration no. P502 PLY

Chassis no. SCFDAM2S6VBR79041

- Rare member of the V8 family
- Automatic transmission
- Garaged throughout its life
- No deviations from factory specification



Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer re-stated its Aston Martin V8 forerunner's brawny 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.

After spearheading the Aston Martin V8's transformation for the 1990s, the Virage name was dropped during 1994, its place as the 'standard' model being taken by a Vantage-style V8 Coupé. Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine of the Virage and delivered similar performance. The model formed part of the Aston Martin range for just three years and is one of the rarer members of the modern V8 family.

Finished in Pentland Green with green-piped Parchment leather interior, this automatic transmission V8 Coupé was sold new to a Mr Cooney of North Yorkshire who owned it until 2003. While in Mr Cooney's ownership '79041' made regular visits to Newport Pagnell, including one for a repair to the nose under warranty. The car also had a sports exhaust fitted and a Vantage boot conversion amongst other works.

In October 2003 the Aston was transferred to a Mr Kohler of Hertfordshire. Aston Martin Works records contain multiple invoices for work and services up to 2007 when the history ceases.

The service book records a change of speedometer by Aston Martin Works in February 2000 at 10,670 miles, a used instrument registering 2,086 miles being fitted at that time; hence the mileage is 8,584 more than the current reading of 45,240, totalling circa 54,000. The service book is signed by the engineer on that date for verification.

A relatively recent acquisition by the current vendor, the car has benefited from the attentions of Aston Engineering, Derby (in October 2015) and more recently was MoT'd and serviced by Shepherds Race Garage, Nottingham. Offered with MoT to January 2017 and a V5C document, '79041' has been garaged throughout its life and is described by the vendor as in generally good condition, with no deviations from factory specification.

£55,000 - 75,000

€71,000 - 97,000

250 N

1972 ASTON MARTIN V8 'SERIES 2' SPORTS SALOON

Registration no. not UK registered
Chassis no. V8/10500/RCA

- *Pre-production model*
- *Manual transmission*
- *Restored circa 2002/2003*
- *Substantial history file*
- *Registered in Portugal*



Introduced in 1969, the Aston Martin DBS V8 had an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor and could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one that fully justified the claim that it was the fastest production car in the world.

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.

Chassis number '10500' is a pre-production Series 2 as confirmed by the accompanying original letter dated 18th April 2002 and copy of the original logbook from the late Roger Stowers, Aston Martin Historian and Archivist (the first production chassis was '10501'). The logbook lists Aston Martin Lagonda Ltd as the first owner recorded, and shows that the car's original colour was yellow. A change of registration mark to 'JNW 398K' in March 1976 is noted.

The current owner is a classic car collector and AMOC member. The previous owner bought the Aston Martin in England in 1999; he then restored it around 2002/2003 - the sills, body and paintwork all receiving attention - and moved to Portugal in 2005, taking the car with him. The Aston has remained in Portugal ever since, enjoying the hot sunny climate, and is currently registered on historic Portuguese plates, with valid Portuguese MoT. Used regularly, the car is described by the vendor as in 'running project' condition and benefits from a recent service that included an oil and filter change, new Varta battery, tuning the carburettors, etc.

Offered with the car is a large file of documents including some old MoT certificates and tax discs, and invoices from Post Vintage Engineers, HWM, and Aston Martin Works among others. There are also some photographs on file showing previous owners together with details and results of classic rallies entered. A rare opportunity to purchase a pre-production manual Aston Martin V8 that could be driven 'as is' or alternatively restored back to its former glory.

£75,000 - 95,000
€97,000 - 120,000

251 * N

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. not UK registered
Chassis no. DB6/3151/R

- *Automatic transmission*
- *Partly restored*
- *Converted from right- to left-hand drive*
- *Offered for restoration*





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 re-style 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 carburettors 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.

Its copy guarantee form records that chassis number '3151/R' was delivered new via H R Owen to one A Furnival Esq of Stockpots Ltd, London W1. The car was originally finished in Pacific Blue with black trim, and left the factory equipped with Borg Warner automatic transmission, power steering, chrome road wheels, 3-ear hubcaps, safety belts, power aerial, and a heated rear screen.

Converted to left-hand drive date unknown, the car is presented today having undergone chassis and body restoration by renowned marque specialist, Clive Smart, leaving the rest of the required renovation to the purchaser, including refinishing in the colour of their choice.

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

£200,000 - 220,000

£260,000 - 280,000

252

**1962 ASTON MARTIN DB4 'SERIES 5'
VANTAGE CONVERTABLE**

Registration no. not UK registered
Chassis no. DB4C/1085/R

- 1962 Earls Court Motor Show car
- Built with the Special Series (Vantage) engine
- Featured in three books
- Multiple concours winner in the 1990s





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.

One of the most notable developments arrived with the introduction of the so-called 'Series 4' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves and triple SU HD8 carburetors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit.



Coincidentally with the Series IV's introduction, the DB4 became available in convertible form. Unveiled at the 1961 Motor Show and priced at £4,449, the convertible was £250 more expensive than the coupé. Passenger space was little changed, though there was more headroom than the coupé could offer. 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.

Its accompanying copy guarantee form shows that chassis number '1085/R' was completed with one of the 'Special Series' (Vantage) engines and was originally finished in Fiesta Red with fawn Connolly hide trim. Other noteworthy features included chrome wheels and a Motorola radio.

Displayed on the Aston Martin stand at the 1962 Earls Court Motor Show, the car was sold new to Fendar Limited of Old Bond Street, London W1. From 1970 to 1971, the Aston was owned by Mr & Mrs J B Guyatt of Harrow, passing next to one D Clarke and then, in 1973, to Mrs & Mrs B Mountford of Marlow.

Next owner Mr G Ely of Northamptonshire kept the car from 1986 to 1996, amassing a most impressive concours record with the AMOC (see Register entry). '1085/R' is pictured in three books: '1001 Images of Cars' (Tiger Books), 'Aston Martin - The Complete Car' (Palawan) and 'Aston Martin Heritage' (Nixon & Newton). The DB4 is believed to have been owned in the 2000s by John Sindors, a Texas banker and Aston Martin collector, who was part of the consortium of investors who purchased AML from Ford in March 2007.

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

Refer to department



253

1996 ASTON MARTIN VOLANTE 'WIDE BODY'

Registration no. N111 EYE

Chassis no. SCFDAM2C3PBR60099

- Supplied new in the UK
- Automatic transmission
- Present ownership since 2007
- Stamped service book



After almost 20 years in production, Aston's well liked V8 was updated for the 1990s as the Virage, the chosen body design being that penned by Royal College of Art tutors Ken Greenley and John Heffernan. The existing Lagonda chassis and suspension were used in revised form for the new car, while engine development was entrusted to Callaway Engineering, of Connecticut. Immensely strong, the old V8's bottom half was retained but fitted with new cylinder heads boasting four-valves per cylinder and hydraulic tappets, the comprehensive redesign enabling the revised, 'unleaded'-compatible V8 to be built to identical specification for every market worldwide.

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer restated its 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 was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds. An open Volante version arrived in 1990 and was followed by 2+2 Cabriolet and Vantage models in 1992.

This car, chassis number '60099', was converted (cosmetically) early in 1996 by Aston Martin Works Service to the more expensive 'wide body' specification (developed for the up-rated 6.3-litre Virage) and comes with documentary evidence in confirmation. The car has 18" split-rim alloy wheels, dual-mode four-speed automatic transmission and the optional driver's air bag, and is finished in Salisbury Blue with blue-piped parchment leather interior. Other desirable accoutrements include an Alpine multi-CD player, vehicle tracker, and immobiliser.

Originally supplied by Stratton Motor Company in May 1996 to one J Hockney of Cambridge Optical Group Ltd, the car was purchased by the current (lady) vendor in 2007. Since acquisition the owner has used her Aston Martin infrequently for driving around the Cotswolds: everything from shopping at Tesco's to parties at Badminton House and weekends at Highclere Castle. Presented in generally good condition, 'N111 EYE' has covered only some 32,000 miles from new and comes with MoT to April 2017, a V5C registration document, and its original service book stamped to December 2006 (at 29,100 miles).

£55,000 - 75,000
€70,000 - 95,000



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Sunday 8th
Saturday 21st
Sunday 22nd

Granary Square Fountains Display, Kings Cross, London
International Dinner, The Imperial War Museum, Duxford
Spring Concours, The Imperial War Museum, Duxford

June

Friday 10-13th
Friday-Saturday 17-19th
Thursday 23-24th
Friday 24th

Auvergne Rally, France
Le Mans 24hrs Club camping
Lime Rock Concours/Track/Road Trip, Connecticut, USA
Blyton Park Track Day

July

Sunday 3rd
Friday 8th-10th
Saturday 23rd
Saturday 23-24th
Friday 29th-Sunday 31st

Burghley House gathering, Lincolnshire
Classic Le Mans
Racing at Snetterton 300 Circuit
Christmas in July Weekend, NSW, Australia
Silverstone Classic Aston Martin Owners Club Display

August

Tuesday 10-14th
Saturday 13th

Bäckaskog Castle, Track/Rally/Tour, Sweden
Racing at Brands Hatch Indy Circuit

September

Sat/Sun 3rd-4th
Sunday 18th
Thursday 22-25th
Sunday 25th

Windsor Concours of Elegance
AMOC Curborough Sprint Series
German Autumn Meeting, Lüdersburg
Autumn Concours, Compton Verney, Warwickshire

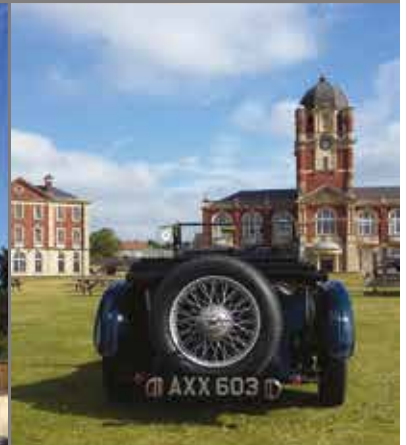
October

Saturday 1st
Saturday 22nd

Racing at Silverstone National Circuit
Aston Martin Heritage Trust Dudley Coram Lecture



Experience the history of Aston Martin first-hand,
visit the Aston Martin Heritage Trust.



Drayton St Leonard
Wallingford, OXON
OX11 7BG



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www.amht.org.uk





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The Alpine Trial explores new territory in September 2016. Designed for vintage cars only, journey from Divonne les Bains, through the little known roads of the Jura Mountains, before heading to the majestic Cols of the Savoie Alps. Join us.



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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.

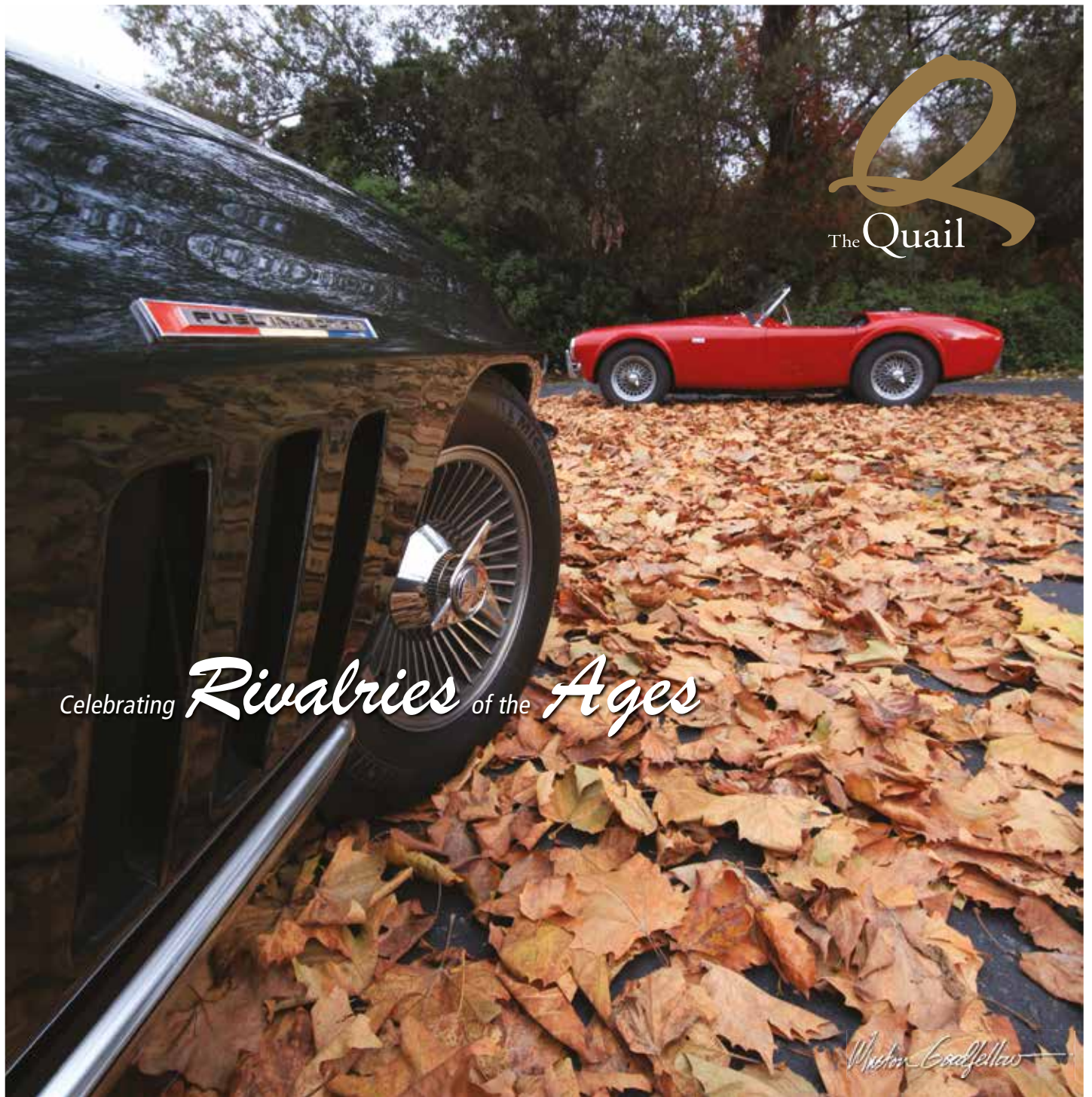
Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

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The 14th Annual *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! The 2016 Celebrated Themes include: Rivalries of the Ages, 100th Anniversary of BMW, and A Retrospective of Laguna Seca Raceway. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports (1945-1960), Post-War Sports (1961-1975), The Great Ferraris, Sports and Racing Motorcycles, and Supercars.

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

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and Race Meeting (SUN)

24 SEPT | MALLORY PARK

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HILL CLIMBS & SPRINTS

1 MAY | CURBOROUGH SPEED TRIALS

8 MAY | WISCOMBE PARK HILL CLIMB

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MOTORSPORT FESTIVAL

Featuring the VSCC Speed Trials at Mercedes-Benz World (SAT)

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5-7 AUG | PRESCOTT SPEED HILL CLIMB

Featuring Prescott 'Long Course' Hill Climb (FRI)

10-11 SEPT | LOTON PARK HILL CLIMB

22 OCT | AUTUMN SPRINT AT GOODWOOD

FOR MORE INFORMATION
ON THESE AND MANY OTHER
EVENTS PLEASE VISIT...

VSCC.CO.UK



**THE VINTAGE
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The Old Post Office
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Oxfordshire OX7 5EL

t +44 (0)1608 644777
e info@vsc.co.uk
www.vsc.co.uk



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GOODWOOD FESTIVAL OF SPEED SALE

**Important Collectors'
Motor Cars and Automobilia**
Friday 24 June 2016
Chichester, Sussex

PROCEEDS TO BE DONATED TO THE CARE2SAVE CHARITABLE TRUST

Bentley Motors has teamed up with the godfather of British pop art, Sir Peter Blake, to create a one-of-a-kind Bentley Continental GT V8 S Convertible. This unique car will be auctioned for charity by Bonhams at the Goodwood Festival of Speed on 24 June.

Bentley commissioned Sir Peter to deliver the world's first pop art Bentley, drawing on inspiration from the acclaimed artist's celebrated career at the forefront of the famous British pop art movement. Bentley has donated the car to the Care2Save Charitable Trust, which funds palliative and hospice care around the world.

ENQUIRIES

UK
+44 (0) 20 7468 5801
ukcars@bonhams.com

Europe
+32 (0) 476 879 471
eurocars@bonhams.com

USA
+1 212 461 6515, East Coast
+1 415 503 3285, West Coast
usacars@bonhams.com



**2016 BENTLEY CONTINENTAL GT V8 S
CONVERTIBLE BY SIR PETER BLAKE**
To be sold without reserve



Bonhams

bonhams.com/cars

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*.

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

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

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

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

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

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

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

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

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

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

8. VAT

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

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

† VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*

- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

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

9. PAYMENT

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

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

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

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

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

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

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

~ Ruby and Jadeite

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

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

Wines lying in Bond are marked Δ 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.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.		not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):				
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;				
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;				
8.1.3	to retain possession of the <i>Lot</i> ;				
8.1.4	to remove and store the <i>Lot</i> at your expense;				
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;				
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;				
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;				
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;				
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and				
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.				
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.				
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his				
		9	THE SELLER'S LIABILITY		
		9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
		9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
		9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
				10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
				10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
				10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
		10	MISCELLANEOUS		
		10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will		

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

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

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

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

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

Data protection – use of your information

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

Credit and Debit Card Payments

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

Notice to Bidders.

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

If successful

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

Sale title: THE ASTON MARTIN SALE		Sale date: 21 May 2016													
Sale no. 23592		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>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
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£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

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

FOR WINE SALES ONLY

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

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

Your signature: _____ Date: _____

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

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

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

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

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

THE BONHAMS MOTORING NETWORK

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329

Cheshire &
Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159

Somerset / Dorset
Mike Penn
The Haynes
Motor Museum
Sparkford, Nr. Yeovil
BA22 7UI
Tel: (01963) 440 804
Fax: (01963) 441 004

Devon / Cornwall
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
mike.jackson@
bonhams.com

East Anglia
Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242

Midlands
Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etcell
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 857 840
roger.etcell@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983

Home Counties
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancashire, Cumbria
& Yorkshire
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Gloucestershire
George Cohen
Manor Farm
Chillington
Ilminster
Somerset
TA19 0PU
Tel: (01460) 526 46
george.cohen@
bonhams.com

Wales
Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.
com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

Denmark
Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@
bonhams.com

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 391 4000
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Nick Smith
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 323 436 5470
Fax: +1 323 850 5843
nick.smith@
bonhams.com

New York
Eric Minoff
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
eric.minoff@
bonhams.com

USA Representatives

Southern California
Christine Eisenberg
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544
christine.eisenberg@
bonhams.com

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and
East Coast
Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest
Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

Rest of the World

Australia
Damien Duigan
Unit 14,
888 Bourke Street
Waterloo
NSW 2017
T: +61 (0) 2 8412 2232
damien.duigan@
bonhams.com

Argentina
Daniel Clarmunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.clarmunt@
bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya
Central Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.
com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
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Singapore 238877
+65 (0) 6701 8038
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Doug Davidson
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street ●
London W1S 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street ●
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

South East England

Brighton & Hove
19 Palmeira Square
Hove, East Sussex
BN3 2JN
+44 1273 220 000
+44 1273 220 335 fax

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight
+44 1273 220 000

Representative:
Kent
George Dawes
+44 1483 504 030

West Sussex
+44 (0) 1273 220 000

South West England

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro
36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter
The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Winchester
The Red House
Hyde Street
Winchester
Hants SO23 7DX
+44 1962 862 515
+44 1962 865 166 fax

Tetbury
22a Long Street
Tetbury
Gloucestershire
GL8 8AQ
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

East Anglia

Bury St. Edmunds
21 Churchgate Street
Bury St Edmunds
Suffolk IP33 1RG
+44 1284 716 190
+44 1284 755 844 fax

Norfolk
The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle
The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford
Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

Yorkshire & North East England

Leeds
30 Park Square West
Leeds LS1 2PF
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
2 St Johns Court,
Vicars Lane,
Chester,
CH1 1QE
+44 1244 313 936
+44 1244 340 028 fax

Manchester
The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey
La Chasse
La Rue de la Vallee
St Mary
Jersey JE3 3DL
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

Edinburgh ●
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Edinburgh
EH2 1JX
+44 131 225 2266
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Bonhams West of Scotland
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Broom Road East
Newton Mearns
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G77 5LL
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+44 141 223 8868 fax

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Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Cardiff
7-8 Park Place,
Cardiff CF10 3DP
+44 2920 727 980
+44 2920 727 989 fax

EUROPE

Belgium
Boulevard
Saint-Michel 101
1040 Brussels
+32 (0) 2 736 5076
belgium@bonhams.com

Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

France
4 rue de la Paix
75002 Paris
+33 (0) 1 42 61 10 10
paris@bonhams.com

Germany - Cologne
Albertusstrasse 26
50667 Cologne
+49 (0) 221 2779 9650
cologne@bonhams.com

Germany - Munich
Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
munich@bonhams.com

Greece
7 Neofytou Vamva Street
Athens 10674
+30 (0) 210 3636 404
athens@bonhams.com

Ireland
31 Molesworth Street
Dublin 2
+353 (0) 1 602 0990
dublin@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 0 2 4953 9020
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Roma
+39 0 6 48 5900
rome@bonhams.com

The Netherlands
De Lairessestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal
Rua Bartolomeu Dias nº
160. 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

Spain - Barcelona
Teresa Ybarra
+34 930 087 876
barcelona@bonhams.com

Spain - Madrid
Nunez de Balboa no 4-1A
28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

Spain - Marbella
James Roberts
+34 952 90 62 50
marbella@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
+41 (0) 22 300 3160
geneva@bonhams.com

Switzerland - Zurich
Andrea Bodmer
Dreikönigstrasse 31a
8002 Zürich
+41 44 281 9535
zurich@bonhams.com

MIDDLE EAST

Israel
Joslyne Halibard
+972 (0)54 553 5337
joslyne.halibard@
bonhams.com

NORTH AMERICA

USA

San Francisco ●
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles ●
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York ●
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362
arizona@bonhams.com

California
Central Valley
David Daniel
+1 (916) 364 1645
sacramento@bonhams.com

Colorado
Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida
Jon King
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630
florida@bonhams.com

Georgia
Mary Moore Bethea
+1 (404) 842 1500
georgia@bonhams.com

Illinois
Ricki Blumberg Harris
+1 (773) 267 3300
+1 (773) 680 2881
chicago@bonhams.com

Massachusetts
Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada
David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Mexico
Michael Bartlett
+1 (505) 820 0701
newmexico@bonhams.com

Oregon
Sheryl Acheson
+1 (503) 312 6023
oregon@bonhams.com

Texas
Amy Lawch
+1 (713) 621 5988
texas@bonhams.com

Virginia
Gertraud Hechl
+1 (540) 454 2437
virgina@bonhams.com

Washington
Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC
Martin Gammon
+1 (202) 333 1696
washingtonDC
@bonhams.com

CANADA

Toronto, Ontario ●
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 341 9238
info.ca@bonhams.com

SOUTH AMERICA

Brazil
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong ●
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Japan
Level 14 Hibiya Central
Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
tokyo@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8758 2897 fax
summer.fang@
bonhams.com

AUSTRALIA

Sydney
97-99 Queen Street,
Woollahra, NSW 2025
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Como Avenue
South Yarra
Melbourne VIC 3141
Australia
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com



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