

Aston Martin and Lagonda
Motor Cars and Related Automobilia
Saturday 13 May 2017
Newport Pagnell

THE
ASTON
MARTIN
SALE



Bonhams



ASTON MARTIN WORKS



THE HISTORIC HOME OF ASTON MARTIN

At Aston Martin Works we've been passionate about Aston Martin ever since the first DB2/4 MkII sports car rolled off the original production line here at Newport Pagnell in 1955.

Six iconic decades later we have built up an unrivalled level of knowledge and experience to become an exemplar for the Aston Martin brand the world over.

Today, if you step into our new-car and Heritage showrooms or superbly equipped service centre, you'll still find that same unwavering passion for Aston Martin, a passion only matched by your own.

Exactly what you'd expect from over 60 years of passion, knowledge and experience.

RESTORATIONS

TRIM

SALES & SERVICE

BODY WORK

PARTS



ASTON MARTIN WORKS

Tickford Street, Newport Pagnell, Buckinghamshire MK16 9AN

Tel: +44 (0) 1908 610 620

Email: enquiry@astonmartin.com | www.astonmartinworks.com



ASTON MARTIN
WORKS

ASTON MARTIN

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

the property of various owners

Saturday 13 May 2017

Bonhams

IN ASSOCIATION WITH

NICHOLAS MEE



ASTON MARTIN



A warm welcome to our 2017 Bonhams Sale here at Aston Martin Works and I would particularly like to welcome those who have travelled from overseas to be with us. I am pleased to say that over the last few years we have seen the appeal of owning a beautiful classic Aston Martin has become a truly global phenomena.

We at Aston Martin Works have had to significantly increase our overseas working capacity to support those cars based far away from Newport Pagnell but still require that all important provenance and peace of mind that only Aston Martin can offer, providing that essential care and attention as those closer to home.

10 years since the last Vanquish S came off the production line, we will once again start producing cars here at Newport Pagnell. This is one of the oldest vehicle manufacturing facilities in the world and actually predates the internal combustion engine. Aston Martin will for the first time in its history have three manufacturing facilities all producing very unique products, but all to the same high quality that Aston Martin is renowned for.

Happy bidding and of course the Aston Martin Works team and I are available to help and assist should you be lucky enough to become a member of our very exclusive club. It's worth remembering that there are only around 13,000 Heritage Aston Martins in the world and it's our privilege to look after many of them.

A handwritten signature in black ink, appearing to read "P. Spires".

Paul Spires
Managing Director, Aston Martin Works

THE ASTON MARTIN SALE

Aston Martin and Lagonda Motor Cars and Related Automobilia

Saturday 13 May 2017 at 10:30 and 14:30
Newport Pagnell

VIEWING

Friday 12 May 17:00 - 20:00
Saturday 13 May from 08:30
(Car parks open from 07:30)

SALE TIMES

Automobilia 10:30
Motor Cars 14:30

SALE NUMBER

24119

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 12 May. Thereafter bids should be sent directly to the Bonhams office at the sale venue. bids@bonhams.com

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

Live online bidding is available for this sale

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

ENQUIRIES

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

Automobilia
+44 (0) 8700 273 618
+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 cover: Lot 221
Back cover: Lot 217

Bonhams 1793 Limited

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

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

Bonhams International Board

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

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Harvey Cammell Deputy Chairman,
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Lucinda Bredin, Simon Cottle, Andrew Currie,
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Charles Graham-Campbell, Matthew Haley,
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Charles Lanning, Miranda Leslie,

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Ralph Taylor,
Charlie Thomas, 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 is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

For Motor Cars 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.

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. Cheques drawn by third parties cannot be accepted;
- **Cash:** you may pay for lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins or notes.
- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

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

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

VAT

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

* VAT on imported items at 5% on hammer price and buyer's premium.

- 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

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

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price.

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. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale 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, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

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 vehicles. It is also advised that the vehicles 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 vehicle's file available for inspection during the view.

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

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.

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 or notes.

We accept the following methods of payment:

Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. 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 up to 10 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately

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

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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 (†, ‡, *) printed beside the lot number in the catalogue.

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

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

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our collections page.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

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 Alexandra Lippai.

Worldwide Motoring contacts

UK Motor Cars

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

Rob Hubbard
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James Knight
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Administrators

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

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mark.gold@bonhams.com

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jakob.greisen@bonhams.com

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

Administrator

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gregory.coe@bonhams.com

Title/Registration Clerk

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stanley.tam@bonhams.com

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Mainland Europe Motor Cars

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Maëlle Fontaine
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Additional contacts

Automobilia

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

Motorcycle Department

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Administrator

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+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 un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 16 May 2017 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 ◊ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

All lots marked with a ◊◊◊ 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 14 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

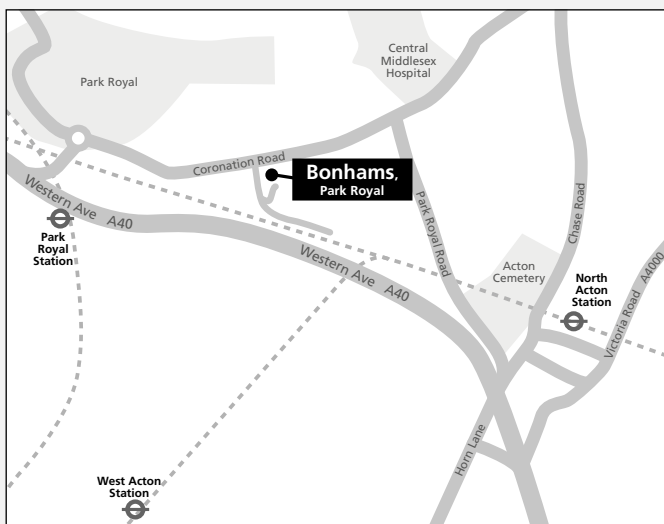
Chris Bailey, Showcase SVS
+44 (0) 7889 722 333
www.showcasesvs.co.uk

Photography

Simon Clay
Tom Wood
Peter Singhof

Acknowledgments

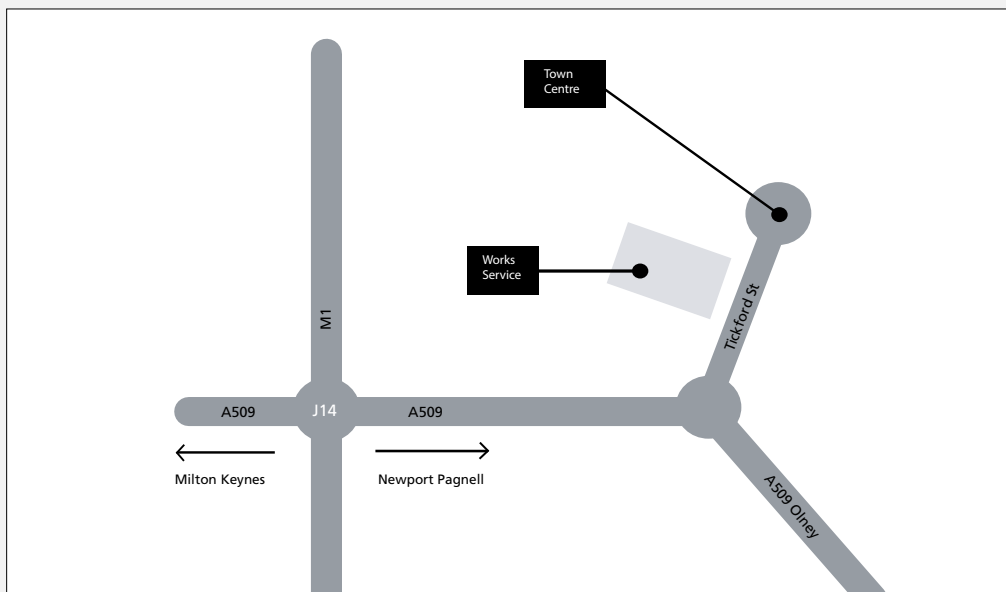
Anthony Forshaw
Tim Cottingham
AMHT
Kevin Moore
Kean Rogers



Timetable for Saturday 13 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

Car Parking

Parking for the sale
will be signposted
from Tickford Street.

AUTOMOBILIA

Lots 1 - 170

Further images of each lot can be found at:
www.bonhams.com/24119





1

2

3

10

1• **ALAN ARCHER, TED CUTTING & NEIL MURRAY: ASTON MARTIN - THE COMPLETED CAR; LIMITED EDITION PUBLISHED BY PALAWAN PRESS,** published 1994, limited edition (798/1500), maroon cloth-bound hard covers, 336 numbered pages, a well illustrated history of the marque, contained in green cloth slip-case, complete with original carton packing box.
£250 - 350
€300 - 410

2• **CHRIS NIXON: THE ASTON MARTIN DB3S SPORTSCAR; LIMITED EDITION TWO-VOLUME SET PUBLISHED BY PALAWAN PRESS,** published 1996, limited edition (064/1000), grey cloth-bound hard covers, comprising the main volume, 323 numbered pages, and accompanying Case Histories volume, 198 numbered pages, well illustrated titles, contained in green cloth slip-case, with original carton packing box.
£300 - 400
€350 - 470

3• **STEPHEN ARCHER & SIMON HARRIES: ASTON MARTIN ZAGATO; LIMITED EDITION PUBLISHED BY PALAWAN PRESS,** published 1998, standard limited edition (0275/1000), light grey hard covers, 408 numbered pages, a well-illustrated history of the car and its racing successes, with many photographic illustrations by Richard Newton, contained in Perspex slip-case, complete with original carton packing box.
£300 - 500
€350 - 590

4• **ASSORTED ASTON MARTIN BOOKS AND MANUALS,** comprising Aston Martin Man Hour Schedule for DB4, DB5 & DB6 models, 1st issue July 1968; Aston Martin Lagonda: The Cars and the Company - Twenty-eight photographs tell the story of Aston Martin from the 1935 Ulster to today's models, with 3 two-page foldouts showing 2 three-quarter views of each model, additional photographs show exterior and interior features, includes discussion and Pocket which contains a heavy 2 page non-colour sheet with specifications for the Aston Martin DB7 on front and photograph of car on reverse; GO1203: The Aston Martin, 1 1/2-litre International 1930, Chassis No. K085, Engine No. K086 - Photographic study and historical research of chassis number K085/engine K086, technical information, interviews with previous owners, competition records and reproduction of the instruction book, many colour photos, 8 pages of writing in English and 7 pages of writing in Japanese. In the 8 pages of English, it states that although this is really the story of the Aston Martin International Model sports car of 1929 vintage, the book dwells a little on the origin of the cars bearing the magical name of Aston Martin. The book discusses the first production of Aston Martins, a brief technical description, the chassis and body, the Works cars in competition, International GO1203 Chassis Number K085, Derrick Edwards a previous owner of GO1203, and speed events. Paperback: 55 pages; Publisher: Horseless Carriages (1973); Aston Martin Performance Driving : Book and DVD..... 16 pages including three foldouts, several high-quality colour photos, includes small aerial maps and detailed descriptions of: Millbrook Proving Ground, Bedfordshire, England; Lommel Proving Ground, Limburg, Belgium; Michigan Proving Ground, Romeo, Michigan, with DVD; Aston Martin spiral notebook and Aston Martin Company Brochure & DB7 Sales Kit.
 (Qty)
£350 - 450
€410 - 530

5• **RACING WITH DAVID BROWN ASTON MARTINS,** comprising Volume 1 by John Wyer and Chris Nixon and Volume 2 by Chris Nixon, each hard-backed with dust jacket, 4to.
 (2)
£250 - 350
€300 - 410

6• **FOUR SALES BROCHURES FOR ASTON MARTIN MODELS, ((4))** comprising a DB2-4 fold-out brochure, DB4 Convertible sales sheet with specifications, 4to, 1970 brochure for DB6 Mk2, and another for DBS, 1969.
 (4)
£250 - 350
€300 - 410

7 **A RARE 'DAVID BROWN ASTON MARTIN DB3S COMPETITION CAR' ADVERTISING SHOWCARD,** period hanging showcard with punch-holes to upper edge, printed with images of the sports racing car, single horizontal crease and some staining, 28 x 16cm, presentation mounted together with an early Aston Martin Lagonda enamel badge, framed and glazed, 50 x 32cm overall.
£300 - 500
€350 - 590

According to information supplied by the vendor, this showcard was obtained from famed classic and historic motor racing personality Hamish Moffatt in 1997.

8•
A QUANTITY OF ASSORTED ASTON MARTIN SALES LITERATURE,
 including Klemantaski & Nixon: Klemantaski & Aston Martin, limited edition 1154/1500; Dave Worrall: The Most Famous Car in the World, signed with dedication by the author; Chris Nixon: Aston Martin Virage; various sales brochures and press packs for 1980s Aston Martin models onwards including Virage Volante, Vantage Zagato, Vantage Volante, DB7, Lagonda, and others, together with accessories brochures, calendars, bound issues of AM Magazine, and other periodicals and promotional ephemera.
 (Qty)
£300 - 500
€350 - 590

9•
ASSORTED ASTON MARTIN SALES AND PROMOTIONAL BROCHURES AND BOOKS,
 including Newport Pagnell - A celebration; Racing Journal 2006; Pebble Beach 2007 - Debut of DBS; V8 Vantage Roadster; Aston Martin 2012; Rapide; 2 Model Range catalogues: 2 The Collection; Aston Martin Life and a reprinted DB5 catalogue.
 (Qty)
£250 - 350
€300 - 410

10•
TWO SALES BROCHURES FOR ASTON MARTIN DB4 AND DB4 GT, ONE SIGNED BY JIM CLARK,
 comprising a 1960 DB4 Saloon 2-page sales brochure, signed by Clark to the front cover in blue ink, 8vo, central vertical crease and old patched repair to upper left corner, and a DB4 GT sales brochure, card covers, 4to, tear to front cover with taped repair to reverse.
 (2)
£300 - 500
€350 - 590

11•
AN ASTON MARTIN DB4 & DB4 GT WORKSHOP MANUAL AND A DB4 SALES BROCHURE,
 stud-bound workshop manual with green Rexine hard covers and gilt tooling, some light workshop staining to first page but in otherwise good general order, together with a 1963 sales brochure for the Aston Martin DB4, with colour illustrations, 4to, with vertical crease, staples missing and now cord-tied.
 (2)
£500 - 700
€590 - 830

12•
A WORKSHOP MANUAL AND PARTS CATALOGUE FOR ASTON MARTIN DB6,
 part numbers 55-43-130 and 55-43-105 respectively, both in black vinyl ring-bound folders, some workshop wear in places.
 (2)
£250 - 350
€300 - 410

13•
NINE AMOC RACE MEETING PROGRAMMES,
 for mainly Silverstone race events organised by the Aston Martin Owners Club, comprising St John Horsfall 1951, David Brown Trophy 1958, David Brown 200 Mile Relay 1959, Martini 100, Martini Aston/Jaguar Brands Hatch, and St John Horsfall meetings 1960, Martini 100 1961, and Martini Trophy and St John Horsfall 1964, some folded, with accompanying race circuit plans and schedules and related ephemera in original envelopes.
 (Qty)
£250 - 350
€300 - 410

14•
ASSORTED ASTON MARTIN BROCHURES AND EPHEMERA,
 comprising Aston Martin 3-litre DB2-4 & Tickford Lagonda 3-litre Brochures – 1953, including press release announcing both models; Aston Martin Lagonda Mark II Saloon 2.6-Litre Brochure – 1952; Aston Martin 3-litre Lagonda Brochure – 1953 Full colour factory Sports Saloon & Drop-Head Coupe fold-out brochure; Aston Martin Lagonda Brochure - four-page sales brochure for the Aston Martin Lagonda, from 1977; Aston Martin Lagonda sales brochure in colour; Aston Martin DB3S Brochure - Reprint with Automobile Literature International stamp; Aston Martin Hardcover Brochure Set - Full colour factory original Aston Martin DB7 Vantage, V12 Vanquish and Collection (lifestyle accessories) books; Aston Martin Hardcover Brochure Set - Full colour "A New Era", DB9 – A Striking Balance, Aston Martin Meets Art books; Aston Martin Hardcover DB7 Range Brochure; Aston Martin Hardcover V8 Vantage & V8 Vantage Roadster Brochures and an Aston Martin V8 Volante Press Kit – 1979.
 (Qty)
£450 - 550
€530 - 650

15
A 1984 'GRAND PRIX BALL' PROGRAMME SIGNED BY MULTIPLE DRIVERS INCLUDING FIVE ASTON MARTIN DRIVERS,
 the 2-page programme for the ball held on the evening of Saturday 13th October at the Albany Hotel prior to the following day's event to promote the City of Birmingham as a venue for a 'SuperPrix' race, signed mainly in blue ball-point to inside pages by various drivers and motoring personalities comprising Juan Manuel Fangio, Stirling Moss, Sir Jack Brabham, Innes Ireland, Roy Salvadori, Tony Brooks, David Hobbs, Richard Noble, Baron Tulo de Graffenried, Derek Bell, John Surtees, James Hunt, Martin Hone (organiser), Bette Hill, Carroll Shelby, Sir David Brown, and Lady Paula Brown, offered together with an Official Souvenir Programme for Sunday's event a Marshal's pass and a VIP Pass for the Ball.
 (4)
£250 - 350
€300 - 410



11

16•
AN ASTON MARTIN VANTAGE ZAGATO PRESS PACK IN LEATHER FOLIO, 1986,
 green leather embossed folio, large 4to, containing several folders with articles, press releases, two photographs and other ephemera, together with another 1986 press pack for the same in Zagato cream folder, a press pack for 1999 Vantage models including Le Mans, containing publicity photographs and press information for the range, a 1969 DBS fold-out sales brochure and price list for DBS and DB6 models, and an Aston Martin 'The Collection' accessories book.
 (Qty)
£250 - 350
€300 - 410

17•
ASSORTED ASTON MARTIN PRESS PACKS AND LITERATURE,
 including a 1975 V8 Volante brochure, two 1980s brochures for Virage and V8 models, and press information and publicity literature relating to various later Aston Martin models including Rapide, DB7, DB9, Virage, Volante, Vanquish, Vantage, and others.
 (Qty)
£250 - 350
€300 - 410

18
A 'DAVID BROWN LAGONDA' EMBLEM,
 cast alloy, chromed with painted centre, with two mounting bolts, 40cm wide.
£400 - 600
€470 - 710

According to information supplied by the then vendor, this emblem was found in the cellar of a house in Meltham, Yorkshire. (See Lot 79A Bonhams Sale Newport Pagnell 22nd May 2010).



20



21



22 (part lot)



23 (part lot)



25

167

25



26

19
ASTON MARTIN BADGES AND COLLECTABLES,

comprising a gilt enamelled bonnet/boot badge, a pair of enamelled Tickford Aston Martin coachwork badges, seemingly unused, a modern reproduction 'Aston Martin Le Mans Winners' commemorative car badge, a small reproduction David Brown 'DB' enamel sign featuring the Yorkshire/Lancashire Roses, 11cm high, and a gilt cigarette case applied with Lagonda enamelled badge.

(6)
£250 - 350
€300 - 410

20
AN 'ASTON MARTIN WORKS CAR CLUB' BADGE, 1966-69,

cast alloy badge painted in dark red, cream and black, numbered 'K6753' to reverse, one of a first batch of 50 badges produced from 1966-69 in these colours, and part of a total batch of 103 issued from 1966-1974 by the Caxton Nameplate Manufacturing Co.Ltd of Kew, 10.5cm high.

£250 - 350
€300 - 410

Of the 103 'Aston Martin Works Car Club' badges produced by Caxton, the first batch of 50, produced 1966-1969, were painted, incorrectly, in black, red and cream, of which the badge offered here is one example, however after some discussion by the Club Committee, the second batch of 53, produced 1969-1974, were painted in the correct green, orange, black and cream colours.

21
AN 'ASTON MARTIN WORKS CAR CLUB' BADGE, 1969-1974,

cast alloy badge painted in green, orange, black and cream, numbered 'K6753' to reverse, one of a second batch of 53 badges produced from 1969-74 in these colours, and part of an original batch of 103 first issued from 1966 by the Caxton Nameplate Manufacturing Co.Ltd of Kew, 10.5cm high, together with original Caxton plastic sleeve and a letter of provenance from the Aston Martin Lagonda Sports and Social Club, dated 2017, pertaining to the badge.

(3)
£250 - 350
€300 - 410

Of the 103 'Aston Martin Works Car Club' badges produced by Caxton, the first batch of 50, produced 1966-1969, were painted, incorrectly, in black, red and cream, however after some discussion by the Club Committee, the second batch of 53, produced 1969-1974, of which the badge offered here is one example, were painted in the correct green, orange, black and cream colours.

22
ASSORTED ASTON MARTIN SALES LITERATURE AND A TICKFORD MOTOR & MOTOR CYCLE CLUB CAR BADGE,

the chromed badge painted in cream, yellow and green, featuring the Aston Martin winged emblem, numbered K6753 to reverse, 10.5cm high, some loss to paint in places, together with sales brochures for Aston Martin DB2-4 Mark III Sports Saloon, DB4 sales sheet with two price lists for May 1962, a 'Top Secret' specifications pamphlet for the James Bond 'Goldfinger' Aston Martin DB5, DB6 Saloon, two sales sheets for Radford bodied Shooting Brake, and David Brown Lagonda Rapide, together with road tests for 1936 Lagonda LG45, DB4, DB4 GT Zagato, DB6, Lagonda Rapide and Aston Martin Lagonda V8, and a Winston Churchill 1965 minted commemorative coin in David Brown plastic wallet, commemorating HM Queen Elizabeth II's visit to Aston Martin Newport Pagnell 1966, with accompanying newspaper article.

(Qty)
£300 - 500
€350 - 590

23
A TICKFORD MOTOR & MOTOR CYCLE CLUB CAR BADGE AND OTHER ASTON MARTIN COLLECTABLES,

unpainted chromed badge, a prototype design, featuring the Aston Martin winged emblem, numbered K6753 to reverse, 10.5cm high, together with assorted Aston Martin collectables comprising a boxed limited edition (345/400) framed plaque celebrating the final V8 engined Aston Martin produced at Newport Pagnell August 2000, a boxed pair of enamelled Aston Martin cufflinks, five small Tickford Motor Club shield rally plaques awarded to a Ms E.Thorley 1962-63, ten Silverstone race programmes 1953-59, a boxed set of four Aston Martin ceramic cups, a small glass paperweight, a 1996 first day cover, and an Aston Martin Lagonda golfing umbrella.

(Qty)
£300 - 400
€350 - 470



28

24
A LIMITED EDITION WOODEN MODEL OF AN ASTON MARTIN VIRAGE, AMERICAN, approximately 1:16 scale, marked 'Woodyeye Productions by Curtis Stimpson' to underside and signed by the modelmaker, numbered 3/250, hand-built, lacquered finish, 30cm long, on a black painted wooden display base, together with part of original carton packing. (2)
£250 - 350
€300 - 410

This limited edition run of models was commissioned as gifts for people involved in the Virage project.



27

25
ASSORTED ASTON MARTIN MODELS, comprising a limited edition Aston Martin Racing set of two 1:43 scale 2007/2008 DBR9 models, number 358 of 500, in display box with numbered plaque, a 1:43 scale Harold Radford DB5 Shooting Brake by Matrix, limited edition number 77/400 in display box and packaging, and a 1:43 scale of the 2012 Aston Martin V12 Zagato by Minichamps in display box. (3)
£250 - 350
€300 - 410

26
A RARE CORGI JAMES BOND 007 CASINO ROYALE 'FIRST SHOT' LIMITED EDITION GIFT SET, numbered 83/300, Corgi number CC99195, comprising 1:36 scale models of DB5 and DBS, each signed by the model maker, unpainted bare metal pre-production 'first shot' castings, in wooden display case fitted with \$1,000,000 casino chip as certificate, with card outer display sleeve.
£300 - 400
€350 - 470

27
A 1:12 SCALE MODEL OF THE 1959 LE MANS WINNING ASTON MARTIN DBR1 AS DRIVEN BY CARROLL SHELBY AND ROY SALVADORI, BY RETRO MODELS OF ITALY, limited edition number 256/500, a fine example, on black material display base with engraved plaques and label autographed by the drivers, applied to the base, within Perspex display case.
£600 - 800
€710 - 940

28 ♦♦
A 1:4 SCALE PROMOTIONAL MODEL OF THE 1989 ASTON MARTIN 'PROTECH' AMR1, kerbside model, resin body finished in white with red and blue race livery and wearing number 18, with Mobil 1 and Goodyear sponsors' logos, black painted wooden wheels, depicting the Ecurie Ecosse Callaway engined car as driven by Brian Redman and David Leslie at the 1989 Le Mans 24-Hour race and other Group C events during the World Sports Prototype Championship season, measuring 122cm long, mounted on a grey-painted display base.
£1,500 - 2,000
€1,800 - 2,400



29



30



31

29 ♦♦

A 1:4 SCALE WIND TUNNEL TEST MODEL OF THE PROPOSED 1990 ASTON MARTIN "AMR2" PROTOTYPE RACING SPORTS CAR,

constructed 1987-1988, moulded plastic model painted white, with alloy rear spoiler and black painted wooden wheels, of the proposed successor to the 1989 World Sports Prototype and Le Mans 24-Hour Group C winning Aston Martin AMR1, with revised bodywork design and developed by Protech for the 1990 season, 120cm long, slight outward bend to left end-plate.

£800 - 1,200
€940 - 1,400

30 ♦

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

kerbside model, resin body with detailed cockpit, wire wheels, finished in British Racing Green livery and wearing number 14, depicting the car as driven to victory by Tony Brooks and Noel Cunningham-Reid at the 1,000Km event, 49cm long, mounted on a display base and with Perspex display case.

£1,000 - 1,500
€1,200 - 1,800

31 ♦

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

kerbside model, resin body with detailed cockpit, wire wheels, finished in British Racing Green livery and wearing number 4, depicting the car as driven by Stirling Moss and Jack Fairman at the 24-Hour event, 49cm long, mounted on a display base and with Perspex display case.

£1,000 - 1,500
€1,200 - 1,800

32 ♦

A 1:8 SCALE MODEL OF THE JAMES BOND 007 'GOLDFINGER' ASTON MARTIN DB5,

kit-built, finely constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, well detailed model with opening doors, bonnet and boot, finished in 'Silver Birch' paintwork, loaded with all the Bond 'Special Equipment' including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, offered together with a miniature 'Aston Martin' black vinyl car cover, a complete set of the associated magazines 1-86 issued with the parts, accompanying blueprints, and a glass display cover (lacking base).

(Qty)
£1,200 - 1,800
€1,400 - 2,100

33 ♦

A 1:8 SCALE SCRATCH BUILT MODEL OF THE 1963 MONZA WINNING ASTON MARTIN 'DP214' BY JAVAN SMITH

finely detailed limited edition 'kerbside' model, numbered 6 of only 12 examples, of the DB4GT variant in race livery as driven by Roy Salvadori in the Coppa Inter-Europa at Monza, Italy, September 1963, in a battle for victory against Mike Parkes' Ferrari 250GTO, earning David Brown's Aston Martins their last victory of the era, mounted on a Perspex plinth within a Perspex display case etched with the Aston Martin winged emblem, 60 x 28 x 18cm overall, complete with signed certificate of authenticity.

£2,200 - 2,500
€2,600 - 3,000



32

34
A SUITCASE TO SUIT ASTON MARTIN V8 MODELS BY TANNER & KROLLE,
 black leather case with handle, brass combination locks and catches, with red cloth lined interior, some light marks in places, 78cm wide.

£250 - 350
 €300 - 410



33

35
A CASE TO SUIT ASTON MARTIN,
 by Trunks of Haslemere, green leather case with handle and Aston Martin emblem applied to front edge of lid, chromed locks and catches, with checkered cloth lined interior, complete with two keys, 45 x 45 x 16cm.

£250 - 350
 €300 - 410

36
A SUITCASE FOR ASTON MARTIN V8 MODELS BY TANNER & KROLLE,
 green leather case with handle, brass combination locks and catches, with Aston Martin emblem to front edge of lid, with beige cloth lined interior (some staining), with leather luggage tag, some light marks and scuffs to case in places, 78cm wide.

£250 - 350
 €300 - 410

37†
A BLUE LEATHER VANITY CASE BY TANNER & KROLLE TO SUIT ASTON MARTIN,
 dark blue leather case with handle, brass combination locks with catches, dark blue cloth lined interior with plastic covering, lift-out tray, and mirror to inside of lid, with luggage tag and combination instructions card, 31cm wide.

(3)
 £250 - 350
 €300 - 410



35

36

34



41



40



42

38†

A BLACK LEATHER ASTON MARTIN VANITY CASE BY TANNER & KROLLE, with black leather handle and Aston Martin winged emblem to front edge of lid, brass combination locks and catches, maroon cloth lined interior with plastic covering, lift-out tray, and mirror to inside of lid, with luggage tag and combination instructions card, 31cm wide, some old marks and scratches in places.

(3)
£250 - 350
€300 - 410

39†

A BLACK LEATHER ASTON MARTIN BRIEFCASE BY TANNER & KROLLE, with leather handle and Aston Martin winged emblem to front edge of lid, brass combination locks and catches, maroon leather lined interior with folio pockets, with luggage tag and combination instructions card, 42cm wide, some impression marks to lid.

(3)
£250 - 350
€300 - 410

40† ◇

A THREE-PIECE GREEN LEATHER LUGGAGE SET BY TANNER & KROLLE FOR ASTON MARTIN V8 MODELS, each with leather handle, brass combination locks with catches and Aston Martin winged emblem to front edge of lid, tan cloth linings, comprising large suitcase, 78cm wide, medium suitcase, 59cm wide (hand-written number in black marker to front edge of lid), and a vanity case (lacking tray and mirror), 31cm wide, to suit late 1970-80s V8 models, used condition with old marks, scuffs and scratches to exterior in places.

(3)
£800 - 1,200
€940 - 1,400

41† ◇

A THREE-PIECE BLUE LEATHER LUGGAGE SET BY TANNER & KROLLE FOR ASTON MARTIN V8 VANTAGE VOLANTE,

each with leather handle, brass combination locks with catches and Aston Martin winged emblem to front edge of lid, maroon cloth linings, comprising large suitcase, 78cm wide, medium suitcase, 59cm wide (one impression mark to lower front edge and scratch to lower left side), and a vanity case with lift-out tray and mirror, 31cm wide, to suit 1980 V8 Vantage Volante, with two luggage tags and two combination instruction cards,

(7)
£1,000 - 1,500
€1,200 - 1,800

42 ◇

FOUR PIECES OF ASTON MARTIN LEATHER LUGGAGE,

to fit V8 Convertible and DB7, each tan leather with luggage tag, comprising two suitcases, 71 x 33 x 17cm, and two carry-on bags with locking zip tops and removable bases, one 40 x 32 x 30cm the other 40 x 24 x 30cm, some travel wear and marks to lining, each piece and luggage tag embossed with Aston Martin winged logo.

(4)
£1,800 - 2,400
€2,100 - 2,800

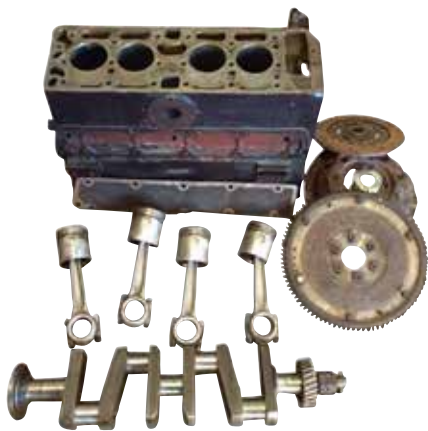
43

AN ASTON MARTIN DB4/DB5 FIRE EXTINGUISHER,

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

£250 - 300
€300 - 350

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



46



49



47



44

44
AN ASTON MARTIN DB4/DB5 FIRE EXTINGUISHER,
 by Bradville Ltd, marked Aston Martin Lagonda, chromed, believed empty, small dent to case, 13cm long, with mounting bracket.
 £250 - 350
 €300 - 410

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

45†
A PAIR OF BOSCH HEADLAMP UNITS FOR ASTON MARTIN VIRAGE,
 for right-hand drive models, seemingly complete with cases, lenses and fittings.
 (2)
 £400 - 500
 €470 - 590

46 ♦ ♦
A 1½ LITRE ASTON MARTIN INTERNATIONAL ENGINE BLOCK AND RELATED PARTS, CIRCA 1930,
 comprising block, stamped A197, side panel, crankshaft, rods and pistons, flywheel and clutch, used and dismantled.
 (Qty)
 £1,500 - 2,500
 €1,800 - 3,000

47^Ω
AN ASTON MARTIN V8 VANTAGE 4.3 LITRE ALUMINIUM INTAKE MANIFOLD
 Part Number: 6G33-9424-AD, to suit 2008 and earlier Vantage models, used but good condition.
 £300 - 400
 €350 - 470



51

48
AN ASTON MARTIN DB6 MKII RADIATOR CORE,
 by Serck Heat Transfer of Manchester and numbered E 432632, used condition, offered together with an anti roll-bar for a 1970 DB6 MkII, with brackets and rubber collars, 103cm wide, used.
 (2)
 £250 - 350
 €300 - 410

49
ASTON MARTIN DB3S SPARES,
 comprising 11:36 (3.27) crown wheel and pinion with some fittings, two tubular brackets and a differential oil level dipstick.
 (Qty)
 £500 - 700
 €590 - 830

50
A STARTER MOTOR AND TWO ALTERNATORS FOR ASTON MARTIN DB6 MKII,
 Lucas starter motor stamped 25677B 36 73 - 3M100-12V, and two Lucas alternators, one stamped 11AC 09 71 - 12V 23517E, the other with fan disc, together with a cast alloy spacer bracket numbered 3-24-0102 OC, old weld repairs in two places.
 (4)
 £250 - 350
 €300 - 410

51
A SET OF THREE SU TYPE HD8 CARBURETTORS FOR ASTON MARTIN DB6 MKII,
 each numbered 'AUC.7090', seemingly complete with float chambers, butterfly valves and fittings, used condition.
 (3)
 £400 - 600
 €470 - 710

54



54† ◇◇

AN AUTOMATIC GEARBOX FOR 1980S V8 ASTON MARTIN,

main casing and bell housing, seemingly complete with internals, flywheel and fittings, reported by the vendor as being in working order at time of recent removal, inspection advised, offered together with gear lever and gate, and other associated parts for installation.

(Qty)

£5,000 - 7,000

€5,900 - 8,300

54A ◇◇

AN ASTON MARTIN DB2/4 GEARBOX,

4 speed floor change, apparently complete unit, selects gears and turns, gearbox number to be advised at time of sale.

£3,000 - 4,000

€3,500 - 4,700

56



55 ◇◇

A SET OF FOUR WIRE-SPOKED WHEELS TO SUIT ASTON MARTIN DB6 MKII,

each marked XA474, approximately 42c diameter, 18cm wide, used condition.

(4)

£300 - 400

€350 - 470

56 ◇◇

A SET OF FIVE 16 INCH WIRE WHEELS, BELIEVED SUITABLE FOR ASTON MARTIN DB3S,

standard drum-brake type, the rims marked DRC 50E 16 N, XB441D, 8 RSE, four used and one reconditioned.

(5)

£2,000 - 3,000

€2,400 - 3,500

57



According to information supplied by the vendor it is believed that these wheels were once fitted to an Aston Martin DB3S that ran at Le Mans.

57†

A DYMAG ALLOY WHEEL FOR 1990S SUPERCHARGED ASTON MARTIN VANTAGE,

refurbished, 5-spoke wheel design, believed RF-1890 type, 49.5cm overall diameter, approximately 27.5cm wide.

£400 - 500

€470 - 590

59



52†

A PAIR OF ADJUSTABLE ARMSTRONG LEVER ARM SUSPENSION UNITS FOR ASTON MARTIN DB4,

with stamped numbers 24209 and 24210 respectively.

(2)

£300 - 400

€350 - 470

53 ◇◇

A ZF 5-SPEED GEARBOX FOR ASTON MARTIN DB5,

Type S5-325, casting number 1206 401 002 Br.2 and with manufacturer's plaque stamped 680, date of production 9/04/64, used condition, with internals, inspection advised, also possibly suit Maserati Ghibli, Mexico, Indy, Quattroporte 1, and Iso Grifo.

£5,000 - 6,000

€5,900 - 7,100

58 ◇◇

A SET OF FOUR ALLOY WHEELS FOR LAGONDA,

7Jx15H2 wheels by Centra, further numbered 135705, new/old stock, believed to suit Series 3 or similar models, lacking centre caps.

(4)

£300 - 500

€350 - 590

58A ◇◇

AN ASTON MARTIN DB2/4 REAR AXLE,

apparently complete unit with brakes and hubs, turns.

£1,500 - 2,000

€1,800 - 2,400

59† ◇

A DYMAG ALLOY WHEEL WITH TYRE FOR 1990S SUPERCHARGED ASTON MARTIN VANTAGE,

5-spoke wheel design, believed RF-1890 type, 49.5cm overall diameter, approximately 27.5cm wide, fitted with Goodyear Eagle GS-D 285/45ZR18 tyre.

£500 - 700
€590 - 830



60

60† ◇ ◇

A SET OF FOUR ASTON MARTIN VANQUISH ALLOY WHEELS,

German manufacture, 12-spoke design, comprising pair of 9Jx19H2 ET45 front wheels, further stamped 34800 - AS10.62 - 08/02 - 1R12-360216-AD to inside of hub, and a pair of 10Jx19H2 ET35 rear wheels, further stamped 34801 - AS10.62 - 23/02 - 1R12-3602-7-AD, some light use with minor surface chips in places.

(4)
£800 - 1,200
€940 - 1,400



63

61 ◇ ◇

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
€710 - 940



67

62† ◇ ◇

SEVEN WIRE-SPOKED WHEELS BELIEVED SUITABLE FOR ASTON MARTIN DB4,

each overall diameter 41.5cm, width approximately 17.5cm, together with another wire-spoked wheel, stamped 'XA480', 42cm overall diameter, width approximately 16.5cm.

(8)
£500 - 700
€590 - 830



66

64

63† ◇ ◇

A SET OF FOUR SPEEDLINE CORSE N24/GT4 ASTON MARTIN V8 VANTAGE WHEELS,

alloy racing wheels with 5-spoke design, Italian manufacture, comprising a pair of Jx18H2 ET 45.5 front wheels, and a pair of Jx18H2 ET 48 rear wheels, each further numbered AZ 91 - 07 - T4 - SL886, used with some wear, marks and scratches.

(4)
£800 - 1,200
€940 - 1,400

65†

A LEATHER-TRIM STEERING WHEEL FOR 1980S ASTON MARTIN V8/V8 VOLANTE/ V8 VANTAGE,

black leather, to suit post-1984 models, complete with horn-push centre, 35.5cm diameter, some use.

(2)
£300 - 400
€350 - 470

67

AN ASTON MARTIN DB5 INTERIOR ASHTRAY BY B.O.M.,

for centre tunnel mounting, chromed with sprung lid and release lever, some light wear and surface scratches, 10cm wide, offered together with a dashboard cigarette lighter for Aston Martin DB2 and DB2/4 by Smiths, complete with filament and Bakelite push handle with green 'bullseye' lens.

(2)
£250 - 350
€300 - 410

64

AN ORIGINAL ASTON MARTIN DB6 HORN PUSH CENTRE,

Bakelite surround with Lucas backing plate assembly and wiring, with clear plastic push centre bearing the David Brown Yorkshire/ Lancashire Roses emblem, small chip to edge of Bakelite surround, 9cm diameter.

£300 - 400
€350 - 470

66

AN ORIGINAL ASTON MARTIN DBS STEERING WHEEL CENTRE BOSS,

textured rubber surround with backing plate, with clear plastic centre bearing the 'DB' logo in red, 9cm diameter.

£250 - 350
€300 - 410

68 ◇

A FULL SET OF FOUR ASTON MARTIN DB6 MKII QUARTER-BUMPERS,

two front and two rear, complete with mounting studs, washers and nuts, used with some pitting to chrome and small crack to one rear bumper.

(4)
£250 - 350
€300 - 410



73†

A PAIR OF ASTON MARTIN DB4/5 REAR QUARTER-LIGHT GLASS WINDOW PANELS, Triplex AS2 toughened clear glass, approximately 4.5mm thickness, with rivet-hole to rear, 67cm long.

(2)
£400 - 600
€470 - 710

74†

A PAIR OF ASTON MARTIN DB4/5 REAR QUARTER-LIGHT PERSPEX WINDOW PANELS, lightweight clear Perspex, approximately 6.5mm thickness, with rivet-hole to rear, 67cm long.

(2)
£250 - 350
€300 - 410

75

A LAKE & ELLIOT MILLENNIUM JACK FOR ASTON MARTIN DB2 AND DB2/4 MK I, 1 Ton M1DL bottle jack, painted green, together with a modern reproduction handle painted black with plaque and wooden grip, 76cm long.

(2)
£250 - 350
€300 - 410

76

A SMITHS JACK FOR ASTON MARTIN DB2/4 MK II AND DB MK III,

restored, painted red, 63cm long, together with ratchet handle, painted black.

(2)
£300 - 500
€350 - 590

77

A SMITHS SJS BEVELIFT JACK FOR ASTON MARTIN DB4/DB4 GT,

restored, painted black, complete with spigot with integral bar and crank handle, 65cm long.

£400 - 600
€470 - 710

78

A SMITHS SJS BEVELIFT JACK FOR ASTON MARTIN DB4/DB4 GT,

restored, painted black, complete with spigot with integral bar and crank handle, 65cm long.

£400 - 600
€470 - 710

79

A LAKE & ELLIOT MILLENNIUM HYDRAULIC JACK FOR ASTON MARTIN DB5/6 AND DBS, type 12-MSB-1½, 30cwt lifting capacity, 56cm high, complete with handle.

(2)
£600 - 800
€710 - 940

80

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

believed new/old stock, type 12-MSB-1½, 30cwt lifting capacity, bearing original label, 56cm high, complete with handle and together with original carton box (worn and distressed with some loss) and bearing original Lake & Elliot paper label.

(3)
£600 - 800
€710 - 940

69†

A SET OF FOUR ASTON MARTIN DB5/6 BUMPER OVER-RIDERS,

chromed, with mounting studs and nuts, used.

(4)
£250 - 350
€300 - 410

70†

A SET OF FOUR 1980S V8 ASTON MARTIN OVERMATS,

new/old stock, grey carpets with maroon leather trim, leather patch to driver's side, gummed black leather backing.

(4)
£250 - 350
€300 - 410

71†

A SET OF FOUR 1980S V8 ASTON MARTIN LAMBSWOOL OVERMATS,

dark blue, driver's side with padded section.

(4)
£250 - 350
€300 - 410

72†

A PAIR OF ASTON MARTIN DB4/5 REAR QUARTER-LIGHT GLASS WINDOW PANELS,

Triplex AS2 toughened glass with pale blue tint, approximately 4.5mm thickness, with rivet-hole to rear, one panel with small chip to lower front corner, 67cm long, removed from a DB5 but also suit DB4.

(2)
£400 - 600
€470 - 710

83



94



81

A LAKE & ELLIOT MILLENNIUM JACK FOR ASTON MARTIN DB2 AND DB2/4 MK I, 1 Ton M1DL bottle jack, painted green, lacking handle.

£250 - 350
€300 - 410

82

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

type 12-MSB-1½, 30cwt lifting capacity, 56cm high, in used but functioning order, lacking handle.

£500 - 700
€590 - 830

83

A TOOL ROLL FOR ASTON MARTIN V8 VANTAGE, CIRCA 1985,

black leather tool roll with strap and buckle, with beige canvas lining, containing six King Dick chrome vanadium spanners, three King Dick sockets and accompanying handle, two yellow plastic handled King Dick screwdrivers, a Dunlop tyre pressure gauge in plastic tube, a feeler gauge, and a valve.

£400 - 600
€470 - 710

84

AN ASTON MARTIN 'AUTO-SERVICE' ENAMEL SIGN,

believed American, single-sided shaped sign, enamelled in green, black and red on white, featuring an image of a 1960s DB3S sports racer, some chips and older restoration in places, 21 x 37cm.

£350 - 550
€410 - 650

85

A DECORATIVE ASTON MARTIN WINGED EMBLEM SIGN,

painted cut-out wooden backboard applied with vinyl pattern in 'silver' and lettering in 'gold', 35 x 150cm.

£250 - 350
€300 - 410

86

FIVE DECORATIVE ASTON MARTIN SIGNS, each modern, printed surface applied to cut-out aluminium backing, comprising AM roundel badge 62cm diameter and four different Aston Martin winged designs, the largest 121cm wide.

(5)
£300 - 400
€350 - 470

87

AN ILLUMINATED ASTON MARTIN SIGN, alloy box frame, single sided with hanging chains and hooks to top, white Perspex panel applied with raised black Aston Martin winged emblem, 25 x 100 x 10cm, wired for illumination (requires plug).

£300 - 400
€350 - 470

88

AN 'ASTON MARTIN LAGONDA SERVICE' ILLUMINATING SIGN,

modern, single-sided, alloy frame with painted Perspex panel featuring the winged emblems, wired for illumination, 122 x 61cm.

£300 - 500
€350 - 590

89

A 'HOTEL DE FRANCE' LIGHT BOX SIGN,

modern, single-sided, with painted Perspex panel celebrating the famed hotel where the Aston Martin Race Team would stay when competing at Le Mans race events and featuring image of an Aston Martin DBR1 Sports Racer, wired for illumination, 50 x 75cm.

£250 - 350
€300 - 410

90

AN 'ASTON MARTIN SERVICE' ILLUMINATING SIGN,

modern, double-sided, alloy frame, with painted Perspex panels featuring the winged emblem, wired for illumination, 81 x 30cm.

£300 - 400
€350 - 470

91

A 'DAVID BROWN ASTON MARTIN SALES & SERVICE' ILLUMINATING SIGN,

modern, alloy frame, double-sided, with painted Perspex panels featuring the winged emblem, wired for illumination, 81 x 30cm.

£300 - 400
€350 - 470



84



85



87



92

92

AN 'ASTON MARTIN MOTOR CARS' ILLUMINATED ADVERTISING SIGN,

alloy framed light box, single sided, with modern Perspex panel featuring the winged emblem, approximately 60 x 60cm, wired for illumination.

£300 - 400
€350 - 470

93

AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,

modern, single-sided, alloy frame with painted Perspex panel featuring the winged emblem, wired for illumination, 61 x 81cm.

£300 - 400
€350 - 470

94

A 'DAVID BROWN ASTON MARTIN LAGONDA LTD' ILLUMINATED ADVERTISING SIGN,

steel framed light box, single sided, with modern Perspex panel featuring the winged emblems, 180cm long, 25cm high, wired for illumination.

£300 - 400
€350 - 470



96



100



105



97



102

100
A CARROLL SHELBY ASTON MARTIN DB3S FRAMED DISPLAY WITH SIGNATURE, featuring a period monochrome photograph, 14 x 15cm, of Shelby at the wheel of the No.25 Aston Martin DB3S sports racing car, mounted together with a souvenir programme cutting signed by Shelby in black marker, presentation mounted with title panel, framed and glazed, 26 x 39cm overall.
£250 - 350
€300 - 410



106

101
A JAMES BOND 'GOLDFINGER' LOBBY CARD WITH SEAN CONNERY SIGNATURE, monochrome lobby card for the film, depicting Connery as 007 with the Aston Martin DB5 at the Stoke Park golf course, 19 x 24cm, mounted together with signature of Connery in black marker, framed and glazed, 43 x 37cm overall.
£250 - 350
€300 - 410

95
A SIGNED PHOTOGRAPH OF DANIEL CRAIG WITH THE 007 ASTON MARTIN DBS, colour photograph of Craig as James Bond 007 in the Aston Martin DBS V12 in an action scene from the film Quantum of Solace, signed by the actor in black marker, 20 x 25cm, mounted, framed and Perspex glazed.
£250 - 350
€300 - 410

98
TWO EDWARD EVES PHOTOGRAPHS OF STIRLING MOSS IN THE ASTON MARTIN DBR1 AT THE 1958 TARGA FLORIO, each, monochrome, comprising 9 x 12" signed 'Ciao Stirling Moss' depicting the car on the course, the other 16 x 12" depicting the car surrounded by photographers (including Mike Hawthorn), each mounted, framed and glazed.
£250 - 350
€300 - 410

96
A ROY SALVADORI ASTON MARTIN DBR1 FRAMED DISPLAY WITH SIGNATURE, featuring a period monochrome photograph, 14 x 19cm, of Salvadori in the No.3 Aston Martin DBR1 sports racing car, mounted together with an autograph book page signed by Salvadori in blue ball-point ink, presentation mounted with title panel, framed and glazed, 25 x 40cm overall.
£250 - 350
€300 - 410

99
'GEOFF DUKE AND PETER COLLINS WITH THE ASTON MARTIN DB3', A PHOTOGRAPH BY LOUIS KLEMANTASKI, a monochrome photoprint from the Aston Martin Heritage Trust photographic archive, taken circa 1952, featuring Geoff Duke and Peter Collins with the DB3/2 prototype 'XMY 80' at a test track during filming by the BBC, 29 x 39cm, mounted, framed and glazed.
£250 - 350
€300 - 410

97
AN 'ITALIAN JOB' PUBLICITY PHOTOGRAPH WITH SIGNATURE, monochrome image featuring Michael Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the Aston Martin DB4 Convertible, 27 x 34cm, mounted together with signature of Michael Caine in black marker, framed and glazed, 48 x 51cm overall.
£250 - 350
€300 - 410

102
A DANIEL CRAIG AS 007 IN 'SPECTRE' FRAMED DISPLAY WITH PHOTOGRAPHS AND AUTOGRAPH, colour photo-print depicting Craig with the Aston Martin DB10, 18 x 29cm, common mounted with autograph in blue marker pen on paper and smaller photograph of the actor, framed.
£300 - 500
€350 - 590

103
AN 'ITALIAN JOB' PUBLICITY PHOTOGRAPH FEATURING THE ASTON MARTIN DB4 CONVERTIBLE, WITH MICHAEL CAINE SIGNATURE, monochrome image still from the 1969 film, depicting Caine as Charlie Croker and Maggie Blye as Lorna with the DB4 Convertible, 38 x 49cm, common mounted with Michael Caine autograph in black marker, framed and glazed, measuring 55 x 62cm overall.
£300 - 400
€350 - 470

104

A SIGNED PHOTOGRAPH OF SEAN CONNERY WITH THE 007 'GOLDFINGER' ASTON MARTIN DB5,

monochrome image depicting Connery as James Bond with the DB5 at the Furka Pass, signed by the actor in black marker, 30 x 20cm, mounted, framed and glazed, measuring 44 x 33cm overall.
£300 - 400
€350 - 470

105

A JIM CLARK ASTON MARTIN FRAMED DISPLAY WITH SIGNATURE,

comprising a large format monochrome photograph of Clark in the '2 VEV' DB4 GT Zagato at Goodwood 1962, 24 x 33cm, mounted together with a portrait image of the driver with winner's wreath and a 1960 Silverstone International Trophy race programme page signed by Clark in pencil, with entrants' details including Jim Clark's Border Reivers Aston Martin DBR1, mounted together and presented within a framed and glazed display.
£300 - 500
€350 - 590

106

A DANIEL CRAIG AS 007 IN 'SKYFALL' FRAMED DISPLAY WITH PHOTOGRAPHS AND AUTOGRAPH,

colour photo-print depicting Craig with the Aston Martin DB5, 20 x 30cm, common mounted with autograph in black marker pen on paper and smaller photograph of the actor, framed.
£300 - 500
€350 - 590

107

A SEAN CONNERY AS 007 FRAMED DISPLAY WITH PHOTOGRAPH AND AUTOGRAPH,

colour photo-print depicting Connery as Bond with the 'Goldfinger' DB5 at the Furka Pass, 21 x 19cm, common mounted with autograph in black pen on paper and miniature print of the Goldfinger film poster, framed.
£400 - 600
€470 - 710

108

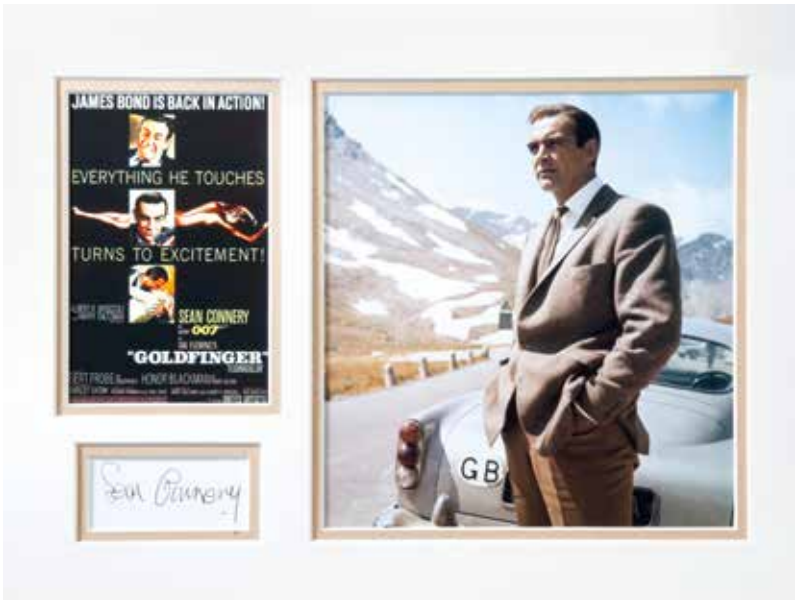
A SIGNED PHOTOGRAPH OF SEAN CONNERY WITH THE 007 'GOLDFINGER' ASTON MARTIN DB5,

colour photograph of Connery as James Bond 007 with the famed DB5 at the Furka Pass, signed by the actor in blue marker, 25 x 20cm, mounted, framed and Perspex glazed.
£400 - 600
€470 - 710

109

A FRAMED DISPLAY WITH SIGNED PHOTOGRAPH OF SEAN CONNERY WITH THE 007 'GOLDFINGER' ASTON MARTIN DB5,

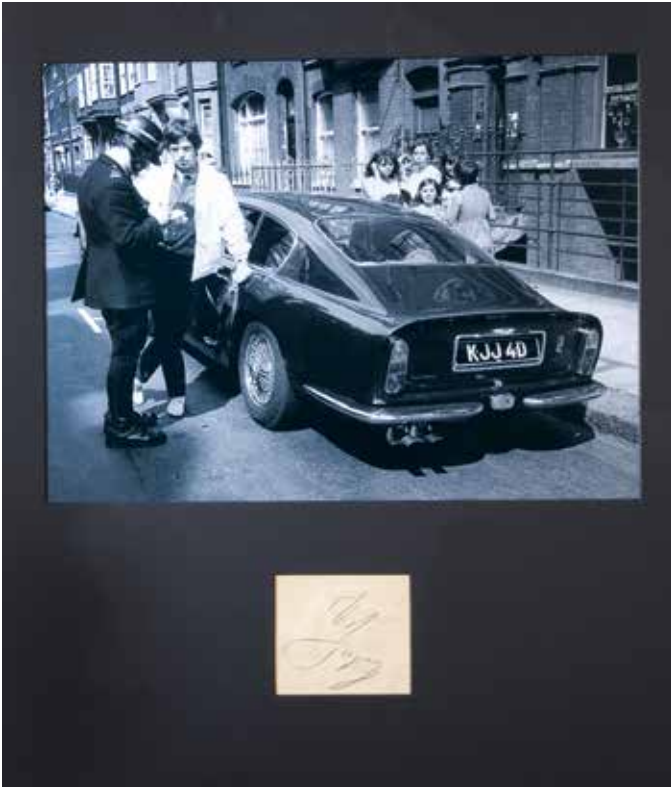
colour photo-print depicting Connery as Bond with the DB5 at the Furka Pass, signed by the actor in blue marker, 28 x 19cm, presentation mounted with title and cut-out silhouette of Bond with the '007' pistol logo, framed and glazed, measuring 69 x 55cm overall.
£500 - 700
€590 - 830



107



109



110



111



110

110
A PHOTOGRAPH OF A POLICE OFFICER TALKING TO MICK JAGGER LEANING ON HIS ASTON MARTIN DB6,
 monochrome, 29 x 40cm, common mounted with a sheet of paper signed by Mick Jagger, framed and glazed.
£600 - 1,000
€710 - 1,200

This autograph was collected during the Rolling Stones first trip to Lancashire on the 29th and 30th August 1963. They were recording at Granada 'Scene at 6.30' on the 29th and performing at the Oasis Club on the 30th. The band stayed at the Queens Hotel on the corner of Portland Street and Piccadilly and the signature was obtained from Mick after a 6 hour wait by the autograph hunter.

111
A LARGE PHOTOGRAPH OF MICK JAGGER WITH HIS ASTON MARTIN DB6,
 monochrome, 39 x 40cm, common mounted with a page from an autograph book signed by Mick Jagger, Keith Richards, Brian Jones and Bill Wyman, framed and glazed.
£800 - 1,200
€940 - 1,400

The Autograph book these signatures were collected in was dated 1962.

112†
AN 'ASTON MARTIN V8 COMMEMORATIVE COLLECTION' POSTER,
 featuring models produced from 1969-1990 with Hunter Green coachwork, 59 x 83cm, framed and glazed.
£250 - 350
€300 - 410

113
AN ADVANCE ISSUE POSTER FOR THE JAMES BOND FILM 'THE LIVING DAYLIGHTS',
 subtitled 'Licensed to Thrill', limited edition teaser poster illustrating the front grille of the Aston Martin DB5, 29 x 44cm, mounted, framed and glazed.
£250 - 350
€300 - 410

114
A SIGNED AMOC DIAMOND JUBILEE POSTER,
 featuring artwork after D B Evans, limited edition 42/60, signed by Viscount Downe, Mort Goodall, Jim Broadley and others, 63 x 44cm, framed and glazed, together with six other Aston Martin promotional posters depicting DBR9, DB4 GT Zagato, V8 Volante and others, each in clip-frames.
 (8)
£250 - 350
€300 - 410

115

**A 1989 MONTEREY HISTORIC
AUTOMOBILE RACES POSTER SIGNED
BY ASTON MARTIN RACE DRIVERS,**

Aston Martin tribute poster for the event at Laguna Seca Raceway, featuring colour artwork image of an Aston Martin DBR1, signed to the lower section in black marker by Jack Fairman, Roy Salvadori, Ted Cutting, Stirling Moss, Tony Brooks, Paul Frere, Innes Ireland, David Brown, Phil Hill, Maurice Trintignant, and another signature, 52 x 42cm, framed and glazed.

£600 - 800

€710 - 940

116

**A RARE COMPLIMENTARY DB11 PRINT
SIGNED BY ANDY PALMER, CEO OF
ASTON MARTIN,**

after design by Marek Reichman, 20 x 29cm, mounted, framed and glazed, in presentation Aston Martin box with accompanying letter.

(3)

£250 - 350

€300 - 410

117

**A 'DAVID BROWN ASTON MARTINS'
LIMITED EDITION POSTER,**

produced in 1997 and issued to Aston Martin members and dealerships, numbered 426/500 examples, depicting the 12 iconic Aston Martin models comprising 2-Litre Sports, DB2, DB3S, DB4, DB4 GT Zagato, DB5 Convertible, DB5, DB5 Shooting Brake, DB6, DB6 Volante, DBS V8 and DB7, measuring 41 x 58cm, framed and glazed.

£250 - 350

€300 - 410

According to information supplied by the vendor, this poster was gifted to the HWM Aston Martin dealership in Walton-on-Thames.

118

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

numbered 74/250, signed by the artist, depicting Clark in the DB4 GT, 27 x 55cm, mounted, framed and glazed.

£250 - 350

€300 - 410

119

TWO ASTON MARTIN PRINTS,

comprising a 'The Certainty of Power' Bulldog poster, 100 x 70cm, framed and glazed, and an Aston Martin Project Vantage limited edition print, number 015/250 signed by Ian Callum the project Vantage Designer, 68 x 90cm framed and glazed.

(2)

£250 - 350

€300 - 410

120

**'LE MANS 1959' AFTER MICHAEL
TURNER,**

signed limited edition print number 342/850, depicting the famous Aston-Martin victory at Le Mans, 39 x 49cm, with feint signatures in lower left margin including Roy Salvadori autograph, mounted, framed and glazed.

£250 - 300

€300 - 350

121

**TWO SIGNED PRINTS DEPICTING THE
ASTON MARTIN VICTORY AT LE MANS
1959,**

comprising 'Le Mans Winner' after Martin Tomlinson, signed by Carroll Shelby, Roy Salvadori and the artist, dated '96, 33 x 41cm, and 'Le Mans - 1959' after Michael Turner, limited edition number 842/850, signed by David Brown, Roy Salvadori and the artist, 38 x 45cm, both mounted, framed and glazed.

(2)

£250 - 350

€300 - 410

122

**'GEOFF DUKE IN HIS DB3 AT ISLE OF
MAN 1952 EMPIRE TROPHY RACE', A
PRINT AFTER PETER HEARSEY,**

signed by the artist and the driver, limited edition number 46/150, 58 x 41cm, framed and glazed, together with a Performance Driving promotional photo-print, 28 x 28cm, mounted, framed and glazed.

(2)

£250 - 350

€300 - 410

123†

**AN ASTON MARTIN DB716 PUBLICITY
IMAGE,**

used to promote the launch of the model, 50 x 75, framed and glazed.

£250 - 350

€300 - 410

124

**'THE BERTELLI/EYSTON ASTON MARTIN
- LE MANS 1928', A PRINT AFTER F
GORDON CROSBY, SIGNED BY GEORGE
EYSTON,**

limited edition print numbered 200/200, signed by Eyston in brown ink to lower right corner and faded signature of Bertelli to lower left, 36 x 44cm, mounted, framed and glazed, together with four framed and glazed prints of Aston Martin technical illustrations for 1922 French Grand Prix Aston Martin, Ulster Replica, DBR1/300 and 1959 DBR4/250.

(5)

£250 - 350

€300 - 410

125

**THREE FRAMED ITEMS DEPICTING
ASTON MARTIN CARS,**

comprising a mirror decorated with Aston Martin DBR2 depicting Stirling Moss at Goodwood in 1958, 48 x 68, framed, a monochrome print depicting a photograph of the start of the 1959 RAC TT at Goodwood, 37 x 86, mounted, framed and glazed and 'Spa Special' after James Dugdale, depicting 'Jock' Horsfall, limited edition print number 103/850, 39 x 52cm, framed and glazed with damp damage to lower edge.

(3)

£250 - 350

€300 - 410

126

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

signed by the artist to lower left border 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

€300 - 410

127

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

limited edition (131/850), full colour, depicting the Aston Martin DBR1 of Salvadori and Shelby ahead of the Ferrari 250 TR, signed by Salvadori and Shelby and by the artist, 53 x 72cm, mounted, framed and glazed.

£250 - 350

€300 - 410

128 ◊

**NINE 'V8 ASTON MARTIN
COMMEMORATIVE COLLECTION'
PHOTO-PRINTS,**

a complete set of colour photographic images depicting the Hunter Green collection of V8 Aston Martins' 1969-1990, comprising V8 Virage, V8 Volante, V8 Vantage, V8 Vantage Zagato, AMV8 Saloon, V8 Vantage Volante, V8 Vantage Volante P.O.W., Aston Martin Lagonda, and Vantage Zagato Volante, each 35 x 50cm, presentation mounted with title, framed and glazed (one broken), each measuring 55 x 62cm overall, and in original carton boxes with packaging.

(9)

£350 - 550

€410 - 650



129



130



140

129 AR
**JOHN EVANS (BRITISH 1943-), 'ASTON MARTIN AMR1' A
 FACTORY COMMISSIONED PROPOSED LIVERY DESIGN
 ORIGINAL ARTWORK,**

signed and dated 1988, commissioned by the Aston Martin Race Team, a view of the World Sports Prototype Championship car in gouache, cut-out and mounted with Aston Martin emblem on artists' paper, illustrating a race livery paint scheme proposal for the 1989 race campaign, 54 x 70cm, in original painted wooden frame and with artist's card pasted to reverse of frame.

£400 - 600
 €470 - 710



141

130
**'ASTON MARTIN AMR1', A FACTORY COMMISSIONED
 PROPOSED LIVERY DESIGN ORIGINAL ARTWORK,**

unsigned, believed commissioned by the Aston Martin Race Team circa 1988, three views of the World Sports Prototype Championship car in gouache, cut-out and mounted with Aston Martin emblem on artists' paper, illustrating a race livery paint scheme proposal for the 1989 race campaign, 52 x 77cm, further mounted on foam board and with black card mount, measuring 73 x 97cm overall.

£300 - 500
 €350 - 590

131
**'ASTON MARTIN CHOSE CASTROL', AN ADVERTISING
 ARTWORK,**

unsigned and undated, gouache on paper, celebrating 1st, 2nd and 3rd place for Aston Martin at Silverstone using Castrol products and featuring an image of the DB3S racing sports car, 45 x 34cm, glazed within wooden frame.

£250 - 350
 €300 - 410

132 ♦
TONY UPSON, 'ASTON MARTIN GIRL',

signed, acrylic on canvas, featuring the Aston Martin winged emblem, framed, 124 x 79cm.

£250 - 350
 €300 - 410

133 ◇◇

TONY UPSON, 'ASTON MARTIN EMBLEM', signed, acrylic on canvas, atmospheric study featuring the iconic Aston Martin badge, framed, 95 x 156cm.
£250 - 350
€300 - 410

134

TONY UPSON, 'STIRLING MOSS - ASTON MARTIN DBR1', signed, acrylic on canvas, depicting Moss at the wheel of the DBR1 on his way to victory at the 1958 Nurburgring 1,000Km Race, framed, 53 x 53cm.
£250 - 350
€300 - 410

135 ◇◇

TONY UPSON, 'ASTON MARTIN ONE-77', signed, acrylic on canvas, a study of the limited edition model and featuring the Aston Martin winged emblem, framed, 95 x 156cm.
£250 - 350
€300 - 410

136 ◇

TONY UPSON, 'ASTON MARTIN DB3S', signed, acrylic on canvas, a study of the sports racing car and featuring the Aston Martin winged emblem, framed, 104 x 104cm.
£250 - 350
€300 - 410

137 ◇

TONY UPSON, 'ASTON MARTIN DB5', signed, acrylic on canvas, a front view study of the car and featuring the Aston Martin winged emblem, framed, 104 x 104cm.
£250 - 350
€300 - 410

138

S C MASSEY, 'ASTON MARTIN DB4GT ZAGATO', signed, watercolour on paper, depicting '1 VEV' at speed, 32 x 41cm, together with an Aston Martin DB2/4 hand-tinted etching, 32 x 52cm, together with a framed Aston Martin DB2 advertisement from The Motor, 1953, another advertisement for the DB Mark III from The Autocar, 1958, and a DB2 Mark III Earls Court Motor Show advertisement, all mounted, framed and glazed.

(5)

£250 - 350
€300 - 410

139

'ASTON MARTIN DBR1', A GICLEE PRINT ON CANVAS, after an original artwork dated 1989, unsigned, featuring the sports racing car and portrait images of Roy Salvadori, Carroll Shelby and John Wyer, with facsimile signatures of both drivers and David Brown, 52 x 79cm, unframed.
£250 - 350
€300 - 410

140 AR

MICHAEL WRIGHT (BRITISH 1935-), 'WORKS DB2 1951 ALPINE TRIAL', signed, mixed media on artist's paper, depicting of Tommy and 'Bill' Wisdom aboard the works DB2 Aston Martin AML 64 (chassis no. LML/50/8) blasting up a mountain pass on their way to winning an Alpine Cup, 70 x 53cm, mounted, framed and glazed.
£1,000 - 1,500
€1,200 - 1,800

141 ◇◇

RICHARD NEERGAARD, 'SHAKEN NOT STIRRED', A JAMES BOND THEMED ASTON MARTIN INFLUENCED SCULPTURE, signed in silver coloured marker and dated '2016' to lower right corner, incorporating a rear bodywork section of a 1963 Turner Mark 3 car modified and finished as an Aston Martin DB4 rear section in Silver Birch paintwork, with rear indicator, reverse and brake lights, chromed 'exhausts', enamel Aston Martin badge, and with 'JB 007' rear 'number plate', and featuring seven sectioned Martini glasses emerging from the black gloss finished display frame with engraved title plaque to lower edge, some slight loss and minor cracks to underside of bodywork section, the whole measuring 84 x 144 x 17cm.
£2,000 - 3,000
€2,400 - 3,500

142 AR ◇

CHRIS DAVIS (BRITISH), 'ASTON MARTIN DBR1' A LIMITED EDITION BRONZE SCULPTURE, with inscribed signature and dated 1999, to base and numbered 4 of strictly 5 editions produced worldwide, with engraved title to front edge, solid 'cire perdue' cast bronze, depicting Tony Brooks in the DBR1/2 speeding up a track section on his way to victory at the 1957 Belgian Grand Prix at Spa Francorchamps, the whole mounted to a polished dark green granite base, approximately 77cm long overall.
£2,000 - 3,000
€2,400 - 3,500

143 ◇

AN 'ASTON MARTIN CHASSIS PLATE' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, 55 x 103cm.
£250 - 350
€300 - 410

144 ◇

A 'SUPERLEGGERA' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the script, 150cm long, fixed to a painted wooden panel.
£250 - 350
€300 - 410

145 ◇

A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z', 70 x 100cm.
£250 - 350
€300 - 410

146 ◇

A 'TOURING MILANO' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the winged badge, 150cm wide.
£250 - 350
€300 - 410

147 ◇

AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the badge, 100cm high.
£250 - 350
€300 - 410



142



157



161



163

148 ♦
AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,
 modern, cold-cast resin and aluminium composite, in the form of the badge, 100 x 50cm.
£250 - 350
€300 - 410

149 ♦
AN ASTON MARTIN 'DB6' GARAGE DISPLAY EMBLEM,
 modern, cold-cast resin and aluminium composite, in the form of the badge, 100 x 50cm.
£250 - 350
€300 - 410

150 ♦
A 'LAGONDA' GARAGE DISPLAY EMBLEM,
 modern, cold-cast resin and brass composite, in the form of the badge, 120cm wide.
£250 - 350
€300 - 410

151 ♦
A 'MARTINI ASTON MARTIN DBR9' GARAGE DISPLAY PLAQUE,
 modern, fibreglass construction, 66 x 146cm.
£250 - 350
€300 - 410

152 ♦
AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,
 modern, cold-cast resin and bronze composite, in the form of the winged badge, 150cm wide.
£300 - 400
€350 - 470

153 ♦
AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,
 modern, cold-cast resin and aluminium composite, in the form of the winged badge, 145cm wide.
£300 - 400
€350 - 470

154 ♦
A HAND-PAINTED 'ASTON MARTIN GULF 2008 LE MANS' COMMEMORATIVE ROUNDEL,
 modern, for garage display, celebrating Aston Martin's GT1 Class win in the DBR9 driven by David Brabham, Antonio Garcia and Darren Turner, with fibreglass raised laurel leaf surround, 110cm diameter.
£300 - 400
€350 - 470

155 ♦ ♦
A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,
 modern, fibreglass construction, decorated with 'Aston Martin' painted 'sash', 120cm high.
£600 - 800
€710 - 940

156* ♦
A CAST ALUMINIUM ASTON MARTIN WINGED EMBLEM,
 modern commissioned art piece, hand-made polished aluminium, 14.6 x 50cm.
£250 - 350
€300 - 410

157* ♦
A CAST ALUMINIUM ASTON MARTIN DB5 DECORATIVE SHIELD,
 commissioned art piece, hand-made polished aluminium cut-out on black Perspex shield, 61 x 33.7cm.
£400 - 500
€470 - 590

158
A 1989 ASTON MARTIN AMR1 PROTECH TEAM JACKET,
 size S, zip fastening, two side pockets, in dark green and white with Aston Martin embroidered logo and Protech patch, for the 1989 Group C race campaigns, with plastic paddock pass wallet and Aston Martin World Sports Car Championship Team plastic carrier-bag.
 (3)
£250 - 350
€300 - 410

159
A 1989 ASTON MARTIN AMR1 PROTECH TEAM JACKET,
 by Top Shot Promotions, size XL, zip fastening, two side pockets, in dark green and white with Aston Martin embroidered logo and Protech patch, for the 1989 World Sport Car Championship Group C race campaigns.
£250 - 350
€300 - 410

160†
AN ASTON MARTIN GENTLEMAN'S JACKET, 1980S,
 size L, in padded green polyester/cotton with corduroy collar, trim and shoulders, zip fastening, Paisley pattern lining, draw-string waist, with breast and waist pockets, with Aston Martin embroidered emblem to left breast pocket and collar.
£250 - 350
€300 - 410

161
A LARGE ASTON MARTIN LAGONDA FACTORY FLAG, BELIEVED 1960S,
 cotton weave flag with green and maroon border, decorated with the Aston Martin and Lagonda emblems, with hoist-side hem and halyard rope with wooden toggle, some general discolouration and staining in places, the flag measuring 119 x 170cm.
£400 - 600
€470 - 710

According to information supplied by the vendor, this Aston Martin factory flag was acquired at the Chapman Spooner dispersal sale in the late 1990s.

162 ♦♦

A 1989 ASTON MARTIN AMR1 WORLD SPORTS CAR CHAMPIONSHIP PROTECH TEAM FLIGHT CASE,

constructed December 1988 by The Packhorse Case Co Ltd, wooden panel box construction with green vinyl covering and alloy edging and sprung handles, with stencilled Aston Martin emblem to each side and Aston Martin Protech sticker to lid, fastened with butterfly catches, used to transport spare parts and equipment for the Aston Martin AMR1 Protech Team during the 1989 racing campaign, some wear and marks, measuring 124 x 62 x 106cm.

£300 - 400
€350 - 470

163

AN ASTON MARTIN DBR1/300 1959 LE MANS VICTORY 50TH ANNIVERSARY COMMEMORATIVE EXHAUST MANIFOLD DISPLAY BOARD,

mounted with a spare exhaust manifold, taken to the race by Aston Martin but unused, mounted with an engraved plaque and an image of the car, the backboard 46 x 38cm.

£250 - 350
€300 - 410

164

A BOXED ASTON MARTIN PHOTO FRAME,

believed by Martin & Co of Cheltenham, dark green frame surround with Aston Martin winged emblem to upper edge, to fit 5" x 7" landscape format photographs, with green suede backing and stand, in original card box.

(2)
£250 - 350
£300 - 410

Commissioned by the late Victor Gauntlett as personal gifts for valued Aston Martin customers.

165

A PAIR OF CASED ASTON MARTIN ZAGATO CUFF-LINKS AND A TIE-PIN,

enamel cufflinks by Manhattan Windsor, featuring the Aston Martin and Zagato 'Z' emblems, in original case and with card outer sleeve, the enamel tie-pin of similar design, offered together with an enamel Aston Martin Newport Pagnell 'Works Prepared' lapel badge, in original case and with card box.

(3)
£250 - 350
£300 - 410

166

TWO PAIRS OF DAVID BROWN CUFF-LINKS AND ACCOMPANYING TIE-PINS, 1960S, ((8))

comprising a pair of boxed cuff-links and a tie-pin bearing the 'DB' Lancashire/Yorkshire Roses emblems, and another pair of boxed cuff-links and tie-pin bearing the 'DB' 'bottle-opener' emblems, offered together with a 1962 David Brown 'facts & figures' fold-out brochure and a 1968 David Brown International 23-page brochure, both advertising David Brown agricultural, marine and industrial products and equipment.

(8)
£250 - 350
£300 - 410



168

167

AN ASTON MARTIN GENTLEMAN'S WATCH BY ETA, SWISS,

steel grey dial with Arabic numerals and date window at 4 o'clock, three subsidiary dials, engraved Aston Martin on the bezel, with leather strap, in original box with Aston Martin guarantee card and instructions.

£300 - 400
€350 - 470

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 be sent to the DVLA by the seller to have the buyer's nominee 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.

168

VEHICLE REGISTRATION NUMBER 'V8 VAN',

held on DVLA V778 Retention Document, expires 15 07 2026.

£2,500 - 3,500
€3,000 - 4,100

169†

THE REAR LICENCE PLATE 'TT 378-20' AS FITTED TO JAMES BOND 007'S ASTON MARTIN DBS IN THE 2006 FILM CASINO ROYALE,

Serbia & Montenegro rear plate, in acrylic with black lettering on white ground and featuring the Aston Martin logo, as fitted to one of the 'DBS V12' cars driven by 007, played by actor Daniel Craig, and featuring in several scenes in the film, 55cm wide, mounted to a presentation display stand.

£2,000 - 3,000
€2,400 - 3,500

The Aston Martin 'DBS V12' cars used in the film Casino Royale were specially modified versions of the Aston Martin DB9, as the DBS V12 was not officially unveiled until the 2007 Pebble Beach Concours d'Elegance.

170†

THE NASSAU BAHAMAS LICENCE PLATE '56526' AS FITTED TO JAMES BOND 007'S ASTON MARTIN DB5 IN THE 2006 FILM CASINO ROYALE,

pressed tin plate with yellow lettering on blue ground, one of two plates fitted to the left-hand drive DB5 won by 007, played by actor Daniel Craig, in the poker game from Alex Dimitrios at the One & Only Ocean Club, and appearing in several scenes in the film, measuring 30cm wide and with some soft dents and bends, mounted on a presentation display stand.

£2,000 - 3,000
€2,400 - 3,500

171 - 200

No lots

ASTON MARTIN AND LAGONDA MOTOR CARS

Lots 201 - 243

Images of each lot can be found at
www.bonhams.com/24119





201

1950 LAGONDA 2.6-LITRE DROPHEAD COUPÉ PROJECT

Registration no. JUK 111

Chassis no. LAG/50/335

- Rare soft-top Lagonda
- Present family ownership since 1958
- Off the road for circa 35 years
- Offered for restoration



It is said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he left behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas. Although it retained a separate chassis, Bentley's Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms with torsion bars at the rear where the brakes were mounted inboard to reduce un-sprung weight. The new Lagonda was intended to exploit a perceived gap in the luxury car market between Jaguar/Rover at one end and Rolls-Royce/Bentley at the other, and succeeded brilliantly, being able to carry five persons and their luggage at high speed and in great comfort.

Copies of Aston Martin documents on file reveals that this Lagonda drophead coupé, chassis number 'LAG/50/335', was delivered new on 26th November 1951 to John Harper & Co Ltd, ironfounders and domestic hardware manufacturers of Willenhall, Staffordshire. According to Lagonda Club records, the car was subsequently owned (in 1952) by Mr G A J Young. There is a photograph on file of the car at this time.

In 1958 the Lagonda was purchased by Mr W J F Allsager, a solicitor, who used the car as his daily transport. After approximately 150,000 miles on the original engine (number 'LB6A/50/497') an Aston Martin DB2/4 2.6-litre Vantage engine ('VB6E/50/1308' from chassis number 'LML/718') was fitted by Aston Martin Lagonda at Feltham on the 23rd March 1962 (records on file). An additional two headlamps; Armstrong Selectaride shock absorbers on the rear and their associated dashboard-mounted switch (from a DB5); and a DB5 heater and choke assembly are the only other notified deviations from factory specification.

Following a period of ill health, which rendered the owner unable to drive the Lagonda, it has remained in storage for approximately 35 years. Accompanying paperwork consists of an old-style buff logbook, an original leather-bound instruction book, a V5 registration document, and the aforementioned copies of factory records. The surviving papers with the vehicle show signs of fire damage, which occurred circa 1980 during an office robbery. Offered for restoration and sold strictly as viewed, this handsome Lagonda drophead is a potentially most rewarding project.

£12,000 - 16,000

€14,000 - 19,000

202

1957 ASTON MARTIN DB2/4 MKII SPORTS SALOON PROJECT

Registration no. 956 BPY
Chassis no. AM300/1250

- First owned by The Rt Hon Viscount Downe
- Formerly the property of Freddie Mills
- Present ownership since 1971
- Off the road for circa 40 years



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds. David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a 3/4" increase in roof height that afforded greater headroom.

The DB2/4 MkII we offer was first owned by that well-known Aston Martin enthusiast, The Hon John Dawnay (later The Rt Hon Viscount Downe) of Wykeham Abbey, Scarborough, and was first registered as 'VN 4'.

The accompanying copy order form shows that the car was delivered with the VB6L cylinder head used for the 'special series' engines, which incorporated larger valves and higher lift camshafts, and were claimed to produce 165bhp. Other items of non-standard equipment specified included the twin exhaust system, an HMV radio, wing mirrors, Marchal fog lamps, and an interior map pocket.

Reregistered as '956 BPY', the Aston subsequently passed via Lamb's Garage of Finchley to Mr Andrew Ho, and then was registered to Freddie Mills' Nightspot, 143 Charing Cross Road, London WC2. One of Britain's foremost sporting heroes of the post-war era, Freddie Mills was World Light Heavyweight Champion from 1948 to 1950, and after retiring from the ring pursued an acting career, appearing in character roles in several films. He also presented BBC TV's pioneering pop-music show, 'Six-Five Special' and, together with Andrew Ho, ran a successful Soho nightclub: the Nightspot.

Circa 1965, '956 BPY' passed via a motor dealer in Uxbridge to Mr M J B Scarfe of Northumberland and later Gateshead. The current vendor purchased the Aston via marque specialist R S Williams in 1970. Later in the 1970s the car was laid up following issues with the engine (which was dismantled) and has been off the road ever since. Offered for restoration and sold strictly as viewed, it comes with an old-style logbook and a V5 registration document.

£50,000 - 70,000
€59,000 - 83,000

203

1968 ASTON MARTIN DBS SPORTS SALOON

Registration no. RMS 655G

Chassis no. DBS/5237/R

- *First generation DBS*
- *ZF five-speed manual transmission*
- *Restored between 2013 and 2016*
- *Over £117,000 spent*
- *Finishing required*





'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.' - *Autocar*.

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS was launched in October 1967 with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, while beneath its shapely exterior there was a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS was nevertheless capable of exceeding 140mph in Vantage trim - a highly respectable figure in anyone's estimation.

This manual transmission DBS was sold new via Plough Motors Limited, an Aston Martin dealership in Stonehouse, Gloucestershire, to a Mr Derek Williams of Cardiff. The accompanying BMIHT certificate shows that '5237/R' was originally finished in Dubonnet Rosso with fawn interior trim, and left the factory equipped with the ZF five-speed gearbox, power assisted steering, a Radiomobile radio, and Avon tyres.

The Aston later moved to Linton in Scotland, as evidenced by an MoT on file, and had been off the road for several years when it was offered for sale in 'barn find' condition - ripe for sympathetic restoration - at Bonhams' auction at Aston Martin Works in May 2010 (Lot 301).

Since then the current owner has had the car restored by Classic Car Lab Ltd of Harrogate, North Yorkshire. The restoration took some 30 months to complete and there being associated bills on file totalling well over £117,000. Works undertaken have included repair and replacement of body panels; fitting new stainless steel wheels; re-chroming the bumpers and brightwork; replacing the heater system; overhauling the suspension with all new bushes, ball joints, and shock absorbers; overhauling the braking system with new master cylinders, servos, pipes, hoses, pads, etc; overhauling the power steering rack and pump; fully re-trimming the interior; installing a new wiring loom; and fitting new window motors, lights, and front/rear windscreens. In addition, the engine has been rebuilt, the transmission overhauled, the entire clutch assembly replaced, and the carburetors reconditioned. Other noteworthy features include a Category 5 Tracker and a stainless steel exhaust system. We are advised by the vendor that incidental electrical work and component fitting remains to be completed, together with a final adjustment of the suspension.

£80,000 - 100,000
€94,000 - 120,000

204

**1990 ASTON MARTIN VIRAGE 6.3-LITRE
'WORKS SPECIAL' COUPÉ**

Registration no. H737 XUV
Chassis no. SCFCAM1S8LBR50084

- *Manufactured as a standard Virage*
- *Converted to '6.3' specification by Aston Martin Works in 1993*
- *Overhauled and upgraded by AMW in 1998*
- *Two private owners from new*
- *Well documented history file*





Ahead of the company's forthcoming twin-supercharged Vantage, Aston Martin's Service Department offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage. Introduced in January 1992, this package increased power by around 40 percent whilst offering a menu of modifications to the bodywork, suspension, and brakes - now featuring ABS for the first time - and could be ordered new or retro-fitted to customers' existing cars with almost all of these options having been carried out to create a very rare specification.

Chassis number '50084' was manufactured as a standard Virage Coupé with automatic transmission, and was originally finished in Lagonda Red with dark red-piped Slate Grey hide trim. Delivered complete with a Sony DJ CD audio system, the Virage cost £127,155.24 in 1990. Its first owner was one M Hendry of London W1, whose company (Cenargo International) purchased the car on 1st August 1990 via Aston Martin Sales, London SW7 (a copy of order placed at AM Sales in November 1988 is on file). The original registration was 'H737 XUV' as supplied with the car today.

In 1993, the Virage was converted to full '6.3' specification (body/engine/six-speed gearbox) by Aston Martin Lagonda, as detailed by a specification listing and related bills for £78,000 on file. At the same time the car was repainted in BRG and re-trimmed in green-piped grey leather with matching carpets. The registration changed to '11 XXX' in 1994.

In May 1998, the car returned to AML for an engine and transmission rebuild, while at the same time the rear panel and boot lid were converted to Vantage specification, and a 1998 Vantage-specification dashboard and airbag installed (see bill for £35,000). It would appear that a new speedometer was fitted also, as the mileage in January 2000 is recorded as 4,064 (it had been 22,785 in June 1997). The current odometer reading is circa 11,000 miles, which is assumed to be the distance covered since the dashboard upgrade.

In 2000 the original owner bought the Aston from his company, and it continued to be looked after by Aston Martin Works up to 2001. Thereafter the car appears to have seen little use, the next service record being a bill for £7,700 from Trinity Engineering in 2009. The current (second) owner purchased the Virage in 2014 and has spent in excess of £13,000 in the period since with the car having been regularly maintained by Trinity Engineering during his ownership to date.

Presented in generally very good condition, this unique 6.3-litre Virage 'works special' comes complete with handbook, V5C document, current MoT, sundry old tax discs, and the service booklet recording its entire history with AMW (seven stamps up to 1998 at 22,929 miles), plus the final stamp by Trinity Engineering in 2014.

£125,000 - 150,000
£150,000 - 180,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

205

1953 ASTON MARTIN DB2 DROPHEAD COUPÉ

Registration no. NLO 946

Chassis no. LML/50/394

- One of 98 DB2 dropheads made
- Present ownership for 30-plus years
- An older restoration
- Well documented





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

DB2 bodies were coachbuilt in the traditional manner, a situation that resulted in numerous differences between individual examples, most obviously in the treatment of the front grille. A drophead coupé version was announced towards the end of 1950. When production ceased in April 1953, a total of 411 DB2s had been made, 98 of them drophead coupés.

This rare DB2 drophead coupé still retains its original registration number, 'NLO 946', and was delivered to the Aston Martin agent, Brooklands in April 1953. The first owner was Lt G Gossage, RN. The accompanying copy of the factory order form records the original colour scheme as Moonbeam Grey with red interior trim, grey hood and matching cover. Various works and modifications are recorded under 'Service Work', the last entry being dated December 1959 when the DB2 was back at the Newport Pagnell factory for the installation of a replacement 2.6-litre engine ('VB6E/50/280'), which it retains today. The mileage at that time is stated as 33,751.

'NLO 946' subsequently changed hands several times (details on file) up to 1985 when the current owner's husband purchased it as a gift for his wife. The AMOC Register records the following: 1961 AMOC Silverstone (Bartram) 3rd Class Award; Arthur Bryant Trophy (Edwards) 6th. In the early 1980s 'NLO 946' was owned by well-known Aston Martin expert, David Reed (co-founder of marque specialists, Davron); it was restored, painted silver, and the engine rebuilt. Reed regularly campaigned the DB2 in Aston Martin events during this time, and further details may be found in the AMOC Register.

The Aston has been in the current vendor's hands since 1985 and is presented in good condition, with some scope for minor improvement. The bodywork was repainted in 2010, and new carpets and a new hood were professionally fitted at the same time. The car performed very well on a recent short test drive, its engine starting 'on the button' and responding eagerly to the throttle. 'NLO 946' has been regularly used (on high days and holidays) and well maintained during its 30-plus years in the current ownership. Trips undertaken include several visits to Northern France, where it always attracts a crowd of admirers.

Accompanying documentation consists of the aforementioned copy build sheet; an old-style logbook; details of current MoT (exempt); numerous old tax discs and MoT certificates; and a press cutting showing a photograph of the car at a race meeting in the 1980s.

£200,000 - 250,000
€240,000 - 290,000

206

1996 ASTON MARTIN VANTAGE COUPÉ

Registration no. P171 KWC

Chassis no. SCFDAM2535BR70132

- One of the fastest and most powerful supercars of its day
- Automatic transmission
- Four previous owners
- All original books and tools





'What the Vantage is, and what the Virage, Volante and Zagato are not, is a real Aston Martin: a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport...' - *Autocar & Motor*.

'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 appeared superficially similar few panels were shared, while 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.

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 Vantage was reported as having already recorded 191mph while on test in France.

Its price at launch was as eye-watering as the performance figures: a cool £177,600. By the time production ceased in 1999, it is believed just 240 standard V550 Vantages had been built for all markets.

This stunning Vantage is presented in 'as built' specification and has the optional four-speed automatic transmission, believed to have been fitted by Aston Martin from new, as well as an up-rated audio system (installed after delivery). The car has had four previous owners, the last owners purchasing the car in 2007. In recent years the car has benefited from considerable expenditure at Aston Martin Works totalling over £20,000. Finished in Mendip Blue with dark blue-piped Parchment leather interior, it is presented in full working order, MoT'd, ready to use and cosmetically superb thanks to a refreshment of the coachwork. Recently inspected by Aston Martin Heritage agents Nicholas Mee & Company, the Vantage was confirmed to be in generally excellent condition throughout. The car comes complete with its original books and tool kit together with a large history file including, current and expired MoT certificates, service & maintenance invoices from HWM Aston Martin and Aston Martin Works Service as well as Vehicle security details and cherished registration number correspond from DVLA.

£175,000 - 200,000
€210,000 - 240,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

207

**1961 ASTON MARTIN DB4 'SERIES III'
SPORTS SALOON PROJECT**

Registration no. 701 HRY
Chassis no. DB4/748/R

- In the present family ownership since 1976
- Garaged since 1987
- Partially restored between 2000 and 2011
- Rebuilt cylinder head; rebuilt wheels
- Unfinished restoration project
- Many new and authentic unfitted parts





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

This DB4's original owner was Kenneth Delingpole, proprietor of a West Midlands engineering company and co-founder (with Ron Lowe) of Dellow, makers of the eponymous trials car. The Aston subsequently passed through the hands of several owners before being acquired by the current vendor's family in 1976. The odometer reading was 16,811 at that time (presumed by vendors to have been 116,811), as recorded on the MoT certificate. '701 HRY' was used on a very occasional basis for the next ten years, with the 1987 MoT odometer reading recorded as 18,762 (currently 18,765).

Between 1987 and 2000 the car was garaged. In 2000 it was sent to R J Bradley & Son/BTEC Racing in Shipton-under-Wychwood. The cylinder head was rebuilt in 2000, followed by other mechanical work.

In 2006 the body was stripped to bare metal, with repairs made to the inner and outer sills, doors, and front wings; it was then re-sprayed in its original California Sage colour. Various other repairs were made and new parts fitted to get the car into basic running order. The wheels were rebuilt in 2009 by P J Hallewell Engineering, and in 2011 the Aston went from R J Bradley to the trim shop for fabrication of new door linings, a new headlining, re-covering of the parcel shelf, new footwell side panels and new carpets (unfitted). Otherwise, the interior remains un-restored, as does the transmission and electrical system. Work was suspended in 2011 due to illness and the car has been garaged since then. The engine last ran in 2011, and we are advised that it turns over but does not start.

The car is being sold with new and original parts, including wooden steering wheels, authentic horn push, all glass, interior and exterior trim parts, locks, bumpers, new fuel pump, new carpets, liners, etc. Accompanying documentation consists of an old-style logbook, copy order form, and a V5 registration document, while all bills and MoTs will be available for viewing at the auction together with a parts inventory and the parts themselves.

£200,000 - 300,000
€240,000 - 350,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

208 * N

1970 ASTON MARTIN DB6 MK2 VOLANTE

Registration no. not UK registered

Chassis no. DB6MK2VC/3778/R

- One of only 38 made
- Sold new to Sir John 'Jake' Saunders
- Three owners from new
- Requires re-commissioning



As production of the new DB6 began towards the end of 1965, an initial batch of convertible models, dubbed 'Volante', was commenced on the shorter chassis of the outgoing DB5. This stylish and luxurious 'soft-top' offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets, aircraft-like instrument cluster, and electrically operated hood. After 37 Volantes had been completed on the DB5 chassis, the model adopted the longer DB6 chassis in October 1966. Production of the long-wheelbase DB6 Volante amounted to 140 Mk1s and only 38 Mk2s, making the latter one of the rarest of Aston Martin convertibles.

Right-hand drive chassis number '3778' was sold new to Sir John 'Jake' Saunders, Chairman of the Hong Kong & Shanghai Banking Corporation. His wife is named as purchaser on the accompanying copy guarantee form, with the address given as 37 Plantation Road, Hong Kong. The car was originally finished in Silver Birch with black Connolly hide interior trim, while non-standard items of equipment specified included a Radiomobile radio and front seat belts. Servicing is recorded up to February 1974.

The second owner purchased the car from Aston Martin Lagonda Ltd circa 1974 while it was back in this country for minor cosmetic attention, and cherished it for the following 30-plus years. The registration number 'XEH 300M' was assigned on the car's return to the UK.





Ordered with automatic transmission, like the majority of DB6 Mk2 Volantes, '3778/R' was fitted in the 1980s with the enthusiast-preferred ZF five-speed manual gearbox, which was rebuilt in the mid-2000s by marque specialists, Chris Shenton Engineering. When offered for sale by its second owner at Bonhams' Goodwood Revival Sale in September 2008 (Lot 322), the car was described as in generally very good condition, the engine in particular being smooth and free running while displaying regulation oil pressure.

When inspected recently by Bonhams, our lot number tag '322' was still attached to the keys. The car retains its original engine block (number '4585'), while both the trim and hood appear original. The engine runs well, displaying good oil pressure when cold. A total of 24,001 miles is displayed on the odometer, though it is not known of this is the distance travelled from new. The car comes complete with tool kit, tonneau cover, and the instruction book, the latter containing some restoration photographs. A wonderful opportunity to acquire an example of one of the rarest and most desirable of all David Brown Aston Martins.

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

£700,000 - 800,000
€830,000 - 950,000



209

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. CGB 333B

Chassis no. DB5/1666/R

- *The most famous of all 'James Bond' Aston Martins*
- *Present ownership since 1972*
- *Re-sprayed in 2016*





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

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

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

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

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

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

This DB5's accompanying copy order form reveals that it was delivered on 21st July 1964 to Albert J Ross, Esq of Millerston, Glasgow, and registered as 'CGB 333B'. The current vendor acquired the Aston in 1972 when he was 21 years old, and thus has been its custodian for some 45 years.

Refurbishment carried out has included an engine rebuild approximately 25 years ago (by Ted Howard, a Doctor of Engineering), re-upholstery of the front seats (25 years ago), replacing all brake callipers (10 years ago), and a re-spray (in 2016, bill on file). Much of the maintenance has been entrusted to TT Workshops, including an overhaul of the engine top-end, while routine servicing has been carried out by the vendor and a full-time mechanic.

The DB5 was driven as the owner's main car for several years, including a honeymoon tour of France and Italy. Retired some 25 years ago, apart from use on high days and holidays, it has had the engine brought up to running temperature every month and has been exercised lightly. The oil has been changed every year. The clutch was replaced several years ago, and we are advised that the car drives well, with all gearbox syncros working as they should. Only light re-commissioning, to include balancing the carburettors, should be required before returning the Aston to the road.

Described by the private vendor as unmolested and in generally very good condition, this much loved DB5 is offered with a V5 registration document, and the aforementioned copy order form and restoration bill.
£500,000 - 600,000
€590,000 - 710,000



210 * N

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

Registration no. not UK registered
Chassis no. DB4/569/L

- *Desirable Series II DB4*
- *Delivered new to Bahrain*
- *Formerly in the USA*
- *Previously registered in Germany*





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 under the supervision of 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 the 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.





Left-hand drive chassis number '569/L' was purchased new by His Highness Sheikh Salman bin Doaj Al-Khalifa of Bahrain. According to the accompanying copy guarantee form, the DB4 was originally finished in Black Pearl with red Connolly interior trim. The car was registered in the UK as '969 AGF', presumably to facilitate its export. Servicing is recorded up to June 1963 (at 19,750 miles) and it is worth noting that in June 1961 the engine was modified to make it 'suitable for French petrol', so presumably the Aston was being used in that country at the time. Aston Martin Owners Club records show that the DB4 was owned by one W Van Keppel in the USA in 1979/1980.

When inspected recently by Bonhams, this car's engine was found to run satisfactorily. The interior's patina of age suggests that it is original, while the paintwork and chrome are very good. The odometer currently displays a total of 65,809 miles; however, it is not known if this is the distance travelled from new. '569/L' has a German chassis plate, so must have been registered in that country at some time.

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

£350,000 - 400,000
€420,000 - 480,000



211 * N

1958 ASTON MARTIN DB MKIII SPORTS SALOON

Registration no. not UK registered

Chassis no. AM/300/3/1529

- *The first 'James Bond' Aston Martin*
- *Delivered new to South Africa*
- *Overdrive transmission, disc front brakes, twin exhausts*
- *Recent extensive restoration*



Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, 'Goldfinger'. It was also the last Aston Martin produced with the six-cylinder engine designed under the supervision of the great W O Bentley.

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

The 3.0-litre engine had benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

This particular DB MkIII, chassis number 'AM300/3/1529', was delivered new to South Africa and first owned by Dr Ivor Verster of Cape Town. The accompanying copy order form records that the car was originally finished in Peony with White Gold interior trim, and that it left the Newport Pagnell factory equipped with overdrive transmission, disc front brakes, Alfin rear drums, and the twin exhaust system. In 2001 the Aston returned to the UK, receiving the age-related registration 'RSL 435' on 7th December of that year (documents on file). For the next few years the Aston stayed in the UK before being sold to Germany 2005. The current vendor purchased the car from Galerie Rosenau of Mamming in 2006.

Since coming into the current owner's possession the Aston has benefited from extensive restoration at the hands of marque specialist Davron, with body and chassis done by Mitchell Motors. Carried out between 2012 and 2015, these works included rebuilding the engine and transmission, fully rust-proofing the chassis, a bare-metal re-spray, and renewing the electrics. The associated bills and photographs of the work and are on file. Currently registered in Switzerland, the car is offered with a copy of its last UK V5C Registration Certificate, a BMIHT certificate, and the aforementioned copy order form and restoration records. Should the car remain in the EU, local import taxes of 5% will be applied to the hammer price.

£150,000 - 200,000

€180,000 - 240,000



1967 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. KUO 707E

Chassis no. DB6/2562/R

- Desirable 'VC' Vantage engine
- Present ownership for circa 30 years
- Well maintained
- Extensive documentation



The DB6 Vantage was the culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons. Considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although 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 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.

'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.

Chassis number '2662/R' was originally completed with engine number '2575/V' but now has the final development of the 4.0-litre Weber carburettor-equipped Vantage unit installed, as evidenced by the 'VC' suffix to the number ('400/2313/VC'). This change of engine is noted on the guarantee form (so presumably was carried out early in the car's life and possibly before delivery) as is the 'C' upgrade (under Service Work). Originally registered 'NHV 248E', this car was originally supplied to one Joseph K Collier Esq of Bexley Heath, Kent by H R Owen. The original registration number, as recorded by Aston Martin, was 'NHV 248E', and the early factory records/build sheets detail all work carried out up to 19,742 miles. Factory records show the next two owners as J D Drabble Esq of J D Construction Ltd, Northampton followed by Mr M Robertson of Liskeard, Cornwall. The car's history indicates that during their ownership various works were carried out by Hyde Vale and HWM.

The fourth owner is unknown, while the fifth (see logbook) was a Mr A Reed of Ashstead, Surrey - an engineer by trade (Reed Engineering Services) - who purchased the car on 1st February 1985. The most significant works during his ownership was the replacement of the nearside and offside sill sections and repairs to the chassis, followed by exterior repainting and re-trimming the affected areas of the interior. These works carried out by Medcalf & Co (see schedule/invoice on file). Components were supplied by Hyde Vale (engine parts/servo kit); Aston Service Dorset (brake service kit); HWM (various parts); Richard Stewart Williams Ltd (window motor and parts) while other works were carried out by J&J Motors Ltd.





The current (sixth) owner is a designer and passionate Aston Martin enthusiast; he acquired the Aston on 6th November 1987 and thus has owned the car for approaching 30 years. The car had been advertised as having 'new chrome work, re-trimmed, rebuilt engine and bare metal re-spray'. Some of this work is supported by invoices/schedules on file.

Significant works carried out during the vendor's ownership include replacing the clutch (Aston Service Dorset, 1988); an engine rebuild (following an engine-bay fire) and full re-spray (Streber Racing, 1990/93, invoices on file); new steering wheel fitted (Aston Martin, 1994); and distributor converted to electronic ignition (Motorline Cherished Vehicles, 2008/9).

In addition, in 2012 Newlands Motors of Forest Row (Specialist & Classic Cars) fitted new polished stainless steel bumpers, four new Avon tyres, and four new polished stainless steel wire wheels, and modified the exhaust to a two-box system. They also stripped the underside by hand, confirmed its solid condition, and reapplied the underseal. That same year Monsoon Automotive Ltd fitted new carpet throughout, including the boot area, and repaired the passenger seat webbing. Faulty window motors are the only defects notified. The car was serviced in March 2017 and will have a fresh MoT prior to the sale.

During the last 30 years 'KUO 707E' has been a treasured and cosseted member of the vendor's family. The annual mileage is less than 1,000 as detailed in the MoT certificates. The car has been a regular visitor to Le Mans and has travelled to France some five times in the last ten years. The current owner proudly displays this very British car each year at the Goodwood Revival where it has been the focus of a picnic for friends and associates.

In short: this is a very well maintained DB6 Vantage, benefiting from long-term careful ownership. Accompanying paperwork consists of the aforementioned service/maintenance records, a V5 registration document, and a substantial quantity of MoT certificates for the period 1983 to date.

£280,000 - 340,000
€330,000 - 400,000

213
NO LOT



214

1979 ASTON MARTIN LAGONDA SALOON

Registration no. WWH 111

Chassis no. LOOR 13010

- *The first real production car*
- *Completely rebuilt by Aston Martin in 1986*
- *Only 4,244 miles since the rebuild*
- *Present ownership for 30 years*
- *In storage for 14 years*





Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid 1970s, a mere handful of which was constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement 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 best Aston Martin tradition.

In the Lagonda, Aston's well-proven 5.3-litre V8 employed a quartet of twin-choke Weber 42DCNF carburettors and produced a maximum of 280bhp at 5,000rpm with 320lb/ft of torque available lower down the range. A Chrysler Torqueflite automatic gearbox was the standard transmission. More than 17' long, 6' wide and weighing two tons, the Lagonda was an imposing sight from any angle, yet despite its bulk proved capable of racing to 60mph in 7.9 seconds on its way to a top speed of 145mph.

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 slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 638 had been built, including 98 Series 4 models. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda. One of the very first production cars completed, chassis number '13010' is an example of Towns' design in its purest, original form. Formerly registered 'YHX 722T', it is the second Lagonda produced for retail sale. The chassis numbering sequence commenced with '13001', and of the preceding nine cars, some of which were prototypes, only five survive. This example's AMOC Register entry reads: 'First real production car, delivered February (1979)'.

'13010' has belonged to the present owner for the last 30 years and has covered only 4,244 miles since a complete rebuild by Aston Martin in March 1986 (bills on file). The private vendor describes the Lagonda's condition as generally good for its age, with the digital instruments working. Stored for the last 14 years, the car nevertheless will require re-commissioning prior to further use and thus is sold strictly as viewed. Accompanying paperwork consists of a V5 registration document and the aforementioned bills from Aston Martin relating to the 1986 rebuild.
£50,000 - 80,000
£59,000 - 94,000
No Reserve

215 N

1982 ASTON MARTIN V8 VANTAGE VOLANTE

Registration no. not UK registered

Chassis no. V8COR/15301

- *Manufactured as a standard Volante*
- *Upgraded to Vantage 'Prince of Wales' specification by Works Service*
- *Very well maintained and documented*
- *Circa 43,500 miles from new*





Chassis number '15301' was sold new in February 1983 to one N Springer, being maintained initially by marque specialists, Ian Mason Ltd and later Automobile Roos in Holland. Built as a standard Volante, '15301' was up-rated to Vantage specification (engine, manual gearbox, wheels and front valance) by Works Service in 1988, becoming – in effect – 'Prince of Wales' specification (see copies of bills on file). At that time the car had covered a little over 20,000 miles and was in the ownership of one N Channing.

In 1994 the Volante passed to the next owner and while in his care was regularly maintained by marque specialists, R S Williams Ltd, there being bills on file for this period totalling in excess of £30,000 for refurbishment of the paintwork, re-Connollising the upholstery, a new hood and an engine overhaul (in 2000).

The immediately preceding owner purchased the car in March 2003 (the UK registration at that time being '57 MV') and in June of that year despatched it to R S Williams for general servicing and work on the gearbox and brakes. A Nardi steering wheel was fitted also. The Aston was then taken to Germany where it was maintained by HMM in Munich.

It also benefited from further work by RSW including an extensive service in March 2009, bodywork/paint refurbishment, and a new front windscreen in March 2010, and minor improvements to the interior in April 2010 at a total cost in excess of £31,000 (bills on file).

The current vendor purchased '15301' at Bonhams' sale at Aston Martin Works in May 2010 (Lot 319). Since then the Aston has been used in summertime only, and during the winter has been stored in a heated garage. It has been used mainly for holiday trips to the UK, France, Italy, and Switzerland, and also for a few rallies in Germany. In 2014 a major service was carried out by the Aston Martin dealer and heritage centre in Kronberg im Taunus, Germany, during which the braking system was overhauled at a cost of circa €12,770, and an electronic anti-theft system installed. In March 2017 the Aston passed the German TÜV (roadworthiness test) with no adverse remarks recorded. Ready to enjoy this summer, the car is offered with sundry invoices, German registration papers and current TÜV.

£200,000 - 250,000
€240,000 - 290,000

216 N

1960 ASTON MARTIN DB4 'SERIES II' SPORTS SALOON

Registration no. not UK registered

Chassis no. DB4/267/R (see text)

- Original left-hand drive model
- Delivered new to the USA
- Owned by an AMOC member since 1997
- Partially restored in the late 1990s
- Unleaded engine conversion
- Very well maintained



'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 under the auspices of the great 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.' It was 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. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones, while at the rear the DB4 sported a well-located live axle equipped with Watts linkage instead of its predecessor's Panhard rod. The DB4's peerless credentials as a Grande 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.'

Although it is recorded in the factory records with chassis number '267/R', indicating right-hand drive, this particular DB4 was built in left-hand drive configuration for export. The car was ordered by Inskip, the US importer, and left the factory with its chassis and all panels labelled 'DB4/267/L'. It retains fully matching numbers throughout. The DB4's original owner was one B L Smalley of Chicago, Illinois, as recorded on the accompanying copy guarantee form. The car was originally finished in Desert White with red Connolly leather trim, and left the factory in March 1960 fitted with fully chromed road wheels, driver's side wing mirror, 'day and night' interior mirror, and a Motorola radio. The guarantee form lists one subsequent owner in the USA (Eric Killorin, Esq) while two others are mentioned in documents on file: Jack Edwards Bolton and Paul S Matheson.







In 1994 the Aston was imported from the USA into Belgium, and following checks received a Belgium registration, 'ASK349', on 25th August 1994. Soon after, the DB4 was purchased by a Dutch motor dealer in Enschede, who sold it the present owner - an architect, classic car enthusiast, and AMOC member - in August 1997. At that time the Aston was still in its original colour, Desert White, while the body and upholstery were in remarkably good condition for their age. It was concluded that the car had been either very well maintained or partly restored. For example: the underside was very clean, and no corrosion could be detected.

Following its sale to the current vendor, the DB4 was registered in the Netherlands on 15th August 1997, receiving the registration 'DR-34-99'. It had circa 30,000 miles recorded on the odometer at that time. The Aston was then checked by a local specialist, and the valve clearances found to be incorrect. The cylinder head was removed, and further checks revealed that the two of the pistons had excess clearance. It was decided to remove the engine, dismantle it and carry out a thorough examination. Apart from the valve clearances and the two defective pistons, no faults were found. The cylinder head was then overhauled with hardened valve seats and new valves, and the engine rebuilt with a new camshaft drive chain and new pistons. The gearbox was checked also, and the synchromesh rings and bearings changed. In addition, the electrics were changed to negative earth, and an alternator fitted (original generator with car).

In mid-1998 the car was repainted in Snow Shadow Grey, while the leather upholstery was repaired in places and the leather re-coloured in the original shade. New chromed wire wheels were fitted to replace the rusted ones, and all chromed parts, such as the bumpers, were re-plated. The result was a car that looked as good as new.

During the next few years the DB4 was used only to participate in some 'fun' classic rallies such as the Grand Prix de Champagne and some local tours with the Aston Martin Owners Club. The Tripmaster GTI rally twin was fitted for this reason. Very well cared for over the last 20 years, the car benefits from various upgrades including the addition of an oil cooler; a basic handling kit (fitted in November 2007); improved clutch cylinder and master cylinder; new stainless steel exhaust (fitted in August 2010); and a Blaupunkt radio. The latter is fitted next to the original, which is now unusable because of the change in electrical polarity. Routine maintenance has included completely reconditioning the rear axle (in 2007); fitting a fully balanced clutch assembly and new flywheel (in 2005); and renewing all rubber bushes in the suspension.

During the last 10 years the car has been used only sparingly, almost exclusively for show purposes (the vendor owns several other classics). Dry stored and kept covered, it has been roadworthiness checked every year. The odometer reading is now 51,518 miles, and this total is believed to be correct. History files, a parts manual, and a workshop manual come with the car.

£420,000 - 460,000
€500,000 - 540,000

217 N

1996 ASTON MARTIN V8 SPORTSMAN ESTATE CAR

Registration no. not UK registered

Chassis no. SCFCAM2SCTBL79007

- One of only three examples built by Aston Martin
- Left-hand drive
- Automatic transmission
- Maintained by Aston Martin Works



The car offered here is one of a pair ordered from the factory by two Swiss brothers in 1996, the other being '79008'. Finished in British racing Green with matching interior trim, the brothers' cars were both left-hand drive and had stepped taillights, while the third of the three Sportsman conversions completed had inline taillights.

There had been 'estate' or 'shooting brake' conversions of Aston Martins in the past, most notably the seven DB6s built by coachbuilder Harold Radford and the three Virages converted at the factory in the early 1990s. This car however, is based on the Virage's successor: the V8 Coupé.

Launched at the International Motor Show, Birmingham in October 1988, the Virage had restated 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.

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

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 Virage's normally aspirated, 5.3-litre engine, which nevertheless had been extensively reworked and produced an extra 20 horsepower. 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.





Both Sportsman estate cars left the factory as standard left-hand drive V8 Coupés in July 1996, were homologated and then returned to the factory to be modified as shooting brakes, the result looking much like the earlier Virage conversion but with the Coupé's obvious styling differences. The work was carried out by Aston Martin between September 1996 and December 1997. This car's colour scheme is British Racing Green with matching upholstery and carpets to the interior, which also features plentiful walnut embellishment.

In 1999 this example's engine was rebuilt by the factory at 9,263 kilometres (see accompanying correspondence) and then the car was sold to the immediately preceding (second) owner, a French art collector by the name of Fedoroff who registered it in Monaco. Following his death a few years ago, the Sportsman was sold at an auction in Paris in 2014.

Subsequently upgraded with a satellite navigation system, '79007' has covered a little over of 21,000 kilometres from new and for the last few years has formed part of a significant private collection of Aston Martins. Only some 1,300 kilometres have been covered in the last seven years.

Maintained regardless of cost by Aston Martin Works during the present ownership, this matching-numbers Sportsman benefits from extensive refurbishment carried out at Newport Pagnell over the last 2-3 years and is presented in wonderful visual and mechanical condition. A very clean car, showing no signs of corrosion or accident damage, it was fully serviced and valeted by AMW in February 2017.

The car comes complete with owner's manual, service book, all tools, jack, first aid kit, battery conditioner, fitted car cover and, most importantly, a fitted humidor! EU registered, the accompanying history file contains sundry bills, a quantity of expired MoT certificates, various magazines, etc and AMW's 14-page appraisal report.

A wonderful opportunity to acquire an extremely rare, limited edition Aston Martin combining practicality and high performance in equal measure. Exclusivity at its very pinnacle!

£300,000 - 350,000
€350,000 - 410,000



218

2007 ASTON MARTIN VANQUISH S 2+2 COUPÉ

Registration no. AD56 XDC

Chassis no. SCFAC143X7B502391

- *One owner*
- *Full Aston Martin service history*
- *6,556 miles from new*
- *Fully serviced in 2016*





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.

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 and 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. The Vanquish is yet another 'James Bond' Aston Martin, having featured in 'Die Another Day' starring Pierce Brosnan as the eponymous secret agent.

The car 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 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S. Being a late-model S, this car was built using the DB9 centre console to include Satellite Navigation and Bluetooth connectivity.

A 2+2 model, the Vanquish has had only one owner and comes with full Aston Martin service history from new. The car is finished in the rare combination of Grigio Titanium with Parchment leather interior - both colours to special order. In 2012 the Vanquish went into storage at Aston Martin, Cambridge and was SORN'd, remaining there until 2016 when it was inspected by marque specialists McGurk and given a full service. Presented in generally excellent condition, this exciting Aston Martin supercar is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history.

£150,000 - 180,000
€180,000 - 210,000

219 N

**1987 ASTON MARTIN V8 VANTAGE
ZAGATO COUPÉ**

Registration no. not UK registered
Chassis no. SCFCV8121HTL20031

- *One of only 52 made*
- *Left-hand drive*
- *Automatic transmission*
- *Present ownership for 20 years*
- *Registered in Holland*





'The Vantage Zagato relies on its Italian styling to heighten the emotions of car collectors and Aston followers alike, harking back as it does the halcyon days of David Brown patronage at Newport Pagnell when 19 DB4GTs wore gorgeously curvaceous lightweight Zagato bodywork.' – *Motor*.

With the introduction of the Vantage Zagato, Aston Martin renewed its association with one of Italy's most illustrious *carrozzeria*, Zagato having been responsible for that most celebrated and desirable of all post-war Astons, the DB4GT Zagato. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston Martin chairman, Victor Gauntlett and Elio and Gianni Zagato, and by the following year the project had progressed sufficiently for Aston to accept deposits on the 50 cars planned. Part of Zagato's brief was to shed some of the standard Vantage's not inconsiderable weight, which was achieved by shortening the chassis and deleting the rear seats, thus creating Aston's first production two-seater since the DB4GT. In doing so, Zagato was able to shed all of 168kg (370lbs) from the four-seater V8 saloon's not inconsiderable weight.

The proven 5.3-litre four-cam V8 was to Vantage specification, producing 432bhp at 6,200rpm and 395ft/lbs of torque at 5,100 revs. Production involved shipping the rolling chassis - complete with engine and drive train - to Zagato in Milan for bodying, trimming and painting, following which they were returned to Newport Pagnell for final inspection.

The first three completed cars were displayed at Geneva in March 1986 and in June the Zagato successfully met its design target by achieving a maximum speed of 300km/h (186mph) while on test with the French magazine *Sport Auto*. A 0-60mph time of five seconds had been another target and that too was achieved, the French journalists clocking a best of 4.8. The fact that the projected price had risen from £70,000 to £87,000 between the car's announcement in March 1985 and its arrival did nothing to deter the 50 customers, all of whom had paid deposits of £15,000 by August 1985.



Eventually 52 cars would be constructed, including the pre-production '20010' and prototype '20011'. Of the 50 'production' cars, only 23 were left-hand drive like that offered here. Chassis number '20031' was completed in May 1987 having been ordered by Zubair of Oman.

The car was built to 'Gulf State' specification and finished in Gladiator Red with tan trim. On 1st February 1988 Aston Martin received photographs of frontal damage, yet the car was not returned to the Newport Pagnell factory until August 1995, by which time it had found a new owner in Holland. Aston Martin's estimate for the cost of repairs was issued on 11th October 1995, and the Zagato was returned to Holland in April 1996 following their completion, which included a repaint in British Racing Green.

The current owner purchased the Aston in May 1997, by which time it had recorded only 7,800 kilometres. In April 1998 '20031' returned to Newport Pagnell for various guarantee works and a suspension modification to increase the ride height (by 12mm) in order to improve comfort and roadholding (see detailed bills on file).

The Zagato has remained in the vendor's care ever since, and has now covered a total of *circa* 56,400 kilometres. The original front spoiler has been removed due to ground-clearance concerns with Dutch speed bumps (and is offered with the car) while the addition of a radio is the only other notified deviation from factory specification.

£300,000 - 400,000
€350,000 - 470,000



220 * N

**1970 ASTON MARTIN DB6 MK2 VANTAGE
SPORTS SALOON**

Registration no. not UK registered
Chassis no. DBMK2/4252/R

- *One of 71 DB6 Mk2 Vantages*
- *Delivered new in the UK*
- *An older restoration*





The culmination of Aston Martin's long-running line of 'DB' six-cylinder 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 re-style with more-raked windscreen, raised roofline and re-shaped rear quarter windows. Opening front quarter lights made a re-appearance, 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 carburetors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches.





All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted until November 1970, during which time only 240 DB6 Mk2s were manufactured, 71 of which were to Vantage specification.

One of the final DB6 Mk2s produced, chassis number '4252/R' was sold new via H J Car Sales and first owned by J & A Binns Ltd, being registered to them on 27th March 1970. Its original colour scheme was Dubonnet Rosso with natural leather interior trim. The DB6 is believed to have spent some time in Canada before being re-imported into the UK in the mid-1990s. Its last owner was AMOC member J D Howell, who acquired the car in 1997 and had it restored during his ownership. Finished in Cambridge Blue with dark blue trim, the car was found to run nicely when inspected recently by Bonhams. A total of 55,242 miles is currently displayed on the odometer; however, it is not known if this is the distance travelled from new.

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

£340,000 - 380,000
€410,000 - 450,000



221

1968 ASTON MARTIN DB6 VOLANTE

Registration no. SLW 93F
Chassis no. DBVC/3677/R

- *One of the rarest of post-war Aston Martins*
- *The first ever 'Volante' model*
- *ZF five-speed manual transmission*
- *Extensively refurbished by Aston Martin Works*









'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.

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.

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

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/3677/R' was supplied new in March 1968 via H R Owen Ltd to one J Fenton, Esq of London N6. The accompanying copy guarantee form reveals that the car was delivered finished in metallic Chrome Aluminium with black Connolly leather interior, and that it left the factory equipped with the ZF five-speed manual transmission. Items of non-standard equipment listed include chrome road wheels, three-ear hubcaps, power operated aerial, front seat belts, Marchal quart-iodine spot lamps, Fiamm horns, a Wasso steering lock, a Blaupunkt New Yorker radio, and a tonneau cover. The car's first registered number was 'JJF 203'.



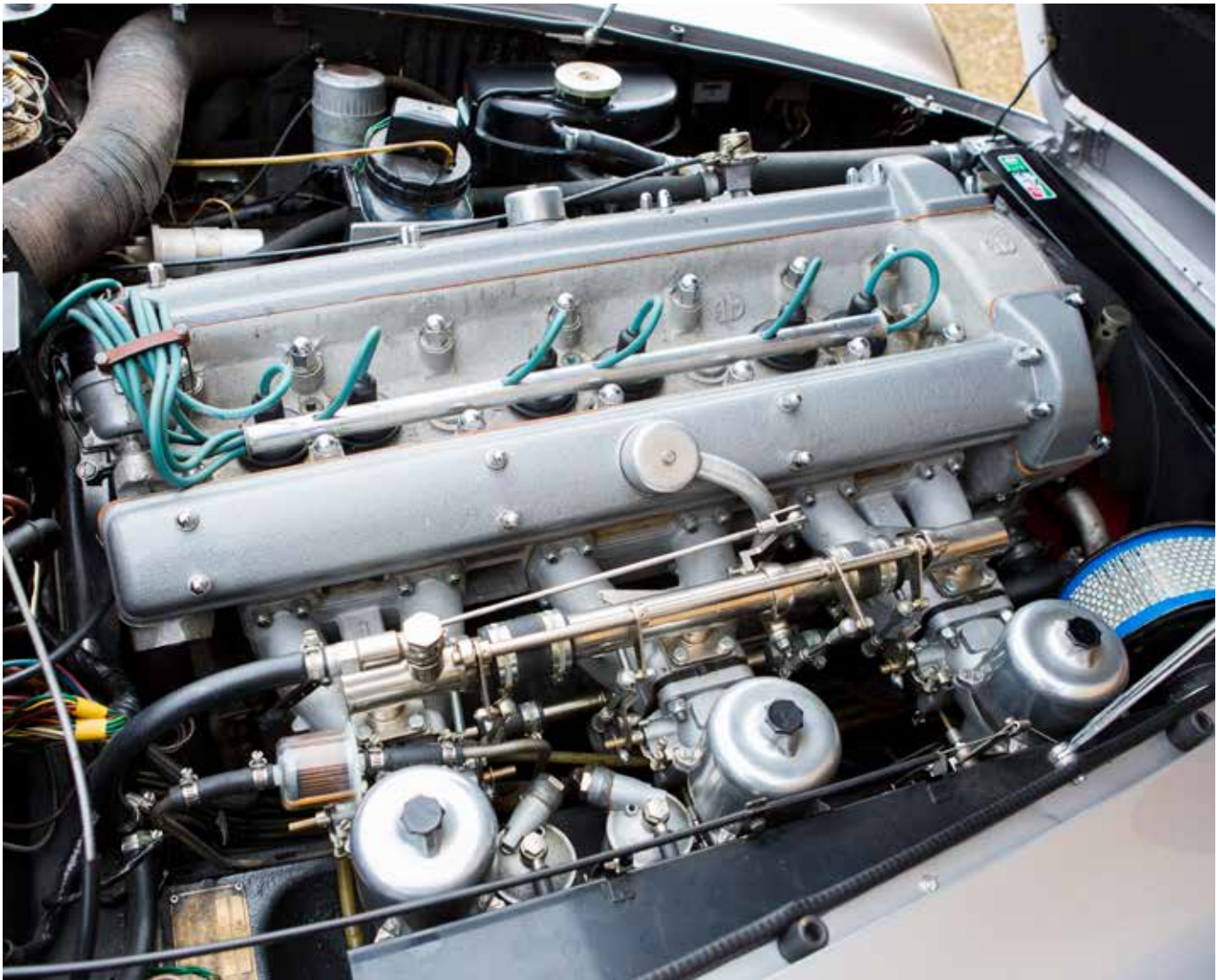
Invoices on file show that the Aston was owned in the late 1970s/early 1980s by a Mrs J Rubeck of Redhill, Surrey. In the early 1990s the car was acquired by Mr J L M Fruytier of Amsterdam, Netherlands and during his ownership was serviced and maintained by marque specialist Desmond Smail of Olney, Buckinghamshire, as evidenced by numerous bills on file. Mr Jeremy Butt of Leigh, Surrey is the next owner on record, acquiring the Aston in 2002. He was followed by Mr Paul Henry Everest of Bruton, Somerset (from January 2004). The current vendor has owned the Volante since April 2006.

While in the vendor's care, the car has benefited from a no-expense-spared approach to its maintenance, which has been entrusted to Aston Martin Works and the highly respected marque specialists R S Williams Ltd. The major refurbishment project has concerned the body, which was extensively restored during 2012 by AMW at a cost in excess of £100,000 (invoice on file). Works carried out included completely stripping down the body and removing the interior, hood, hood frame, glass, and doors, the latter being dismantled. Repairs were then made to the chassis, sills, doors, etc, with replacement panels fabricated and fresh metal welded in wherever necessary. The completed body was then re-sprayed silver, and the interior fully re-trimmed in 'last of the roll' original oil-based Connolly leather from AMW. In addition, the dashboard was repainted and the front and rear quarter bumpers replaced.

Some two years later, in April 2014, '3677/R' was sent to R S Williams for servicing, an MoT test, and routine maintenance, which included an overhaul of the front suspension and fitting a service/exchange upper water radiator. Several RSW upgrades were fitted at the same time, including front road springs, horns and horn bracket, cooling modifications, and throttle bell-crank lever. RSW's detailed bill for £20,898 is on file. In short: everything that needed to be done has been done. The DB6 now runs very well and has been driven each week to ensure that it remains in tip-top order. RSW will have carried out a service and MoT'd the car prior to sale.

Having covered only some 1,000-or-so miles since the 2012 restoration at Aston Martin Works, this beautiful DB6 Volante remains in generally excellent condition. Accompanying documentation consists of a quantity of expired MoT certificates dating back to 1990, a V5C Registration Certificate, and the aforementioned invoices and copy guarantee form.

£700,000 - 900,000
€830,000 - 1,100,000



222

1969 ASTON MARTIN DBS SPORTS SALOON

Registration no. CHJ 87G

Chassis no. DBS/5266/R

- Landmark Aston Martin model
- Automatic transmission
- Featured in ITV's 'Heartbeat' television series
- Extensive restoration 2007-2012





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

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

This particular DBS was delivered new to Lazenby Garages Ltd, Leicester for their customer, Wood, Bastow & Co Ltd of Selston, Nottinghamshire. Its original registration was 'JW 250'. The accompanying BMIHT certificate shows that the DBS was originally finished in Oyster Shell with red interior trim, and that it left the factory in January 1969 equipped with Borg Warner automatic transmission, power assisted steering, and a Radiomobile radio.

'5266/R' was formerly owned by ITV and was used in filming one episode of the popular *'Heartbeat'* television drama series set in North Yorkshire, being stolen from a motor dealer's showroom and serving as a 'getaway' car. Owner of a bodyshop, the current vendor purchased the DBS from ITV and had it restored by his company over a five-year period (2007-2012).

Needless to say, the process involved very close attention to detail and a high quality final Olive Green paint finish. Repairs to the body/chassis included new radius arm mounts and box sections, new inner and outer sills, new boot floor, new lower wing sections, and new door skins. New window glass was installed and the bumpers replaced with new items. In addition, the dashboard was re-covered, the Webasto sunroof renewed, and new carpets and door trim panels fitted. Mechanical works undertaken included overhauling the transmission (torque converter, gearbox, and rear axle), re-coring the radiator, reconditioning the brake servos, and rebuilding the carburettors. New wheels, shod with Avon tyres, were fitted also, while the provision of GAZ shock absorbers at the front and conversion to telescopic dampers at the rear are the only notified deviations from factory specification. The original rear radius arms come with the car.

Running and driving well, with good engine oil pressure, this beautifully presented DBS is ready to use and enjoy in the coming summer. Accompanying paperwork consists of restoration invoices, current MoT, a V5C document, and the aforementioned BMIHT certificate.

£90,000 - 120,000
€110,000 - 140,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1961 ASTON MARTIN DB4 'SERIES III' 4.2-LITRE SPORTS SALOON

Registration no. 7507 JW

Chassis no. DB4/709/R

- Present ownership since 2002
- Well documented history
- Engine rebuilt and upgraded in 2010
- Circa 5,000 miles since the engine rebuild



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.'

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.





This much-admired DB4 Series III was delivered to its original owner, Mr Kenneth Roodhouse of Little Aston, Staffordshire, on 19th July 1961. The car was originally finished in Dubonnet with fawn Connolly hide trim; it is believed that the exterior colour was changed to Aston Green in the late 1990s. Records document a change of both gearbox and rear axle within the original guarantee period. The file contains copies of the original build record and documented notes of initial warranty and service works up to September 1964. Chrome road wheels, a heated rear screen, and two Marchal fog lamps are the only items of non-standard equipment listed.

The history file shows seven stamped and signed keeper changes, although four of these entries are limited companies rather than private individuals, the last date stamp being August 1974. The current V5C registration document shows three owners prior to the current vendor, who acquired the car from Stratton Motor Company in 2002. This tally of keepers seems to be verified by a DVLA information request disclosure and V5 document copies dating back to 1984 when the then owner applied for a new registration document in his name. The file also contains some photocopied, faxed purchase invoices dating from the early 1990s between Aston Service Dorset and Cummings of Bodmin relating to parts for the car.

The current owner has kept comprehensive records of expenditure since his purchase, with many receipts from his local specialist garage and marque specialist Rikki Cann Limited. These account for extensive service works, many new parts, and indeed a full engine rebuild to 4.2-litre 'unleaded' specification in February 2010, at a recorded mileage of 51,875.

Today the odometer shows 56,798 miles, which is an approximate increase of some 10,000 miles since the 2002 purchase. Old MoT certificates dating back to 1997 confirm this use (in addition to the aforementioned invoices), although verification of the exact mileage prior to 1997 is not currently available.

To conclude: this is a fabulous looking, well-presented and sound DB4, with an upgraded and recently rebuilt engine.

£360,000 - 440,000
€420,000 - 520,000



224

**2002 ASTON MARTIN DB7 V12 VANTAGE
JUBILEE LIMITED EDITION COUPÉ**

Registration no. 4692 KX

Chassis no. SCFAB12392K303086

- *Produced for HM The Queen's Golden Jubilee*
- *One of nine right-hand drive coupés*
- *Full service history*
- *47,099 miles from new*





This DB7 Vantage Coupé is one of a limited series commissioned from the factory by Stratstone Aston Martin Sales of Mayfair to celebrate HM The Queen's Golden Jubilee in 2002. The 'Jubilee' was launched in June of that year with production limited to 50 cars: 19 right-hand drive examples for the UK (nine coupés and ten Volantes), five left-hand drive for continental Europe and 26 similarly specified cars for the North American market.

Noteworthy features of the 'Jubilee' model included special order Jubilee Blue paintwork; magnolia hide interior with contrasting Navy Blue detailing; dark blue Wilton carpets edged with magnolia hide; special order dark Italian walnut trim; white-faced dials with 'Silver Jubilee' graphics; special order 19" wheels; premium audio system plus satellite navigation and 24-hour Tracker device; heated front screen; wide mesh chromed grille with 'Jubilee' badge; numbered sill plaques; a fitted umbrella and much more besides. The result was a supremely well-specified motor car which, priced at £120,950, cost almost £26,000 more than the standard Vantage coupé.

The 24 UK/European Jubilee models were delivered to their fortunate owners at a special ceremony held at Thornbury Castle where they were housed in a large marquee bearing the legend 'Tinnars Moat Craft Fair' (Tinnars Moat being an anagram of Aston Martin).

One of the nine RHD coupés, this example has had only five owners and has covered 47,099 miles from new. Sold by Stratstone Aston Martin, Derby in June 2002, this 'fully loaded' Jubilee recently underwent a professional rust-proofing treatment designed to offer long-term protection from the elements. Totalling in excess of £8,000, there are invoices on file for works carried out in 2016 by marque specialists Chiltern Aston Centre including new suspension bushes, engine and vacuum hoses, and overhaul of air conditioning system as well as a major service, ensuring this DB7 Vantage is in fine fettle for its new owner. For added peace of mind it also has a fresh MoT with no advisories.

Offered with its valuable private plate, '4692 KX' comes with a V5C Registration Certificate and the original owner's manual/service book stamped 11 times by Aston Martin Works and various marque specialists. A rare chance to acquire a low-mileage example of this exclusive, limited edition Aston Martin at a fraction of the original purchase price.

£48,000 - 54,000
€57,000 - 64,000

1967 ASTON MARTIN DB6 SPORTS SALOON

Registration no. BWC 396F

Chassis no. DB6/3205/R

- Last of the original 'DB' Aston Martins
- Extensively restored during 2005/2006
- Well documented



This DB6's history file contains comprehensive records dating from 1988 onwards, including the names of its owners. In 1989 the car's then owner Mr Derek Blazard had an extensive restoration undertaken at the workshops of Ian Moss, the well known Aston Martin specialist, with work including a full engine rebuild and bodywork repairs plus a bare metal re-spray from its original Olive (metallic) to Fiesta Red.

From 1993 the new owner Mr Philip Flower had the car maintained at the specialist Aston Martin workshops run by Desmond Smail in Olney, Buckinghamshire. In 1993 further extensive work was carried out including a full interior re-trim in tan Connolly leather. In October of that year the speedometer was replaced, at a then recorded mileage of 24,680. The aforementioned records show the mileage total increasing from 17,965 in July 1988 to 28,440 when the last MoT certificate was issued in June 2016, making the total for that 28-year period 35,155 miles (24,680-17,965+28,440).

The Aston has since undergone a bare metal, 'last nut and bolt' rebuild, undertaken during 2005 and 2006 by a professional classic car restoration workshop, when it was repainted from Fiesta Red to Sierra Blue metallic. New Aston Martin parts worth over £10,000 were fitted during the restoration, which consumed 1,550 man-hours of labour.

All body repairs were undertaken with new aluminium and steel chassis elements incorporated as required. All chromed components were either replaced or re-plated, and all body, door and window seals were replaced, as were all suspension bushes and brake components. A new alternator has been fitted and the car converted to modern negative-earth electrics with new full wiring loom. All electrical instruments have been rebuilt and made good for negative-earth use.

Additionally, the cylinder head has been fully rebuilt and converted to accept unleaded fuel; the carburettors and linkages rebuilt and re-plated; the clutch assembly rebuilt together with all transmission elements; and the engine, gearbox and rear axle fitted with new bearings and oil seals as required.

The aforementioned restoration was carried out while the DB6 was owned by Mr Edward Mier, who sold it via Desmond Smail to Mr Derek Still in June 2006, shortly after the rebuild's completion. Bills on file show that the Aston was maintained meticulously by Mr Still, who kept it for some ten years before selling it to the current vendor in 2016. Since then the car has benefited from a full service by renowned marque specialists R S Williams Ltd, with all outstanding issues attended to. Extensively documented and ready to enjoy, this well maintained DB6 is offered with a V5C Registration Certificate, current MoT, and the aforementioned history file.

£280,000 - 320,000

€330,000 - 380,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



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1989 ASTON MARTIN V8 ZAGATO VOLANTE

Registration no. 188 VZ

Chassis no. SCFCV81Z7JTR30022

- *Delivered new to the Patrick Collection*
- *One of only 12 right-hand drive cars*
- *Automatic transmission*
- *Circa 3,680 miles recorded*
- *Present ownership for 19 years*





'On the road, the Zagato eats up the long straights. Once moving its progress is magnificently effortless. Like most very fast cars, it's as if it isn't constrained by the physical laws of gravity and air resistance. Unlike most very fast cars, however, it fools its driver into thinking that its blistering, growling pace is normal, comfortable, undramatic.' - *Motor*.

With the introduction of the V8 Vantage-based Zagato in 1986, Aston Martin renewed its association with one of Italy's most illustrious *carrozzeria*, Zagato having been responsible for that most celebrated and desirable of all post-war Aston Martins, the DB4GT. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston boss Victor Gauntlett and the Zagato brothers, and by following year the project had progressed sufficiently for Aston to accept deposits on the 50 production cars planned. The first prototype was shown to the public at Geneva in March 1986, and in June successfully met its design target by achieving a maximum speed of 186mph while on test with the French magazine *Sport Auto*.

Part of Zagato's brief had been to shed some of the standard Vantage's not inconsiderable weight, and this was achieved by the simple expedient of shortening the wheelbase by a little over 17 centimetres and deleting the rear seats, thus creating the first production two-seater since the DB4GT. The 5.3-litre four-cam V8 was, naturally, to Vantage specification, producing a mind-bending 432bhp at 6,200rpm. The manner of its installation though, created a certain amount of controversy, the Zagato's low sloping bonnet, penned in the expectation of a fuel-injected engine, being marred by an unsightly bulge necessary to clear the Vantage's quartet of Webers.

Predictably, given the success of the saloon, a Zagato Volante convertible was not long in coming. The very first example was made by converting a saloon - chassis number '20042' - which was first displayed publicly at the Geneva Salon in 1987. Intended only for the fuel-injected 320bhp engine, the production Volante avoided its sibling's bonnet bulge unless, of course, a customer specified an engine in Vantage tune. The Volante was intended to be even more exclusive than its closed cousin - 25 were planned initially, as opposed to 50 saloons - and in the event a total of 37 had been built by the time production ceased in 1990, making this one of the rarest and most desirable of open supercars as well as an exceptionally collectible Aston Martin. Only 12 were built in right-hand drive configuration like the example offered here.



According to its Car Record Card, this stunning V8 Zagato Volante completed its final inspection at the works on 24th May 1989. The exterior colour was Malvern Brown metallic with a brown mohair hood lined with beige Alcantara. The interior featured Recaro Ideal C Type seats clad with brown-piped magnolia leather, which were complemented by beige carpets, again piped brown. A Sony DJ CD player was specified also. The Zagato's first owner was the renowned Patrick Collection based in Kings Norton near Birmingham.

The current vendor purchased the Aston in 1998, since when it has remained in his private collection of British and Italian cars in Germany. The owner has never registered the Zagato in Germany, which is why it comes with a UK V5C registration document. While in his collection, the car has been protected from the elements and humidity by a Carcoon, and started once a year to make sure it remains in running order. The odometer currently shows only some 3,680 miles, and the car is described by the vendor as in almost new condition with no modifications; even the original radio is still fitted, as are the original Goodyear Eagle tyres. The car will be serviced before coming to the sale. An opportunity not to be missed.

£265,000 - 325,000
€320,000 - 390,000



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1989 ASTON MARTIN LAGONDA SERIES 4 SALOON

Registration no. F149 MUP

Chassis no. SCFDL01S5KTR13588

- One of only 34 right-hand drive Series 4 cars
- Delivered new in the UK
- Stored for 12 years
- Present ownership since 2008





Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid 1970s, a mere handful of which was constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, 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 slightly softer, less hard-edged look and continued in production until May 1990. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

According to an accompanying letter from Aston Martin Lagonda Limited, 106 Series 4 models were built, the right/left-hand drive split being 34/72. Chassis number '13588' is the 11th right-hand drive car built.

Originally finished in Rolls-Royce Willow Green with dark brown-piped magnolia leather interior, this Series 4 model was supplied new in April 1989 via Reg Vardy Lt to its first owner: Mr S Bloch of Glenchime Properties. The car was first registered as 'F149 MUP', its current registration.

At a later date the Lagonda was sold by the Stratton Motor Company to M S Lucas, Esq of A G Wicks Properties Ltd, Aldworth, Berkshire. The current vendor purchased the Lagonda in June 2008 from Stratton Motor Company, with whom it had been in storage for some 12 years pending the settlement of a divorce case.

The current owner had the car bare-metal re-sprayed in Aston Martin Mendip Blue metallic by Autotec of Northleach at a cost of £9,000, and had the brown leather trim replaced with blue at Frank Dale & Stepsons Ltd of London. 'F149 MUP' has only covered a few hundred miles since 2008, and has been kept in a dehumidified and heated environment as part of the owner's extensive private collection.

Described by the vendor as in generally excellent condition, the car comes with its original service booklet, copy Car Record Card, Certificate of Ownership, sundry restoration bills, and a current V5C document stating three former keepers.

£80,000 - 100,000
€94,000 - 120,000

228

**1970 ASTON MARTIN DB6 MK2
SPORTS SALOON**

Registration no. EGC 341H

Chassis no. DB6/4230/R

- *Restored circa 1990/1991*
- *Present ownership for 25-plus years*
- *ZF manual gearbox*
- *Engine overhauled 2001*
- *Used regularly*





In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4.

With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres, and this power unit was carried over to the DB6 for 1966. 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.

The DB6 differed principally from its immediate predecessor by having a longer wheelbase. This meant more room for rear passengers, making the DB6 more of a family man's car and helping 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. Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin.

In the summer of 1969 the Mk2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mk2 came with 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.

Chassis number '4230' was delivered finished in Burnt Almond with natural leather interior, and left the factory equipped with the automatic gearbox, subsequently being fitted with the ZF five-speed manual gearbox preferred by most enthusiasts. The original registration appears to have been 'FXF 345H', but the registration also seems to have been 'DPN 5' for a time. The vendor has used the car with a personalised registration, '21 PS', but it has now reverted to the previous number, 'EGC 341H'.

The DB6's keeper from 1982 to 1989 was Dr John Robert Muir of 69, Harley Street, London W1. On 6th December 1989 the Aston was acquired from Dr Muir by Paradise Garage, and then restored by Ferrari and Aston Martin specialists GTC Engineering and Fulham Workshop Ltd, as detailed in accompanying copy bills/ invoices (when registered as 'FXF 345H'). The restoration consisted of a 10,000-mile service and a variety of mechanical and electrical works.



GTC then carried out extensive bodywork repairs: stripping to bare metal and replacing the sills (inner and outer), rear jacking points, corroded sections around trailing arm mounts, bottoms of 'B' posts, nearside front tray, rear valance panel, boot compartment, and door skins, with all remaining panels de-dented. This was followed by a full re-spray inside and out, and there is an album of photographs of this restoration work in the car's history file.

On 9th November 1991 (at 21,631 miles recorded) the DB6 was purchased from Paradise Garage by the current vendor (purchase invoice on file). The vendor assumes that this was the correct mileage, but this cannot be confirmed. There is a copy MoT certificate on file showing the mileage as 18,813 on 19th December 1988, together with a continuous run of MoT certificates from February 1991 (mileage 21,289) to the present day (mileage on consignment 68,012).

The Aston has been used every year since acquisition, including Continental tours in the summertime; its last lengthy excursion was a problem-free 1,600-mile tour of Scotland in 2016. The car has not been used over the winter months. Routine maintenance has been undertaken locally. In 1998/1999 a bare-metal re-spray in the present colour of Peacock Blue was carried out (we are advised that the interior's leather upholstery is original).

The original Armstrong Selectaride dampers have been replaced with conventional telescopic units, and the vendor has had the car converted to the correct type of ZF five-speed manual gearbox.

In 2001 the engine was stripped and checked by a specialist, and the cylinder head converted to accept unleaded fuel (invoice on file). The engine was found to be in generally good condition. As a matter of course, bearing shells and piston rings were replaced, all chains renewed, and the oil pump reconditioned. In 2011 the manual gearbox was overhauled (invoice on file) while in 2013 another re-spray was carried out. The brake servo was overhauled recently (invoice on file), and a stainless steel exhaust system has been fitted. The provision of electric cooling fans is the only other notified deviation from factory specification.

The private vendor describes the car as in generally good condition, and reports that the engine maintains good oil pressure and does not burn any oil. Accompanying documentation consists of a fresh MoT certificate; old/current V5/V5C registration documents; the majority of the old tax discs from the present ownership; and the aforementioned restoration bills, photographs and expired MoT certificates. The original automatic gearbox, original Selectaride shock absorbers, an owner's manual, and a workshop manual are included in the sale.

£270,000 - 310,000
€320,000 - 370,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



229 * N

**1968 ASTON MARTIN DB6 VOLANTE
TO VANTAGE SPECIFICATION**

Registration no. not UK registered
Chassis no. DBVC/3675/R

- One of 140 DB6 Mark 1 Volantes
- Desirable 'triple black' colour scheme
- Upgraded to Vantage specification
- Manual transmission
- An older restoration





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. Including the Mark 2 version, production of the DB6 amounted to 1,575 saloons between 1965 and 1970, plus 178 of the long-wheelbase Volante convertibles.

One of the 140 DB6 Mark 1 Volantes made, '3675/R' was sold new via H R Owen to Leslie Holt, Esq and registered as 'LES 1' on 4th March 1968. The accompanying copy order form reveals that the DB6 was delivered finished in black with matching trim and Everflex hood. '3675/R' left the factory equipped with the ZF five-speed manual gearbox, chrome road wheels, 3-ear hubcaps, power operated aerial, front safety belts, and a limited-slip differential with 3.73:1 final drive ratio. The engine is currently on triple Weber carburettors, indicating that it has been upgraded to Vantage specification, though it is not known when or by whom this was done.



Records held by the AMOC show that the Volante was owned by one R W H Masters circa 1976, followed by Michael J Malone of Seattle, USA from 1987 to 1990, during whose ownership it was shown at the Pebble Beach concours (in 1989). Subsequent known owners include J Cornet, London (1993 – 1998); H Winstanley, Northamptonshire (1999 – 2000); and D M Campion (2000 onwards). The car has not been taxed since 1st May 2011.

'3675/R' appears to have been restored at some point (by marque specialist Desmond Smail) and appears generally sharp, clearly having seen little use since the restoration. It has been fitted with a modern Kenwood stereo (concealed behind the original central speaker). The odometer currently displays a total of 62,233 miles; however, it is not known if this is the distance travelled from new.

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

£680,000 - 750,000
€810,000 - 890,000



230

**1989 ASTON MARTIN V8 VANTAGE
VOLANTE 'X-PACK' 7.0-LITRE**

Registration no. G434 YYT

Chassis no. SCFCV81V3KTL15790

- Extensively restored
- Factory-converted from left- to right-hand drive
- Factory-converted from automatic to manual transmission
- AMOC concours winner in 2009
- Circa 1,000 miles since last service





'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*.

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 raised maximum output to 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 disc brakes 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 lipped boot lid.

Produced to satisfy demands from the USA, the Volante convertible had debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Arguably the ultimate in soft-top luxury, the V8 Volante 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 was nevertheless more than enough for most owners.

Along with the Vantage engine and bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.



This superb V8 Vantage Volante was originally manufactured in left-hand drive configuration and sold new in July 1989 via British Motors in Monaco. The accompanying copy of its Car Record Card shows that '15790' left the factory fitted with optional X-Pack engine, and was originally finished in Suffolk Red with magnolia trim and off-white hood. Aston Martin Works has confirmed that in December 1989 the car returned to Newport Pagnell and was converted from left- to right-hand drive, and from automatic to manual transmission on behalf of marque specialist, Desmond Smail.

A letter on file (dated December 2012) states that from 1991 to 2006 the Aston was used solely by Mr Touker Suleyman, chairman of the Low Profile Group. The car had been purchased from Aston Martin, Brighton in 1991 with a recorded mileage of circa 1,000, and was regularly maintained by marque specialist Rikki Cann. The aforementioned letter goes on to state that when sold in 2006 (at 39,000 miles) the car was in perfect working order and similar cosmetic condition.

The current vendor purchased this Vantage Volante in 2012 from Bramley Motor Cars, by which time the car had been fitted with a new 7.0-litre R S Williams engine. At time of purchase, the Aston had covered only some 2,000 miles since an extensive restoration.

An advertisement on file states that the chassis had been inspected, new sills fitted, and the car sent to marque specialists Spray Tec Restorations for a full bare-metal, glass-out repaint in Black Pearl. A new black mohair hood was fitted at the same time, and the interior completely re-trimmed in light tan hide, which is complemented by matching carpeting extending to the luggage compartment and boot-lid recess. All interior veneers were refinished, and new pockets fitted to both doors, while the centre console was upgraded with a new raised centre armrest incorporating switches for the two-stage heated front seats. The interior was also equipped with a new and upgraded hi-fi system, controlled by a new Becker head unit providing Bluetooth telephone connectivity, and a DVD navigation system with iPod compatibility. Other noteworthy features include a Nardi wood-rim steering wheel, sunken switch panel, and veneered lid to the centre console coin box. More recent works have included overhauling the differential and raising the final-drive gearing for more relaxed and economical cruising, resulting in a much improved driving experience.

Last serviced (by R S Williams) in 2014, since when it has covered only some 1,000 miles, this extensively restored and concours-winning Vantage Volante comes with a good history file containing the stamped service booklet, V5 registration document, current MoT certificate, and all bills for work carried out.

£350,000 - 400,000
€420,000 - 480,000



231

1954 ASTON MARTIN DB2/4 MK I SPORTS SALOON

Registration no. PUO 222

Chassis no. LML/604

- Present family ownership for 50 years
- Full restoration completed in 2000
- 4,438 miles since the restoration
- Re-sprayed in 2013





Testing the new DB2/4 in 1954, *Autocar* acknowledged that the Aston Martin had, 'been well known for very many years as a sports car of fine quality and high performance,' while characterising the Newport Pagnell manufacturer's latest offering as, 'an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.'

Its accompanying copy guarantee form reveals that this 'Mark I' DB2/4, chassis number '604', was delivered to Berkeley Motors on 2nd January 1954 and sold new to Mr Thomas Harry Hoskins of Torquay, Devon. Registered 'PUO 222', the car was originally finished in Imperial Crimson with beige Connolly interior trim, and was fitted from new with heavy duty shock absorbers and flashing indicators. Four subsequent owners are listed on the form, the last being the current vendor's father, who acquired the Aston in 1966. 'PUO 222' was then used by the vendor's mother as her everyday car before being taken off the road in the late 1970s.

Restoration began in the early 1990s, commencing with a strip down to the last nut and bolt carried out by Greenfield Service Station, Oldham with the vendor's father assisting.

Every last item was restored, the aluminium body removed and repaired, the engine rebuilt, gearbox rebuilt, all suspension, brakes and steering components renewed whilst the interior was re-trimmed in quality leather with new roof lining and carpets. The extensive restoration was not completed until 2000, a full photographic record of the process is on file, viewing of which is highly recommended.

Following the severe winter of 2012, micro blisters appeared in the roof's paintwork, necessitating a further re-spray, which was carried out by Parker's Cars, Kendal (see bill for £7,500 on file). Much enjoyed by the family and now ready for a new custodian, 'PUO 222' has covered a mere 4,438 miles since the rebuild's completion and is presented in commensurately very good condition. Accompanying documentation consists of the aforementioned copy guarantee form, MoT to March 2018, a V5 registration document, and bills relating to the restoration. The provision of a brake servo is the only notified deviation from factory specification.

£120,000 - 160,000
£140,000 - 190,000

232

**1960 ASTON MARTIN DB4 4.5-LITRE
LIGHTWEIGHT COMPETITION SALOON**

Registration no. PAA 81
Chassis no. DB4/744/R

- Built by ADA Engineering in the 1980s
- Successfully campaigned by Bill Goodall
- Rebuilt by Alan Smith Motors in 2004
- AMOC and Intermarque Championship class winner in 2008





The DB4's competition potential had been recognised from the outset, and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype ('DP/199') driven by Stirling Moss won its first race at Silverstone. The DB4GT offered a strong challenge to the prevailing Ferrari dominance in GT racing, with examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4GT earned its stripes every day on the racing circuit.

Including the Zagato-bodied variant, only 95 'Sanction 1' DB4GTs were produced and as time has passed and values risen they have become far too precious to be risked in the cut and thrust of the racetrack. As a result, many enthusiasts have turned to the early standard road-going DB4, stripping, lightening and tuning them for racing. Marque specialist Richard Williams was the first to develop a successful DB4 Lightweight - Viscount Downe's car - which was driven to countless victories by Mike Salmon. Others followed RSW's example and today 21 DB4s (out of 25 DB Lightweight) are listed in the Aston Martin DB Lightweight Register and eligible for the AMOC's Class B3 Regulated events. Specification varies from car to car but typically engines are enlarged to 4.5 litres and produce around 400bhp. Most cars are down to the B3 Class minimum weight of 1,000kgs so they are very fast and exciting to watch. With the cost of converting a DB4 to full Lightweight specification now exorbitant, there are unlikely to be any more built.

The car offered here, 'PAA 81', is one of a pair of DB4 Lightweights built by ADA Engineering in the 1980s (the other, 'VAK 945', belongs to Conor O'Brien). First delivered as a standard road car in July 1961 to one V C Hedger of Swinfern, Alderbury, Wiltshire, 'PAA 81' was successfully campaigned by Bill Goodall in the 1990s and evidence suggests it was a front runner at that time. Goodall sold the car to Martin Brewer (Runnymede Motor Company) who continued to race it. When the preceding owner bought the DB4 in 2004 it was in need of rebuilding. Alan Smith Motors undertook a full rebuild starting with a new chassis (see photographs on file) and then a new 4.5-litre engine (complete with Crossthwaite & Gardner four-bolt block), radiator, electronic ignition, exhaust system, new suspension with tailor-made Moton three-way adjustable shock absorbers, new brakes, hubs, differential, steering and Rose joints.

Over the succeeding five years 'PAA 81' spent much time at the front of the grid and in 2008 was an AMOC and Intermarque Championship class winner. The car was purchased by the current vendor at Bonhams' sale at Aston Martin Works in May 2009 (Lot 345) and remains in the same condition as when bought. Its last race was at the Bentley Drivers' Club meeting at Silverstone in 2015.

Offered with a valuable package of spares (including wheels) and three files of history, 'PAA 81' represents a rare opportunity to acquire a competitive drive suitable for AMOC and many other historic sports car series. It also represents a relatively affordable the opportunity to acquire a DB4 that could be returned to 'fast road' specification without too much difficulty.

£220,000 - 260,000
£260,000 - 310,000

233

1997 ASTON MARTIN VANTAGE V600 COUPÉ

Registration no. P95 RYT

Chassis no. SCFDAM2S5TBR70164

- *Delivered new in the UK*
- *Factory-converted to V600 specification*
- *Fully stamped service booklet*
- *Last serviced February 2017*





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 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 of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the 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 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.

First registered on 31st January 1997, '70164' was sold new to Mr Ed Dayan of Checkout Holdings Ltd, Houghton Regis, Dunstable. Details of subsequent owners may be found in the accompanying history file. The Vantage left the factory finished in Rolls-Royce Royal Blue with blue-piped Parchment leather interior, and was despatched to Stratstone, Mayfair.

In September 2000, the car returned to Newport Pagnell for the V600 conversion, which included modifications to the engine, transmission, suspension, brakes, exhaust, wheels and traction control. Some ten years later, it featured in the *Sunday Times*' *'ingear'* supplement as part of a series on exotic cars (3rd October 2010 edition, copy on file).

The car is offered with its original owner's manual and service book, the latter comprehensively stamped by Aston Martin Works Service and recognised marque specialists Nicholas Mee, Runnymede Motor Company, and R S Williams. In addition, there are two separate bills on file: one from Aston Martin Works dated 26.11.14 for £1,545, and another from MDS Services dated 15/09/15 for £5,372.

£220,000 - 260,000
€260,000 - 310,000

1971 ASTON MARTIN DBS V8 SALOON

Registration no. XKH 412J
Chassis no. DBSV8/10105/R

- First of the Aston Martin V8s
- Automatic transmission
- Restored in the late 1980s
- Dry stored for many years
- Requires re-commissioning



'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.

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

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

The 105th example built, chassis number '10105/R' was originally delivered to A&B Cars (Distributors) Ltd on 28th January 1971. The accompanying copy guarantee form records the original colour scheme as Burnt Almond with natural Connolly hide trim. Restored in the late 1980s (photographs available), this DBS is described by the private vendor as very solid and complete, having been dry stored for many years. The car retains matching chassis/engine numbers and still has its original interior; re-commissioning will be required before it returns to the road. Offered with a V5 registration document.

£40,000 - 50,000
€48,000 - 60,000

235

1999 ASTON MARTIN DB7 LIMITED EDITION COUPÉ

Registration no. V706 DGF

Chassis no. SCFAA1118XK102631

- One of only 19 Limited Edition models
- Manual transmission
- Present ownership since 2012
- Serviced by Davron



'Aston Martin is back with its most promising product since the DB4 35 years ago. It's the best looking British sports car since the E-Type and an imperious chassis, gutsy engine and sumptuous cabin mean its talents are much more than skin-deep. Classic GTs come no finer this side of a Ferrari 456GT. Even without the emotional knee-jerk reaction to a car of such beauty, the DB7 is a triumph.' - *Autocar*.

It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later that made possible the revival of the DB line, dormant since the end of DB6 production in 1970. Jaguar's axed XJ-S replacement - the XJ41 - was deemed suitable as an 'entry level' Aston Martin, and work on the project commenced towards the end of 1991, responsibility for the final design being given to Tom Walkinshaw's JaguarSport company.

Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the body was notable for employing numerous composite-material panels in its construction. The chosen engine was a 3.2-litre version of the twin-cam, six-cylinder 24-valve AJ-6 unit that had replaced the venerable XK in Jaguar's saloon range. This was endowed with a suitable power output courtesy of a water-cooled Eaton supercharger. The result was 335bhp and a top speed of 160mph, a performance that put the DB7 on a par with rivals such as the Mercedes-Benz 500 SL and Porsche 928.

This DB7 Coupé is one of Stratstone's Limited Edition models, and was supplied new by them to a Mr K Watts, as verified by the factory records, which state that the original colour scheme was Bowland Black with charcoal/light grey trim. Only 19 of these Limited Edition models were built, all with this special colour combination, while only two of the coupés had manual transmission, '102361' being one of them.

The current vendor purchased the DB7 from Chiltern Aston in February 2012 (at 78,372 miles) since when it has covered a further 7,000-or-so, making the current total circa 85,500 miles. While in the vendor's care the Aston has been serviced by marque specialists Davron. Works carried out have included replacing the air conditioning compressor (2012), and replacing the front stub axles, wheel bearings, and seals (2014). A Tracker, an upgraded audio system (with iPod connection) and a Parrot hands-free kit are the only notified deviations from factory specification. Described by the private vendor as in generally very good/excellent condition, this rare car is offered with a V5C registration document and current MoT.

£35,000 - 40,000
€42,000 - 48,000

236

**2000 ASTON MARTIN VANTAGE
LE MANS COUPÉ**

Registration no. W7 FTA

Chassis no. SCFDAM2S9YBR70269

- Number '29' of 40 Le Mans models
- Single family ownership
- Original registration mark
- Circa 4,000 miles from new





'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 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 of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the 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 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.

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. 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 and 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, aluminium gear lever knob, 'button' starter, and brushed metal panelling instead of the traditional wood veneers, while the Wilton carpeting featured embossed 'Aston Martin' emblems.

Finished in Aston Martin Racing Green with Saddle Tan trim, this limited edition Vantage Le Mans - number '29' of the 40 made - was delivered new to the current owner's husband equipped with the close-ratio six-speed manual gearbox and the Super Sports exhaust. Aston Martin Works has confirmed that it is one of only four Le Mans models that have not had the V600 conversion.

Ownership transferred from husband to wife in March 2013. Supplied by the factory, a printout summary of the car's service history is on file, the last service having been carried out by HWM, Walton-on-Thames in 2007 at 2,148 miles. Additional documentation consists of a V5C Registration Certificate and current MoT.

£300,000 - 400,000

£360,000 - 480,000



237 * N

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

Registration no. not UK registered
Chassis no. DB4/116/R

- *Desirable early DB4*
- *Delivered new in the UK*
- *Formerly in Denmark and Canada*





The Aston Martin DB4 was the first of the David Brown-era models to employ the entirely new twin-overhead-camshaft, six-cylinder, 3.7-litre engine designed by Tadek Marek, the 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, and the design of tanks during World War 2, and had arrived at Newport Pagnell from Austin. When the DB4 was introduced in 1958, it was the most powerful and fastest British production car, and its aerodynamically styled, all-aluminium, Superleggera coachwork by Touring of Milan looked sensational.

The 116th DB4 made, chassis number '116/R' was delivered new via the Brooklands dealership in May 1959 and sold new to one Ralph Philip Thomas of Beaconsfield Films Ltd, Welbeck Street, London W1. The original registration was 'WXR 100'. The car was originally finished in Elusive Blue with blue grey Connolly hide trim, and left the factory equipped with fully chromed road wheels, two Marchal Rectilus fog lamps, and a Motorola transistor radio. Three subsequent owners are listed on the accompanying copy guarantee form: N Barham of Copenhagen; P Eton of Stone-cum-Ebony, Kent; and Michael Rigby, Esq of Vancouver, Canada. Regular and extensive servicing is recorded up to February 1962.





This DB4 was first known to the Aston Martin Owners Club in 1968 when it was owned by one R Card of Greenford, Middlesex, who owned it until at least 1970. In 1974 the Aston was owned by one R J Johnson of Heywood, Lancashire. By 1980 the car was in Alberta, Canada in the hands of one R Woodcock, who owned it until at least 1988. The aforementioned Michael Rigby of Vancouver, Canada was the owner from May 1994 until at least 2006.

As viewed by Bonhams, '116/R' still has its original engine, '370/121'. The car appears very tidy, with what appears to be its original headlining and new black interior trim. A total of 37,077 miles is displayed on the odometer, though it is not known if this is the distance travelled from new. A jack and wheel hammer come with car.

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

£380,000 - 450,000
€450,000 - 540,000



238 N

2003 ASTON MARTIN DB7 V12 VANTAGE COUPÉ

Registration no. not UK registered
Chassis no. SCFAB22393K303645

- Delivered 'new' to Germany
- Left-hand drive
- Unique colour combination
- Touchtronic transmission
- Circa 15,000 kilometres recorded





Introduced in March 1999, the DB7 Vantage was an exciting new model powered by a state-of-the-art, all-alloy V12 engine - a 'first' for a production Aston Martin. This 6-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF Touchtronic five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 18" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS.

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

A 2003 model, and thus from the final year of production, this left-hand drive DB7 Vantage Coupé appears to have remained in the care of Aston Martin for some five-or-so years before being delivered 'new' (with approximately 800 kilometres recorded) to Alfred Krauthahn in Germany circa 2007/2008. The factory data sheet records the customer as 'Demo', indicating that the car had been (or was intended to be) used as a demonstrator. Since then the Aston has had only two private owners: the first from 2008 to 2013, and the second from 2013 to 2017.

One of the last made, '303645' is finished in Aysgarth Blue with full Parchment leather interior (including the dashboard) – a unique colour combination. It is very rare these days to find a low-mileage example like this one is such outstanding condition and with a striking bespoke colour scheme. The car also features the Touchtronic transmission and comes complete with various options including red brake callipers, satellite navigation, heated front screen, oak veneer trim, and the very expensive 19" wheels. A certain 'future classic', this beautiful Vantage is offered with all service bills, tool kit, and German papers.

£46,000 - 52,000
€55,000 - 62,000

239

1971 ASTON MARTIN DBS V8 SALOON

Registration no. RTH 1K
Chassis no. DBSV8/10297/R

- *First of the Aston Martin V8s*
- *Manual transmission*
- *Present ownership for over 20 years*
- *Restored in the mid-2000s*





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

A full four-seater, the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

A desirable manual transmission model, '10297/R' was originally delivered to Plough Motors in Gloucestershire on 15 October 1971. The accompanying copy guarantee form shows that the DBS was originally finished in Dubonnet Rosso with natural leather interior trim, and that it left the factory equipped with power steering, a Radiomobile radio, and Fiamm horns.

Kept on trade plates (possibly as a demonstrator), the DBS was serviced by them in December before being sold to Roy's Plant Hire in Carmarthenshire. Documentation from this period consists of an old-style green logbook (1/1/1972) listing Roy's as registered keeper, an MoT dated 1975 records a mileage of 30,700 and a sales invoice from Roy's in 1980 for £2,700 for the Aston, which they sold to a Mr Swann of Sussex. Circa 1991 the car was in the ownership of a Mr Hobbs of Camberley, Surrey.

In November 1994 the current vendor purchased the Aston from Mr Hobbs as a restoration project, encompassing a stripped bare shell and numerous boxes. There are invoices, bills and a list of parts on file dating from the mid-2000s when the vendor undertook the car's restoration with help from various specialists including Stratton Motor Co, Puddleduck, Forge Engineering, Pugsley & Lewis, and Desmond Smail. Upgrades incorporated include electronic ignition, sports ignition coil, Koni rear shock absorbers, copper brake pipes, and halogen headlights.

The vendor became an active member of the AMOC in his local (Kent) area, and over the last ten years has covered circa 3,000 miles attending club events (though the car has never been out in wet weather). Currently showing 35,663 miles on the odometer, accompanying documentation consists of that mentioned above plus a current MoT certificate and V5C Registration Certificate.

£70,000 - 90,000
€83,000 - 110,000

240

2004 ASTON MARTIN VANQUISH COUPÉ

Registration no. to be advised

Chassis no. SCFAC13314B501305

- *Cosmetically upgraded to Vanquish S specification*
- *Two owners*
- *Circa 10,500 miles from new*
- *All books and tools*





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. 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'.

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.

This particular car, chassis number '501305', started life as a standard Vanquish but has been cosmetically upgraded by Stratton Motor Company to incorporate some 'S' specification items, including the latter's revised dashboard and different body badges. The original engine specification has not been changed.

Always maintained by Stratton, the Vanquish has had only two owners and remains in generally very good condition, commensurate with its low mileage of only 10,500 since first registration. Offered from a large private collection, it comes complete with V5C document, current MoT certificate, and the original Aston Martin book pack (handbook, service record, etc).

£80,000 - 90,000
€94,000 - 110,000

1990 ASTON MARTIN VIRAGE COUPÉ

Registration no. G1 CBM

Chassis no. SCFCAM1S8LBR50019

- *Manual transmission*
- *Four owners*
- *Estimated circa 30,000 miles from new*
- *Well maintained*
- *Good history file*



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

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer restated its Aston Martin V8 forerunner's muscular looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty 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.

This particular Virage has had four former owners, most of whom seem to have bought the car with investment in mind. The car was acquired by the present (fourth) owner - an AMOC member - in March 1999 (at 14,791 miles), since when it has been serviced as necessary by Aston Martin Services.

Most attractively finished in blue with magnolia interior, '50019' has the rare and desirable five-speed manual transmission and is described as in generally very good/excellent condition. The car was treated to a thorough service and partial engine strip/rebuild at Works Service in August 2000 (costing £4,340) at which time a malfunction in the electronic speedometer reset the mileage counter to circa 22,000. An accompanying MoT certificate issued in June 2000 shows 16,596 miles, and the car is believed to have covered approximately 30,000 miles from new. The speedometer has since been replaced.

The Virage has been kept in a dry garage and run regularly, and is sold only because the vendor does not have the time to use it. Ready to give great pleasure to its next owner, the car comes with its owner's wallet/handbook; two sets of keys; numerous expired MoTs; a V5C registration document; current MoT certificate; and comprehensive history including the service booklet and sundry invoices. The cherished registration 'G1 CBM' is included in the sale.

£40,000 - 50,000

€48,000 - 60,000



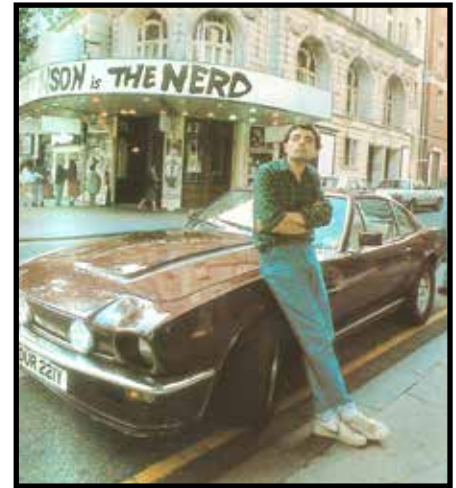
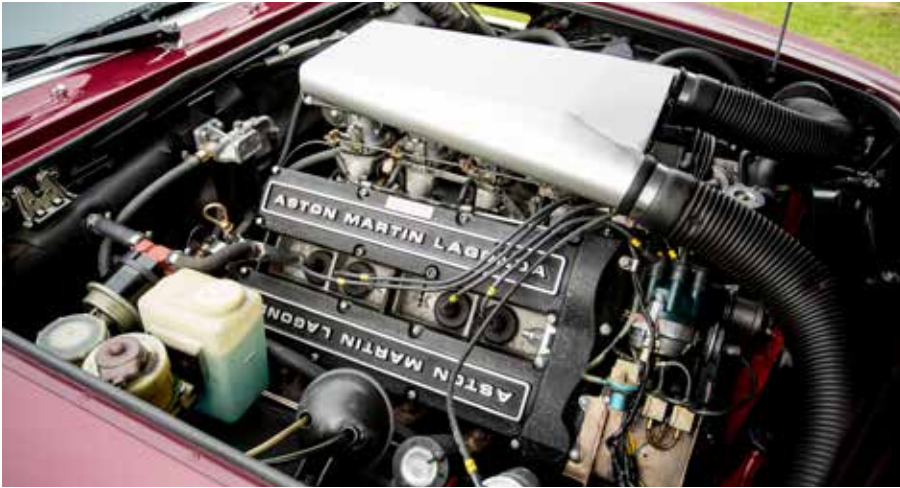
242

**1981 ASTON MARTIN V8 VANTAGE
SPORTS SALOON**

Registration no. FWD 284Y
Chassis no. V8VOL/12319

- Formerly owned by Mr. Rowan Atkinson
- Converted from left- to right-hand drive
- AMOC member-owned since 2003
- Extensive history





With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries. In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for. Thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes and tyres.

Originally finished in Imperial Burgundy with magnolia trim, chassis number '12319' was built in left-hand drive configuration and registered to Aston Martin Lagonda (as 'DUR 221Y') on 9th December 1982, passing to its first private owner, one Ahmed Faik, on 8th January 1983. The Vantage's third owner, actor Mr Rowan Atkinson, acquired the car in March 1984. Later in 1984 the car was converted (it is believed by Aston Martin Works Service) from left- to right-hand drive. The DVLA changed the chassis number to reflect this (see V5 document on file), though the original chassis plate is still in place on the car.

While he owned the Vantage, Rowan was interviewed for an article in *Autocar* magazine (10th October 1984 edition, copy on file) in the course of which he observed: 'An Aston, particularly a burgundy one, is more like a Bentley. That's the reason for buying one, rather than a Ferrari. In the end, it has cost the same amount of money, but (is) more discreet.'

Leaving Rowan's stewardship in July 1984, the Vantage subsequently passed through various hands before being acquired in 2003 by the last owner – a well-known AMOC member and racer - who has registered the car in the names of companies he has owned. Prior to his acquisition of the Vantage, Four Ashes Garage had rebuilt the engine, overhauled the steering rack, and replaced the oil cooler, starter motor, and windscreen (all in 2000). A detailed summary of all works undertaken throughout the car's life is on file (inspection recommended). Accompanying documentation includes of a complete run of MoT certificates and numerous service/maintenance bills, many issued by marque specialist Chapman Spooner and Four Ashes Garage. It should be noted that because the car has been owned by various limited companies throughout its life, many bills have been retained for accounting purposes and not placed in the file.

Well maintained throughout its life, this much-loved Vantage is offered with its original handbook and service booklet, current MoT, and a V5C Registration Certificate.

£150,000 - 180,000
£180,000 - 210,000



243 NMT N

2016 ASTON MARTIN VANTAGE GT12 COUPÉ

Registration no. not registered

Chassis no. SCFGKBJY4GGS62485

- *One of only 100 made*
- *The only example in Viridian Green*
- *New and unregistered*
- *Fewer than 30 'delivery' kilometres recorded*
- *Warranty valid until June 2019*
- *Left-hand drive*





'With production strictly limited to just 100 examples, the new (GT12) model combines all of Aston Martin's learning from its years of sports car competition around the globe to produce its most performance focused road-going Vantage.' - Aston Martin.

Introduced to the public at the Geneva International Motor Show in February 2015, the GT12 is the ultimate development of the modern Vantage family, which had emerged in V8-engined form back in 2005. The V12-engined Vantage was introduced in 2009 having been displayed as a V8-based concept car at Aston Martin's new design studio in December 2007.

Since then there have also been numerous limited-edition Vantage spin-offs, both 8-cylinder and 12-cylinder, some intended for 'GT' racing. Having attained the ultimate accolade for a sports car manufacturer by winning the Le Mans 24-Hour race, a feat achieved in 1959 with the DBR1, Aston Martin has returned to international endurance racing with a series of cars for the production-based GT categories, commencing with the V12-engined DBR9 GT1 in 2005. The V8 Vantage would be the next model selected for Aston Martin's competitions programme.

Intended for customer use in both FIA and ACO races, the GT2 version of the V8 Vantage coupé was introduced in 2007. Like GT1, GT2 was an expensive category to compete in, both for manufacturers and customers; the answer was GT3. Introduced in 2006, the GT3 category has gone on to achieve global acceptance, with many national sports car racing championships run to GT3 regulations. Given the company's racing heritage, it was inevitable that Aston Martin would become involved. The result was the most potent and uncompromising Vantage to date: the Vantage GT12.

Inspired by Aston Martin Racing's successful campaigns, this new GT3-derived Vantage has been designed and engineered exclusively at the company's Gaydon HQ to be an inspirational sports model offering supreme driveability on the road and uncompromising dynamic performance on track. Comprehensively re-engineered and significantly restyled, this GT3-inspired special edition is lower and wider than any of its siblings in the Vantage family. A broader track – front and rear – brings even more composed cornering thanks to a reduction in lateral load transfer, while the use of Michelin Pilot Super Sport tyres provides even more assured handling.



As one would expect of a car intended for track use, the GT12 incorporates various competitions-derived features, from the extensive use of carbon fibre inside and out to the aerodynamics package, which includes a prominent rear wing and pronounced front splitter. The aerodynamics package in particular has a profound effect, generating significantly increased downforce to provide even greater levels of grip and stability at higher speeds. In short: the GT12 possesses more focused and uncompromising capability than any previous road-going Aston Martin.

Measures illustrating the engineers' determination to eliminate mass wherever possible include new flared carbon fibre front wings, carbon fibre bonnet, a lithium ion battery, carbon fibre door casings, optional carbon fibre roof, and optional weight-saving polycarbonate rear and rear quarter windows. That determination has paid off, as the new car weighs only 1,565kg, some 100kg less than a standard V12 Vantage S.

The GT12 is equipped with a new version of Aston Martin's 5.9-litre V12 engine, capable of producing up to 444 kW/595bhp, while beneath the skin lie a number of bespoke engineering upgrades. Magnesium inlet manifolds with revised geometry, a lightweight magnesium torque tube, and a full titanium exhaust system with centre outlets are just a few of the features testifying to the rigorous re-engineering of this exclusive new Vantage.

The car's interior is comprehensively reworked also, with a full carbon fibre centre console, touch-sensitive control array and full carbon interior door panels. In addition there are carbon fibre lightweight sports seats, Alcantara trim, and numerous options courtesy of the brand's popular personalisation service: 'Q by Aston Martin'. Number '74' of the 100 units built, this left-hand drive Vantage GT12 was intended for delivery in Luxembourg but has never been registered; its warranty is valid from 2nd June 2016 to 1st June 2019, and the car comes with an EU Certificate of Conformity.

Uniquely finished in Viridian Green (a 'Q Special' colour) with Pure Black Alcantara interior, it features the seven-speed Sportshift transmission (with carbon fibre paddle shifters) and a host of mouth-watering options. The latter include seven-spoke Satin Black Centre-Lock wheels, Bang & Olufsen 1000W BeoSound audio system, Black Bang & Olufsen speaker grilles, machined carbon fibre 'Aston Martin' wing badges, exposed carbon fibre roof panel, carbon-finish tailgate, exposed carbon fibre door mirror caps, reversing camera, garage door opener, upgraded alarm system, and orange brake callipers (full list available).

Please note if the car remains within the EU, VAT at 20% will be added to the hammer price and buyer's premium.

£350,000 - 400,000
€410,000 - 470,000

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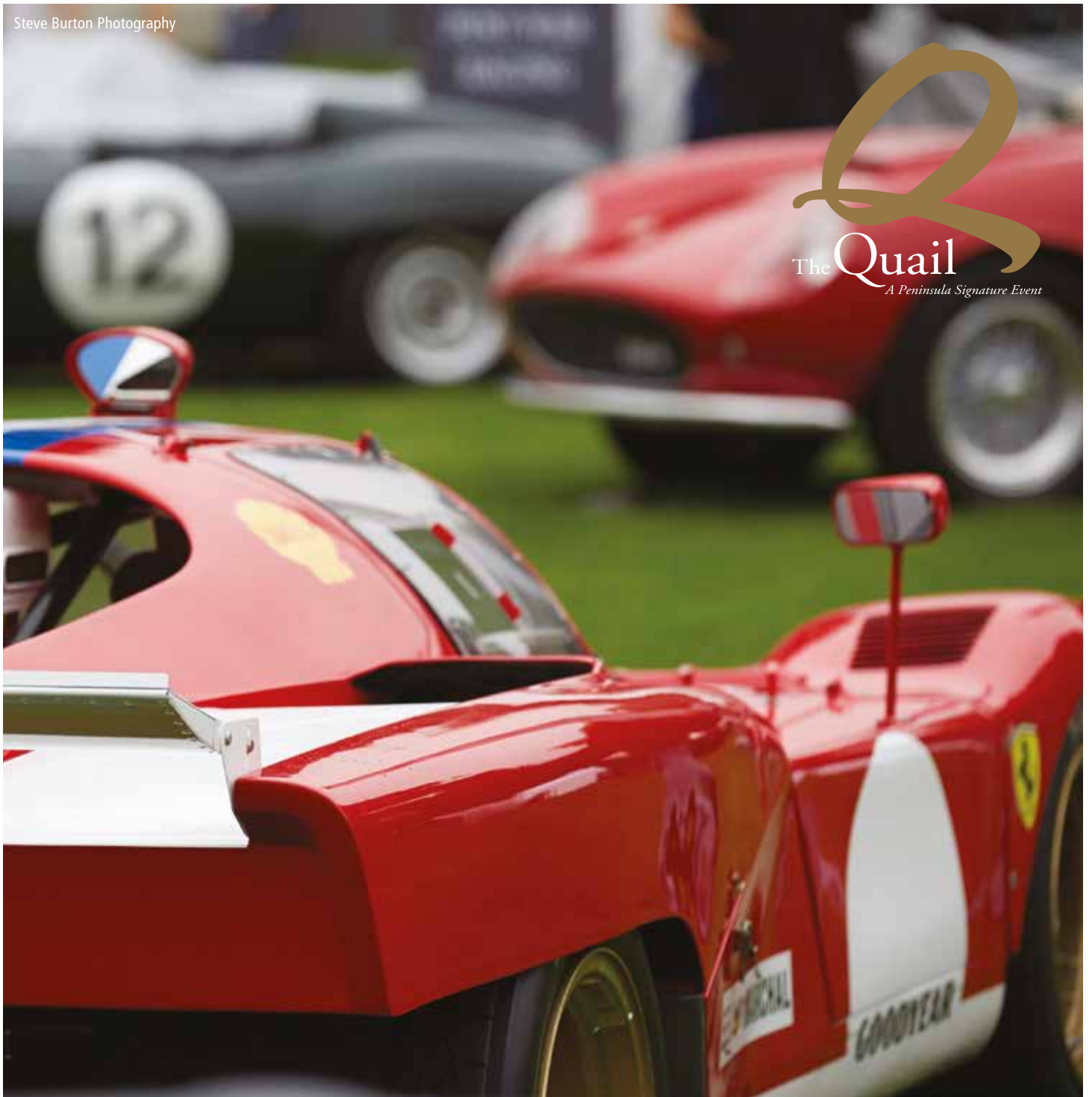
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Steve Burton Photography



The **Quail**
A Peninsula Signature Event

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 18, 2017 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 15th 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 Quail's* 2017 Featured Classes include: Mid-Engine Marvels and Originals. *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, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

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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THE PENINSULA

SIGNATURE EVENTS



The only official membership club for Aston Martin owners and enthusiasts

The Aston Martin Owners Club (AMOC) is the only official worldwide membership club for owners and enthusiasts of the globally iconic marque.

The award-winning club boasts an international membership of over 6,000 and stages a diverse range of events celebrating historic and modern Aston Martin ownership; from Concours to a racing series, sprints, hill climbs and track days, international dinners to picnics, European and Classic Le Mans tours, regional social meetings and events as well as much more.

The Club is delighted to be supporting the Bonhams Auction at Aston Martin Works and will have a keen presence at the event offering information about how to join the Club, its activities and the opportunity to purchase official club merchandise. There will also be the chance to meet existing members, as well as some of the Club's staff and volunteers.

If you don't manage to visit us at the Bonhams Auction, please take a look at the Club website www.amoc.org, email hqstaff@amoc.org or call 01865 400400 for further information about AMOC and our activities.

May

Saturday 13th Racing at Oulton Park

June

Friday 16th Hotel De France lunch
Saturday-Sunday 17th-18th Le Mans 24 Hours Club camping
Friday 23rd Blyton Park Track Day
Saturday 24th Racing at Rockingham outround
Thursday 29th Goodwood Festival of Speed

July

Saturday 8th Racing at Snetterton
Friday 21st-Sunday 23rd Silverstone Classic AMOC display

August

Saturday 12th Racing at Brands Hatch

September

Friday 1st Concours of Elegance Hampton Court
Friday 8th Goodwood Revival
Sunday 17th Autumn Concours, Eden Project, Cornwall
Sunday 24th AMOC Curborough Sprint
Saturday 30th Racing at Silverstone



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



Drayton St Leonard
Wallingford, OXON
OX11 7BG



+44 01865 400414
www.amht.org.uk





The Endurance Rally Association
Home of the Peking to Paris Rally



South East Asia 4 February to 2 March 2018

Following the success of its Road to Mandalay, the Endurance Rally Association returns to South East Asia for the start of another 27-day adventure, this time taking the Road to Saigon. From the start in Singapore we travel north through Malaysia and Thailand before heading east into Cambodia and Vietnam and on to the finish in Ho Chi Minh City, formerly known as Saigon.

Along the way competitors will experience fantastic roads, keen competition, great food, fine hotels and fascinating culture. The event is open to both vintage and pre-1976 classic cars, experienced and novice crews. Join us....

Supported by:

Bonhams 1793

 T: +44(0) 1235 831221 E: admin@endurorally.com

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The Endurance Rally Association
Home of the Peking to Paris Rally

Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



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Web www.polygon-transport.com

Valued Polygon clients



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's* 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's* 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's* 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's* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams's* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):		
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;		
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;		
8.1.3	to retain possession of the <i>Lot</i> ;		
8.1.4	to remove and store the <i>Lot</i> at your expense;		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;		
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;		
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;		
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;		
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and		
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.		
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.		
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his		
			behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.
		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> .
		9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.
		9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
		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> ;
		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;
		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.
		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	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
		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.
		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.
		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.
		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.
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
		10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

4 COLLECTION OF THE LOT

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

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

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			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: 13 May 2017													
Sale no. 24119		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.

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231	1954	Aston Martin DB2/4 MkI Sports Saloon	242	1981	Aston Martin V8 Vantage Sports Saloon
202	1957	Aston Martin DB2/4 MkII Sports Saloon Project	215	1982	Aston Martin V8 Vantage Volante
211	1958	Aston Martin DB MkIII Sports Saloon	219	1987	Aston Martin V8 Vantage Zagato Coupé
237	1959	Aston Martin DB4 'Series I' Sports Saloon	227	1989	Aston Martin Lagonda Series 4 Saloon
216	1960	Aston Martin DB4 'Series II' Sports Saloon	226	1989	Aston Martin V8 Zagato Volante
232	1960	Aston Martin DB4 4.5-Litre Lightweight	204	1990	Aston Martin Virage 6.3-Litre 'Works Special' Coupé
210	1961	Aston Martin DB4 'Series II' Sports Saloon	241	1990	Aston Martin Virage Coupé
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