



Bonhams

1793

THE
ASTON
MARTIN
— CENTENARY —
SALE



Aston Martin and Lagonda
Motor Cars and Related Automobilia
Saturday 18 May, 2013
Newport Pagnell

EXCEPTIONAL CARS EXCEPTIONAL SERVICE



ASTON MARTIN
WORKS



Here at Aston Martin's historical home – Newport Pagnell, it is our belief that buying, owning and living with an Aston Martin should be one of life's special experiences. It is our passion to match or exceed our customers' expectations on all levels.

We take great pride in the fact that we can handle every aspect of Aston Martin ownership, from new or used car purchases (current or heritage models) through to servicing, MOT's and general maintenance, accident damage and complete restoration to award winning standards.



ASTON MARTIN
WORKS

FOR MORE INFORMATION PLEASE CONTACT:

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www.astonmartinworks.com



1913 – 2013



ASTON MARTIN
WORKS

ASTON MARTIN

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

the property of various owners

Saturday 18 May 2013

Bonhams 1793

IN ASSOCIATION WITH
NICHOLAS MEE



CELEBRATING THE FIRST 100 YEARS OF ASTON MARTIN

The maker of exceptional high performance cars since 1913, Aston Martin is one of the world's most iconic automotive brands. Independent in spirit and ownership, we remain resolute and true to the ethos of creating cars that embrace advanced engineering, yet exude understated elegance.

In pursuing our goal of creating ever more appealing, more appropriate and more accomplished cars we are always looking to our future. Yet with such a rich heritage that over the last 100 years has seen Aston Martin create some of the most beautiful and exciting road and racing cars ever made, we will always draw inspiration from our greatest achievements of the past. The sensational Vanquish is a symbol of our commitment to embracing change and innovation while respecting those qualities that make an Aston Martin so very special. As such it is the perfect flagship for the strongest model range in our rich history, and the ultimate expression of Power, Beauty and Soul.



www.astonmartin.com/100

OUR HISTORY



1914



1927



1930



1932

Company founded
1913



Bamford and Martin Limited founded 13 January in Henniker Mews, South Kensington, London.

Coal Scuttle
1914



The first Aston Martin.
1914 — Lionel Martin is appointed Chairman.

Aston Hill Climb
1914



The Aston Martin name is born following success at Aston Hill Climb.

Bamford & Martin
1914-1925



Quantity built 60.

Series-2
1932-1933



Quantity built 130.

Series-3
1934-1935



Quantity built 165.



1972



1984

AMV8
1972-1989



Quantity built 2360.
1987 — AMV8 Vantage features in 'The Living Daylights'.



V8 Vantage
1977-1990



Quantity built 458.

V8 Vantage
1993-2000



Quantity built 288.

DB7
1994-2003



Quantity built 6892.

V8 Coupe
1996-2000



Quantity built 101.
1997 — Bob Dover is appointed Chairman.
2000 — Dr. Ulrich Bez is appointed CEO and later Chairman.

V12 Vanquish
2001-2007



Quantity built 2578.
2002 — Vanquish features in 'Die Another Day'.



One-77
2010-2012



2009 — One-77 wins design award at public debut at Villa d'Este Concours.
2010 — Launch of the V8 Vantage N420 derivative and first production model of One-77.

Cygnnet
2011-



Unveiling of the Cygnnet Concept Car at the Geneva Motor Show.

Virage
2011-2012



Launch of the Virage and V8 Vantage S.

V12 Zagato
2012-



Historic partnership was rekindled in 2011 with the unveiling of the V12 Zagato at the Concorso d'Eleganza, Villa d'Este, Italy.

V12 Vantage Roadster
2012-



Launch of the V12 Vantage Roadster, the most exciting Vantage we have ever built.

Vanquish
2012-



A century of exceptional sports cars is distilled into a bold, new breed of Aston Martin: Vanquish.



1939



1950



1971

DB2
1950-1953



Quantity built 410.
1951 — DB2 comes 1st, 2nd and 3rd in the 3-litre class at Le Mans.

DB4
1958-1963



Quantity built 1185.
1963 — Roy Salvadori wins at Monza in DB4GT.

DB4GT Zagato
1960-1963



Quantity built 19.

DB5
1963-1966



Quantity built 1059.
1964 — features in the James Bond film 'Goldfinger'.



DB6
1965-1970



Quantity built 1788.
1965 — DB5 features in 'Thunderball'.



DBS
1967-1972



Quantity built 1193.
1969 — DBS features in 'On Her Majesty's Secret Service'.



2003

DB7 Zagato
2003



Quantity built 200 (includes DBAR1).
2003 — Gaydon facility opens.

DB9
2004-2012



Aston Martin Engine Plant opens in Cologne, assembling both V8 and V12 engines.

V8 Vantage
2005-



2007 — David Richards is appointed Chairman. Dr. Ulrich Bez continues as CEO.

DBS
2007-2012



2007 — Aston Martin purchased by Investment Dar and Adeem Investments.
2008 — features in the James Bond film 'Quantum of Solace'.



V12 Vantage
2009-



2008 — Nürburgring Engineering Technical Centre opens.

Rapide
2010-2012



Rapide unveiled at 2009 Frankfurt Motor Show.

DB9
2012-



Major enhancements to the iconic DB9 are revealed. Boasting new styling, revised engineering and enhanced luxury — DB9 is the quintessential Sports GT.

Rapide S
2013-



Launch of the Rapide S, the most powerful and luxurious four-door Aston Martin ever produced.

SHARE THE PASSION —

Few automotive brands can claim to have the loyal and passionate following enjoyed by Aston Martin. Now, thanks to our official social media accounts on Twitter and Facebook, and independent organisations such as the Aston Martin Owners Club (AMOC) you can be a part of our extended family.

Simply follow us on Facebook or Twitter and you can get closer to Aston Martin than ever before, receiving the latest news, images and videos dedicated to the cars you love.

www.facebook.com/astonmartin



www.twitter.com/astonmartin





ASTON MARTIN



The more superstitious among you here today will, of course, know that the number 13 can be considered unlucky. Happily for us, one hundred years ago this year, Lionel Martin and Robert Bamford didn't give the date a thought when they launched their semi-eponymous car company back in 1913.

Rather, numerous examples of good fortune have played a role in the success of the company over the past 100 years. Today, as we celebrate this remarkable milestone, Aston Martin's centenary places the company in an extraordinary position when viewed alongside other manufacturers of sports cars.

Longevity of the cars, as well as of the company that proudly makes them, remains a key factor in Aston Martin's greatness. So, today, it might be worth reflecting on the fact that more than 85 per cent of the cars we have ever built are still running, or are capable of doing so. Before you here you will see a fascinating collection of these sports cars – a fine representative collection from our long and proud history.

Our Bonhams auction, though a mere 14 years young, is a firmly established event on the automotive enthusiast and collector calendar.

Working with James Knight, the Bonhams Group Motoring Director, we pioneered the concept and format of this single marque auction, now copied by other manufacturers. Incredibly, more than £40 million has been spent on Aston Martins since the inaugural auction in 2000.

As well as a host of desirable and beautiful cars, we have developed the Sale to include rare parts, accessories and a treasure trove of fascinating material that is, collectively, known as 'Automobilia'.

This auction, and the Newport Pagnell site where it is held has been rightly described as an Aladdin's Cave, full of extraordinary artefacts that provide unique joy for car enthusiasts from around the globe.

It is now one year since this site was developed and re-fashioned to include a new and pre-owned car showroom, a state-of-the-art workshop and a new paint shop. Also at the auction this year we are delighted, following extensive re-development, to officially open our new showroom for Heritage models in the Olympia building. After nearly 100 years the former aircraft hangar is back to its original use as a showroom. Around the site, craftsmen and women continue to make and manufacture panels and parts in the way that Aston Martin's craftsmen have done here for half a century or more.

The scale of this business should not be underestimated. More than 2,700 cars pass through our facility here at Newport Pagnell each year for regular servicing, repair and full-blown restoration by teams of technicians and Aston Martin experts.

Aston Martin makes very special motor cars; Bonhams presents very special auctions. Together we have created a day that we hope you will enjoy and in which you will find a treasure of your own.

A warm welcome to all our visitors; everyone at Aston Martin Works wishes you a successful, and lucky, day!

Kingsley Riding-Felce
Managing Director, Aston Martin Works

**Aston Martin and Lagonda
Motor Cars and
Related Automobilia**
**Saturday 18 May 2013 at 11am,
1.30pm and 2.30pm**
Newport Pagnell

The Aston Martin Sale

Bonhams

101 New Bond Street
London W1S 1SR
www.bonhams.com

Viewing

Friday 17 May 5pm to 8pm
Saturday 18 May from 9am

Sale times

Automobilia Part 1 - 11am
Automobilia Part 2 - 1.30pm
Motor Cars 2.30pm

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

Bids

+44 (0) 20 7447 7448
+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 4pm on
Friday 17 May. Thereafter bids
should be sent directly to the
Bonhams' office at the sale venue.
+44 (0) 8700 270 089 fax

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

Enquiries

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Enquiries on view and sale days

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+44 (0) 8700 270 089 fax

Catalogue: £30 + p&p

Customer Services

Monday to Friday 8am to 6pm
+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

Sale Number: 20927

Illustrations

Front & Back cover: Lot 239

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Bonhams UK Ltd Directors
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Iain Rushbrook, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Roger Tappin,
Shahin Virani, David Williams, Michael Wynell-Mayow.



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. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 of hammer price, and 12% from £500,000 upwards of hammer price. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyers Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, 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;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account 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.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Vehicle Insurance

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
Web: www.hagertyinsurance.co.uk

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, credit card details 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 +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the cars?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% Buyers' Premium is payable on the first £25,000, 20% from £25,000 to £500,000 of hammer price and 12% from £500,000 upwards of hammer price. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

The Buyer's Premium on Motor Cars and Motorcycles is 15% up to £50,000 and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These will lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

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 general information page.

Can someone deliver the car for me?

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

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this 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 Cherie Silver (Details on page 4 of this catalogue).

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

UK

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0844 824 1134
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This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

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Automobilia Administrator

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+44 (0) 20 8963 2843
bill.to@bonhams.com

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 21 May 2013 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2843 or bill.to@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 19 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 391206
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

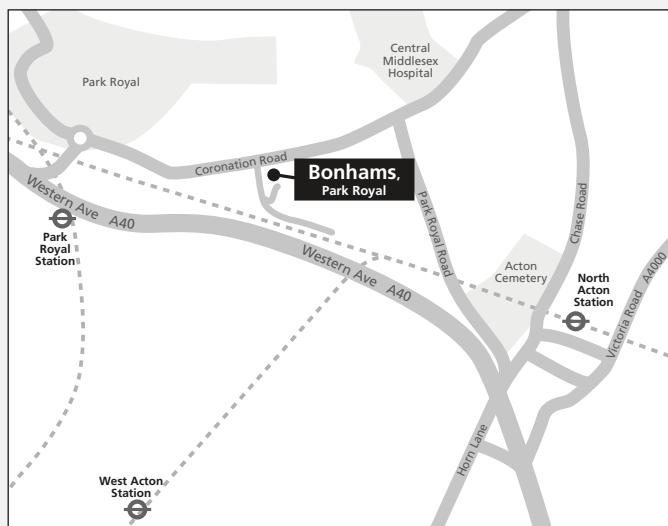
A representative of Polygon Transport, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

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

Vehicle Insurance

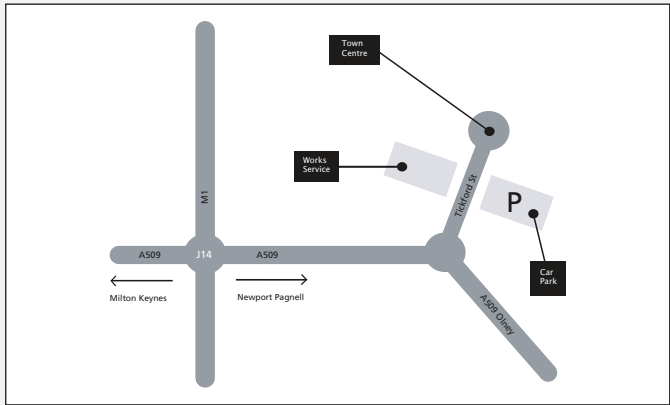
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk



Timetable for Saturday 18th May

9am	Viewing opens	
11am	Automobilia Part I	
	Books & Ephemera	1 - 42
	Photographs & Art	43 - 90
	Accessories & Spares	91 - 105
12.30 - 1.30pm	Lunch interval	
1.30pm	Automobilia Part II	
	Signs	106 - 114
	Toys & Models	115 - 121
	Luggage	122 - 126
	Miscellaneous & Charity Lots	127 - 150
2.30pm	Motor Cars	

Directions



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

Site Map

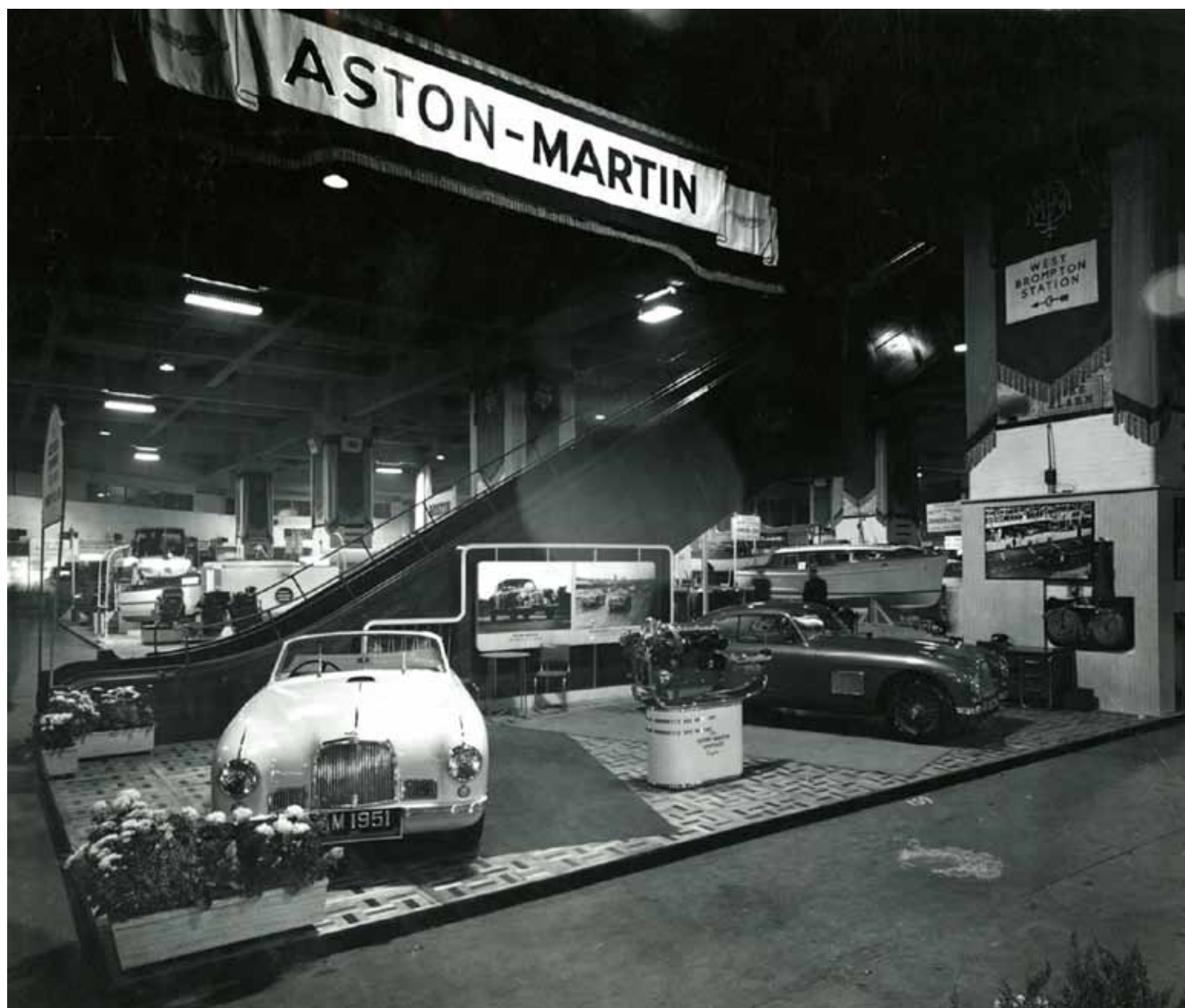


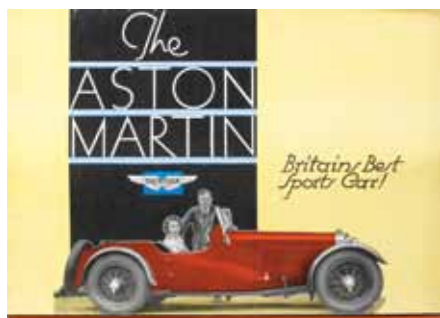
Automobilia

Part I, Lots 1 - 105 at 11am

Part II, Lots 106 - 150 at 1.30pm

Images of all automobilia lots are available at
www.bonhams.com/automobilia





14

1

Assorted Aston Martin literature, including Wyer & Nixon: Racing with the David Brown Aston Martins, Volume 1; John Wyer: Motor Racing Management (1st edition); an author signed copy of Robert Edwards: Original Aston Martin - The Restorer's Guide; a maroon leather album for photographs with engraved Aston Martin Lagonda Ltd brass plaque to cover, a DB6 Saloon instruction book with leather cover, leather ring-bound DB7 Owners Guide, several press packs, and other related magazines.

(Qty)
£150 - 200
€180 - 230

2*

An Aston Martin DB5 Parts Catalogue and two DB5 Workshop Manuals, in black ring-bound folders, together with assorted AMOC magazines, news-sheets and lists and some AM Quarterly magazines.

(Qty)
£200 - 300
€230 - 350

3*

An Aston Martin Vantage Zagato owner's handbook, signed by Victor Gauntlett, embossed leather cover, ring bound, pages in as new condition, 8vo.

£200 - 300
€230 - 350

4*

A signed copy of John Wyer: The Certain Sound - Thirty Years of Motor Racing; signed by the author to inside page with dedication to the Late Walter Hayes, former Vice President of Ford Motor Co and chairman of Aston Martin Lagonda, complete with dust-jacket.

£200 - 300
€230 - 350

5*

An Aston Martin DB5 Instruction Book, part number 48-40-131, pages with garage use and staining in places, spiral bound, card covers with black plastic jacket, 8vo, together with a 1968 MOT test certificate for DN777 registered DB5 Saloon.

(2)
£160 - 200
€190 - 230



23

6*

An Aston Martin DB4/DB4GT Workshop manual, hole-punched pages in green Rexine hardback cover, 4to.

£300 - 400
€350 - 470

7*

An Aston Martin DB5 V8 Instruction book, spiral bound in tan plastic cover, 8vo.

£60 - 90
€70 - 110

8*

David Dowsey and David Wright: A Le Mans Diary;

copy number 43 of a limited run of 250, written by David Dowsey, author of 'Power, Beauty and Soul' and with photographs by the Aston Martin Owner's Club photographer David Wright, signed by both to the inside front cover, the book traces the Aston Martin Team's 2006 trip to the 24 Hours Le Mans.

£100 - 150
€120 - 180

Unfortunately a large number of these books were damaged in transit from Australia to the UK and consequently this is now a very rare example.

9*

Aston Martin 'The Compleat Car' hand bound by The Wyvern Bindery Book No. 145

published by Palawan Press, a highly detailed book depicting all the series of Aston Martin cars from the pre-war cars up to the DB7 introduced in 1994, the second section of the book depicting team cars from the pre-war teams up to the AMR1 Le Mans car in 1989, book No. 145 is handbound in leather and bears title plaque in the name of John H Barden, with library box case, large 4to.

(2)
£200 - 300
€230 - 350



24

10

Aston Martin The Compleat Car: published by Palawan Press; limited edition 190/1500, beautifully produced book outlining the history of the illustrious marque, hardback with slipcase, 336 numbered pages, large 4to.

£400 - 500
€470 - 580

11*

An Aston Martin DB4 & DB4GT Instruction book, 1963, spiral bound with green and white card covers, bound in with later supplements, some wear, 8vo.

£120 - 150
€140 - 180

12

A lot of official Aston Martin Racing press information relating to Le Mans 24 hour race, 2006-2011, comprising two booklets for 2007 and 2008, and press information DVDs for 2006, 2007, 2008, 2009 and 2011 and a DBR9 press information DVD.

(Qty)
£40 - 60
€50 - 70

13*

Two Aston Martin Parts catalogues for DB4 and DB6, comprising green leather stud-bound Parts Book for DB4, and a vinyl ring-bound Parts Catalogue for DB6, minor workshop wear.

(2)
£300 - 400
€350 - 470

14*

An Aston Martin 'Britains Best Sports Car!' sales brochure, fold out colour brochure with illustrations and details for the 'Le Mans' Sports, Special, Saloon and Tourer models, 4to.

£80 - 120
€90 - 140

15•

A David Brown Lagonda Rapide sales pamphlet, with specifications in English, French, German and Italian, 4to, together with an instruction book, wiring diagram booklet and broadsheet for right hand drive Lagonda, and a pamphlet for 3-Litre Saloon.

(5)

£140 - 180

€160 - 210

16•

Sales brochures for David Brown Aston Martin competition cars, comprising one for DB3S, with repair to punch-holes, another for the DB4GT, in English and French text, both with dealers stamps to cover, a Background to Victory successes booklet, and an Astom Martin Racing DBR9 sales card.

(4)

£200 - 300

€230 - 350

17•

Two Aston Martin DB4 sales brochures, one hole punched to top edge, each 4to.

(2)

£100 - 200

€120 - 230

18•

David Brown Aston Martin sales brochures, for DB4 Vantage, DB4 Convertible, DB5 (French text), and DB6 Saloon, some worn and with tears and one with stuck pages, a James Bond DB5 'Top Secret' pamphlet and a related publicity postcard.

(6)

£200 - 300

€230 - 350

19•

Aston Martin V8 literature, including a V8 instruction book, tan vinyl covers, sales brochures for V8 and Volante, an Aston Martin Zagot '19 Surviving Cars' fold-out pamphlet, and four Aston Martin related books including Anthony Pritchard: The Post-War Competition Cars; and Paul Chudecki: Aston Martin V8 Race Cars.

(10)

£100 - 150

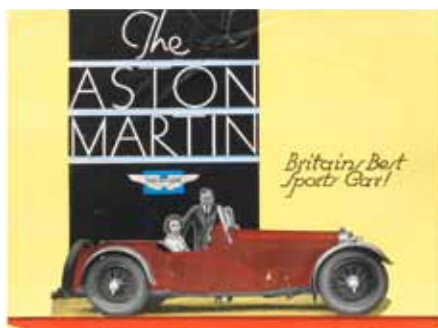
€120 - 180

20•

An Aston Martin 'One-77' dealer's brochure, 2008, portfolio with images and specifications, 4to.

£100 - 200

€120 - 230



25

21•

David Brown Aston Martin sales brochures, comprising DB2 and DB2-4 fold-out brochures featuring specifications, a sales sheet for the DB2-4 Drop-Head Coupe, a price list for the same, and a similar brochure for the Lagonda Mark II 2.6 Litre Saloon.

(5)

£200 - 300

€230 - 350

22•

'Race Bred Luxury' an Aston Martin DB2 sales brochure,

printed December 1952, fold to centre, together with a Aston Martin Workshop Manual for DB2, DB2/4 MkI, DB2/4 MkII and DB Mk III, garage work with some loss to covers, and T H Wisdom: Background to Victory, published 1955.

(3)

£100 - 200

€120 - 230

23•

An Aston Martin DB3S Competition Car sales brochure, published May 1957, monochrome cover, vertical crease to centre, small tear to cover, 4to.

£150 - 250

€180 - 290

24•

Two Aston Martin sales brochures, pre-War, comprising 'Achievements' 1935 detailing the MkII two-four seater, MkII four-seater, MkII sports saloon and Ulster models, and 1932 'Introducing the Aston Martin', fold-out leaflet detailing the four-seater 'International' sports, four-door saloon and 'Le mans' two-seater sports models, both 4to.

(2)

£200 - 300

€230 - 350



25•

Two Aston Martin sales brochures, pre-War, comprising circa 1936, 'The Aston-Martin 15/98', covers foxed, detailing Saloon, four seater and speed models, and 'Britain's Best Sporting Car', date stamped Jul 9 1934 to rear, fold-out type printed in yellow, red and blue, detailing Le Mans 2/4 seater, Le Mans Special 4-Seater, four-door saloon and 4/5 seater models with chassis specification on back page, surface wrinkled, each 4to.

(2)

£200 - 300

€230 - 350

26

An Aston Martin DB4 sales brochure, well illustrated, English text and with specifications in French, German and Italian, together with a David Brown Companies 'Exempli Gratia' booklet, a price list for DB5 models, technical ephemera for SU carburetors and Dunlop brake spares for DB4 and DB5, Girling disc brakes for DB Mk III, three small factory blue-prints for body designs by Bert Thickpenny, and other items.

(Qty)

£300 - 400

€350 - 470

27

Aston Martin sales literature for V8 models, including sales brochures for V8, Vantage Volante, and others, a DBS brochure with publicity photographs, a folio of six bodywork styling proposal illustrations for V8 Vantage, by R D Bartham, dated 1983, and a montage of three bodywork styling proposals by Heffernan for 1993 Shooting Brake, mounted on card.

(Qty)

£200 - 300

€230 - 350

28•

An Aston Martin DB4 Parts book, stud-bound in green leather hardback covers with gilt embossed lettering, 169 numbered pages, some minor workshop wear, 4to.

£350 - 450

€410 - 530

29*

An Aston Martin DB6 MkII Instruction book,
spiral bound with black plastic covers, 8vo.
£90 - 120
€110 - 140

30•

An Aston Martin DB6 Mk 2 saloon and Volante convertible instruction book,
part number 073-40-131, black card covers, white plastic dindling, with gold lettered plastic slip cover, 8vo.
£100 - 200
€120 - 230

31•

An Aston Martin DB4 Instruction Book,
green leather covers with gilt embossed lettering, 82 numbered pages and index, some workshop wear with pages loose at spine, front pages with handwritten annotations, 8vo, together with an Aston Martin DB4 and DB4GT workshop manual, soft back second reprint, part number 20-43-130, some wear, front cover curled, 4to.
(2)
£150 - 250
€180 - 290

32*

A scarce leather covered Aston Martin V8 Owner's manual, 1979,
black leather cover, also contains USA warranty book, service vouchers and electric schematic, 8vo.
£100 - 200
€120 - 230

These leather covered versions were only ever issued in the USA as part of the original equipment with a new car.

33•

An Aston Martin DB6 Mk2 Instruction book,
part number 073-40-131, for Saloon and Volante Convertible, spiral bound, black card covers in plastic jacket, 8vo.
£80 - 120
€90 - 140

34•

A Lagonda 4½ Litre instruction book,
blue hard wrap-around pop-stud covers with some staining, some annotation to inside cover and minor workshop wear, large 4to.
£80 - 120
€90 - 140

35•

An Aston Martin DB5 V8 Workshop Manual,
tan covered ring-bound folder with gilt lettering, worn condition, 4to.
£60 - 90
€70 - 110

36•

An Aston Martin DB4 instruction book,
green leather covers with slight wear in places, 4to.
£200 - 300
€230 - 350

37•

An Aston Martin DB4 instruction Book,
green leather covers with gilt embossed lettering, 82 numbered pages and index, some wear to covers and pages loose at spine, front page handwritten "Chassis No. DB4/355/R, Engine No. 370/246", 8vo.
£200 - 300
€230 - 350

38•

An Aston Martin DB4 & DB4 GT workshop manual,
stud-bound in green leather hardback covers with gold tooling, some minor workshop wear, 4to.
£400 - 500
€470 - 580

39•

An Aston Martin DB4 & DB4GT Parts Catalogue and Workshop Manual,
both re-prints by Forshaw's, ring bound, good condition, 4to.
(2)
£250 - 350
€290 - 410

40

Aston Martin Zagato ephemera,
including a 1:10 scale blue-print of a coachwork design with AML annotations, a Vantage Zagato early release press pack, a 1991 Zagato Sanction II press release, and a pair of Aston Martin Zagato enamel coachwork badges.
(5)
£200 - 300
€230 - 350

41

Assorted Aston Martin Lagonda promotional literature,
including brochure, owner's handbook and introduction brochure for Virage, a 1984 Aston Martin Lagonda range brochure and leaflet, a 1981 Nimrod Racing Automobiles press pack, a press pack for DB7, and other related sales literature.
(Qty)
£200 - 300
€230 - 350

42

A signed photograph of Roy Salvadori at the 1960 British Grand Prix,
monochrome, depicting the driver at speed in the Aston Martin DBR5, signed by Salvadori in black marker, mounted, framed and glazed, 23 x 25cm overall.
£60 - 100
€70 - 120

43

A David Brown Aston Martin DB3S promotional photograph signed by Peter Collins,
post-card sized black and white image, signed faintly in blue pen to lower right corner, together with a T H Wisdom; Aston Martin Background to Victory booklet; spine with taped repair, signed by Collins on page 3, large 8vo.
(2)
£300 - 500
€350 - 580

44

A photograph of Roger Moore with an Aston Martin DB5 on the set of 'The Persuaders',
depicting Moore as his character Lord Brett Sinclair, 15th Earl of Marnock, black and white, 20 x 30cm, mounted with 'Persuaders' handwritten below by Moore, framed and glazed.
£200 - 300
€230 - 350

45

A photograph of Mick Jagger and his Aston Martin DB6, taken 25th August 1966,
black and white, depicting Jagger talking to a Police motorcyclist, while Chrissie Shrimpton is seated in the dented car, 50 x 70cm, mounted with a Mick Jagger autograph, framed and glazed.
£250 - 350
€290 - 410

46

A signed James Bond Goldfinger framed display,
comprising a colour photograph of Sean Connery as 007 with the Aston Martin DB5, mounted together with a monochrome photograph of Connery signed by the actor in blue marker, framed and glazed, 29 x 48cm, with certificate of authenticity.
£100 - 150
€120 - 180

47

Four Aston Martin 1959 Le Mans 24 Hour press photographs,
monochrome, a series of night-time images depicting the DBR1 as driven to victory by Roy Salvadori and Carroll Shelby, entering, undergoing maintenance, and leaving the pits.
(4)
£100 - 150
€120 - 180

48

A Sean Connery 007 'Goldfinger' photograph with signature,
monochrome image of the actor as James Bond with the famed Aston Martin DB5, 24 x 19cm, mounted together with signature of Connery on pale-green paper, framed and glazed,
£300 - 400
€350 - 470

49

A Daniel Craig 007 'Skyfall' advertising poster with signature, a monochrome publicity image of the actor as James Bond with the Aston Martin DB5, 48 x 32cm, mounted together with full signature on pale-blue paper of the actor, framed and glazed.

£300 - 400

€350 - 470

50

Eight original Aston Martin photographs, including press images of DB4 GT, Zagato, race images of DBR1 and DB3S competition cars, and Reg Parnell's DB3.

(8)

£80 - 120

€90 - 140

51

Four signed James Bond photographs featuring Aston Martin cars, publicity images depicting actors as 007, comprising Sean Connery with the Goldfinger DB5, Timothy Dalton with the V8 Vantage, and Piers Brosnan and Daniel Craig both with a DB5, each image signed by the actor in blue or black marker, mounted together, 50 x 55cm overall.

£300 - 400

€350 - 470

52

'The Living Daylights - License to Thrill' a rare Aston Martin 007 James Bond advance issue film poster, illustrating the front grill of the DB4 Aston Martin, dry conservation mounted, mounted, framed and glazed, 42 x 56.5cm.

£200 - 250

€230 - 290

53

An Aston Martin Le Mans reproduction victory poster, signed by Roy Salvadori and Paul Frere, celebrating 1st and 2nd place in the DBR1 cars at the 1959 event, signed by both drivers in blue marker, 100 x 70cm.

£140 - 160

€160 - 190

54

Aston Martin related memorabilia, comprising a 2007 Le Mans 24 Hour GT1 Winners poster, signed by drivers David Brabham and Darren Turner, 58 x 40cm, a 1976 poster commemorating the 1959 World Sports Car Championship victory for Aston Martin, 53 x 35cm, both framed and glazed, a 1960 DB5 Scalextric slot car, and a James Bond 007 Secret Service board game by Spear's, boxed.

(4)

£300 - 400

€350 - 470

55

Four reproduction Aston Martin race victory posters, celebrating race successes for Moss & Brabham in DBR1 at the 1,000Km race at Nurburgring, Moss in the DBR2 at British Empire Trophy, Salvadori & Shelby at Sebring 12-Hour race and at Sebring 12-Hour Grand Prix, each 100 x 70cm.

(4)

£80 - 120

€90 - 140

56

An original 'Bond Drives an Aston ...Naturally' Thunderball film poster, for the release of the 1965 film starring Sean Connery as Agent '007', monochrome image depicting Bond with the Aston Martin DB5, 75.2 x 50.6cm, rolled.

£400 - 600

€470 - 700

57

A James Bond 007 Michelin Dealers' Sweepstakes poster, 1985, depicting Roger Moore as James Bond and Mr Bibendum in 'black tie', promotional poster for A View to a Kill, 124 x 83cm, linen mounted.

£100 - 150

€120 - 180

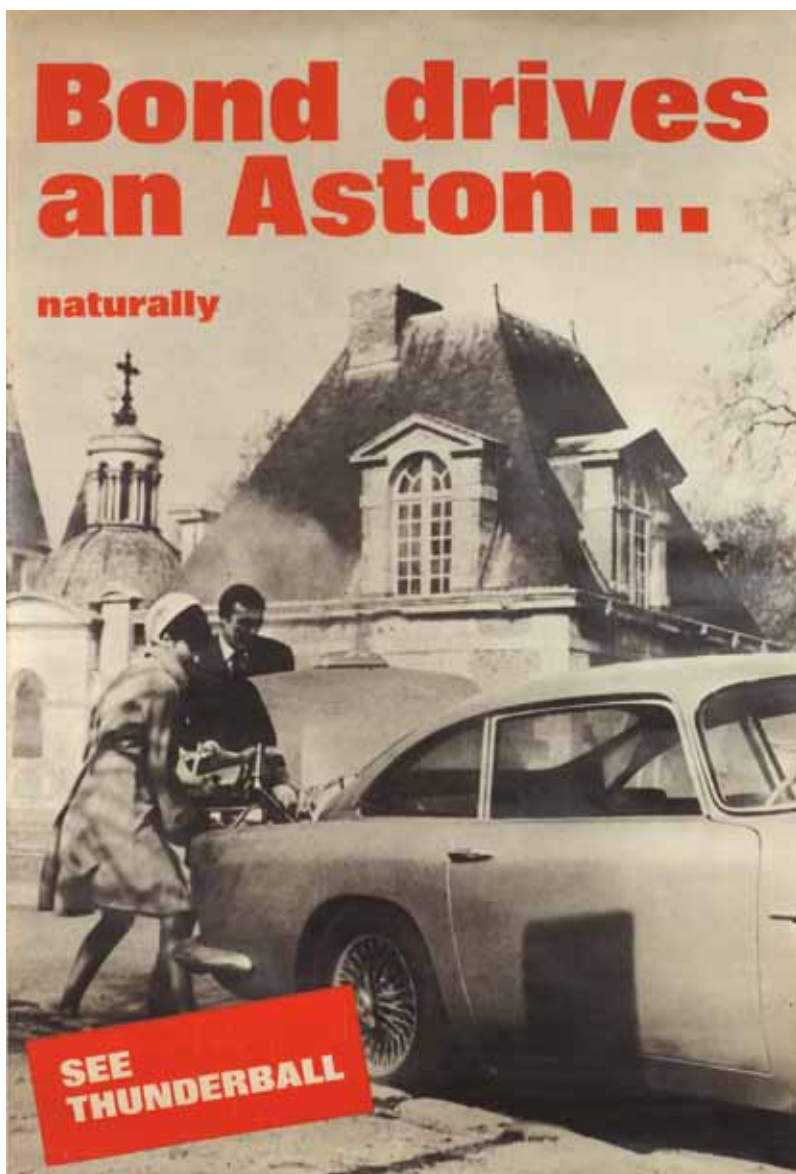
58

Two Aston Martin posters designed by Mark Koolman, comprising Le Mans Second Successive Year 2008, celebrating the DBR9 1st in class, 60 x 42cm, and DBR9 Race Winners 2005-2011, 60 x 42cm, rolled, together with an Aston Martin organiser for 1999/2000 by Lexon, new/old stock.

(3)

£150 - 200

€180 - 230



56



64



68

59
A 'Bond drives an Aston.....naturally' poster for the film Thunderball, limited edition numbered 191/400, featuring monochrome photographic image of the Aston Martin DB5 in a scene from the film, 75 x 50.5cm, framed and glazed.
£100 - 200
€120 - 230

60
An Aston Martin Sebring reproduction victory poster signed by Roy Salvadori, celebrating victory with Shelby in the DB3S at the 12-Hour event, signed by the driver in blue marker, 101 x 70cm.
£100 - 140
€120 - 160

61
Two framed Goldfinger 'Bond Girl' photographs, comprising a signed colour image of Shirley Eaton as gold-covered Jill Masterson, and a monochrome image of Honor Blackman as Pussy Galore on the beach, each 20 x 24cm, mounted, framed and glazed.
(2)
£100 - 150
€120 - 180

62
Nine Aston Martin Racing posters, for events at Le Mans 1959 retrospective, 2005, 2006, 2007, 2008 and 2009, Silverstone 2009 and 2010 and Sebring 2010, each 60 x 42cm, glazed.
(9)
£200 - 300
€230 - 350

63
A 2007 Pebble Beach Concours D'Elegance lot, comprising a poster for the 57th Annual event depicting the featured marque Aston Martin, after artwork by Barry Rowe, 86 x 63cm, clip framed, together with a limited edition dashboard plaque numbered 339/1400, 4.5 x 10cm, and a programme for the same event the cover matching the poster.
(3)
£200 - 300
€230 - 350

64
A James Bond 'Goldfinger' film poster, 1964, original French Grande one-sheet poster for the French release of the film starring Sean Connery as 007, with artwork after Mascii, depicting action scenes from the film and featuring the Aston Martin DB5, folded and in generally good order, 157 x 117cm.
£1,000 - 1,500
€1,200 - 1,800

65
Two Aston Martin race photo-prints signed by Roy Salvadori, comprising one limited edition (50/100) sepia-tone image of Salvadori in the DBR1 at Aintree 1957, reported to have been one of the last examples to have been signed by the driver, and another monochrome image of him with the DB3S at Goodwood, each 44 x 59cm and signed by Salvadori in blue marker,
(2)
£100 - 150
€120 - 180

66
A framed montage of James Bond autographs, photographic images of all six James Bond 007 actors, each mounted together with an autograph of the respective actor and comprising Connery, Lazenby, Moore, Dalton, Brosnan and Craig, displayed around a central image of the Aston Martin DB5, mounted, framed and glazed.
75 x 75cm
£600 - 800
€700 - 930

- 67**
A James Bond Aston Martin DB5 "The Most Famous Car In The World" print after Massey,
 signed, limited 27 of 850, 40 x 51cm, framed and glazed together with a 'Bond Drives an Aston...Naturally' Thunderball poster, number 078 of 0400, rolled, un-framed and a 'Top Secret' Specifications pamphlet for the James Bond Goldfinger 'Special Equipment' DB5 and associated photographs.
 (Qty)
£100 - 200
€120 - 230
- 68**
A 'James Bond Goldfinger' framed montage with signature,
 comprising images of the Aston Martin DB5, Sean Connery as 007, and a reproduction of the poster image for the film, mounted together with a signature of Connery, 27 x 47cm overall, glazed, with certificate of authenticity.
£200 - 300
€230 - 350
- 69**
Aston Martin Vanquish, screen printed triptych after Vivo,
 printed in vibrant 'neon' colours on canvas on wooden frame, each panel 80 x 34cm.
 (3)
£200 - 300
€230 - 350
- 70**
Tony Upson, 'Stirling Moss - Aston Martin DBR1',
 signed, acrylic on cut-out board, profile study of the car with Moss at the wheel, 120cm wide.
£200 - 300
€230 - 350
- 71AR**
Tony Upson, 'Aston Martin DB4 Zagato',
 modern, acrylic on canvas, 140 x 190cm.
£400 - 600
€470 - 700
- 72**
Tony Upson, 'Aston Martin Sales & Service Girl',
 acrylic on cut-out board, depicting an attractive female attendant, 200cm high.
£350 - 450
€410 - 530
- 73**
Tony Upson, 'Aston Martin DB5 - Best of British',
 signed, acrylic on board, a front view study of the car against a Union Flag background, 120 x 120cm.
£500 - 600
€580 - 700
- 74**
Tony Upson, 'Aston Martin DB5',
 signed, acrylic on board, a relief cut out study of the car, mounted to framed panel, 120 x 200cm.
£500 - 600
€580 - 700
- 75**
Tony Upson, 'Aston Martin Zagato',
 signed, acrylic on board, 100 x 200cm.
£500 - 600
€580 - 700
- 76**
Tony Upson, 'Aston Martin Sales & Service Girls',
 signed, acrylic on board, featuring image of a DB6 with two attractive female attendants, 120 x 200cm.
£500 - 600
€580 - 700
- 77**
Tony Upson, 'James Bond Aston Martin DB5',
 signed, acrylic on cut-out board, 120 x 100cm.
£200 - 300
€230 - 350
- 78**
Tony Upson, 'Aston Martin Pit Girl',
 signed, acrylic on board, featuring image of an attractive female pit-crew attendant, 100 x 160cm.
£400 - 500
€470 - 580
- 79**
A hand-painted Aston Martin DB4 GT Carrozzeria Zagato commemorative roundel,
 modern, with laurel-leaf resin surround, 110cm diameter.
£400 - 600
€470 - 700
- 80**
A hand-painted Aston Martin DB4 GT Carrozzeria Bertone commemorative roundel,
 modern, with laurel-leaf resin surround, 110cm diameter.
£400 - 600
€470 - 700
- 81**
A hand-painted Aston Martin Centenary commemorative oval plaque,
 modern, with raised laurel-leaf resin surround, 120cm wide.
£300 - 400
€350 - 470
- 82**
An Aston Martin garage display emblem,
 modern, cold-cast resin and bronze composite, in the form of the winged badge, 140cm wide.
£400 - 500
€470 - 580
- 83**
A James Bond themed Aston Martin garage display emblem,
 modern, cold-cast resin and brass composite, in the form of the winged badge, 140cm wide.
£300 - 400
€350 - 470
- 84**
An Aston Martin DB5 garage display emblem,
 modern, cold-cast resin and aluminium composite, in the form of the DB5 badge, 100 x 70cm.
£300 - 400
€350 - 470
- 85**
An Aston Martin Centenary garage display emblem,
 modern, cold-cast resin and aluminium composite, 140cm wide.
£300 - 400
€350 - 470
- 86**
An Aston Martin garage display chassis plate,
 modern, cold-cast resin and brass composite, with raised lettering, 60 x 100cm.
£300 - 400
€350 - 470
- 87**
A Lagonda garage display emblem,
 modern, cold-cast resin and bronze composite, in the form of the badge, 120cm wide.
£300 - 400
€350 - 470
- 88**
A set of three hand-painted Royal Endorsement Coat of Arms,
 modern, fibre-glass, comprising one larger, 70 x 70cm, and two smaller, 30 x 30cm.
 (3)
£300 - 400
€350 - 470
- 89**
A Mille Miglia garage display emblem,
 modern, cold-cast resin and brass composite, in the form of a directional arrow, 70 x 100cm.
£300 - 350
€350 - 410
- 90**
A Zagato Milano garage display emblem,
 modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z', 70 x 100cm.
£300 - 400
€350 - 470
- 91**
An Aston Martin V12 Vanquish glove box kit and key case,
 plastic felt-covered tray, fitted with digital tyre gauge, mini Maglite, small Leatherman multi-tool and notebook, 29cm wide, together with a key-case and a V12 Vanquish press pack containing publicity photographs and press material.
 (3)
£150 - 250
€180 - 290
- 92**
An Aston Martin DB4/DB5 fire extinguisher,
 by Bradville limited, chrome plated, marked 'Aston Martin Lagonda Ltd', 14cm long.
£100 - 200
€120 - 230



95



103

93
A pair of Lucas Le Mans 24 Hour headlamps, n/o/s, comprising lenses and reflectors, suitable for DB3S, DBR1, DBR2, DB4, DB4GT and Zagato, each 18cm diameter.
(2)
£300 - 400
€350 - 470

94
Assorted new/old stock Marchal fog lamps to suit DB5 and DB6, comprising 4x model 652, 1x model 653 and 4 x model 656 lamps, all boxed, together with other lighting items.
(Qty)
£200 - 300
€230 - 350

95
A set of three Aston Martin 'Le Mans' night racing colour coded lights, ex-Air Ministry, each Bakelite case marked 'REF No 5c/557 Lamp Identification Downward', fitted with either red, yellow, or blue, coloured lens. each 12cm diameter.
(3)
£300 - 400
€350 - 470

According to information supplied by the vendor these lamps are of the type fitted to Aston Martin DB2, DB3 and DB3S Works Team cars that participated in Le Mans 24 Hour races as assigned to Roy Salvadori (blue), Reg Parnell (red) and Peter Collins (yellow).

96◇
An Aston Martin gearbox, 1950s, marked 'DBRW/50/487', possibly suitable for a DB2 or 2.6 Lagonda, together with sundry items.
£600 - 800
€700 - 930

97◇◇
A good selection of Aston Martin DB5 and DB6 spares and accessories, including a cylinder head, a set of five 16½ inch wire wheels, silencer, manifolds, wishbones, roll bar, wiper motor, timing case, brake parts, pistons and seals, piston rods, clutch parts, a new/old stock heater, a fibreglass DB5 boot liner, 12V SU pump, oil pipe, oil cooler and other items, various conditions.
(Qty)
£450 - 650
€530 - 760

98
An automatic gearbox from an Aston Martin DB6, the main casing marked 8H-1A Q12-8 WGDIV N8 on three panels, witted with bellhousing.
£100 - 150
€120 - 180

According to information supplied by the previous owner, this gearbox was removed from a DB6 and was then re-conditioned by Salisbury (pre-2006), and not used prior to it being offered for auction. The current owner purchased the lot at auction as a spare, but it has not been required, so remains unused since re-conditioning. See Lot 54 Bonhams Aston Martin auction 12 May 2007.

99
A David Brown 4-speed synchromesh gearbox, in used condition.
£300 - 500
€350 - 580

This gearbox type, depending on top-plate, was fitted to Aston Martin DB2, DB2-4, or Lagonda 2.6 or 3-Litre cars.

100
A set of four knock-off wheel spinners to suit Aston Martin DB6 Mk II, used condition.
(4)
£20 - 30
€20 - 40

101◇◇
A set of four Aston Martin DB2 wheels, wire-spoked wheels, without tyres, used condition.
(4)
£200 - 300
€230 - 350

102◇◇
A set of four Aston Martin DB2 wheels with tyres, wire-spoked wheels painted blue, fitted with Pirelli Cinturato 'as-new' tyres.
(4)
£400 - 600
€470 - 700

103
An Aston Martin factory issued tool roll for DB4, DB5 and DB6 cars, original red-trimmed black leathercloth, strap with buckle opening to partitioned interior holding seventeen tools, majority by Britool and King Dick, spare valves and other items, some wear.
£300 - 500
€350 - 580

104
An Aston Martin DB4/DB4GT jack, 66cm long.
£300 - 400
€350 - 470

105
An Aston Martin DB4/DB4 GT jack, by Bevelift, 65cm long.
£400 - 500
€470 - 580

End of morning session

Lunch interval 12.30-1.30pm

Afternoon Session 1.30pm

Automobilia Part II

106◇

A James Bond Aston Martin DB5 illuminating sign, modern, rectangular, single sided, featuring Sean Connery as 007, 40 x 80 x 10cm.

£300 - 400
€350 - 470

107◇

An Aston Martin DBR1 illuminating sign, modern, rectangular, single-sided, featuring image of the car, 40 x 80 x 10cm.

£300 - 400
€350 - 470

108◇

An Aston Martin sign, modern, printed surface applied to cut-out background, 120.5cm wide

£100 - 150
€120 - 180

109◇

A 'David Brown Aston Martin' light box sign, wooden frame construction, with glass panel decorated with the winged emblem, interior fitted with three strip-lights and wired for illumination, 50 x 120 x 8cm.

£600 - 800
€700 - 930

110◇

An Aston Martin illuminating box sign, single-sided, alloy case with Perspex panel featuring the winged emblem, 31 x 178 x 12cm, with hooks for showroom hanging, wired for illumination.

£400 - 500
€470 - 580

111◇

An Aston Martin Service illuminated sign, double-sided, alloy frame with decorated Perspex panels, 30 x 76cm.

£500 - 600
€580 - 700

112◇

An Aston Martin oval hanging glass sign, the glass with bevelled edge, etched image of David Brown Aston Martin badge, wall mounted by chain, with black painted wooden outer frame, 68cm wide overall.

£200 - 300
€230 - 350

113◇

An Aston Martin Zagato illuminated sign, single-sided, alloy frame with decorated Perspex pane, 61 x 76cm.

£500 - 600
€580 - 700

114◇

A James Bond Aston Martin DB5 illuminating sign, modern, circular, single-sided, featuring the DB5, 60cm diameter.

£400 - 600
€470 - 700



(Archive photograph not for sale)



117

115

A James Bond 007 'Goldfinger' slot-car racing set, by Carrera Evolution, serial number 25330, in original box, unused, containing the 'BMT 216A' Aston Martin 'Goldfinger' DB5 and Ford Mustang 1:32 scale slot-cars, 5.4m of 1:24 scale Megatrack in 'figure-8' layout, two controllers, and other accessories, the box measuring 75cm wide.

£200 - 300
€230 - 350

116

A collection of Aston Martin models and toys, including a Corgi James Bond's Aston Martin DB5, model number 261, in gold, with 2 ejection passengers, instructions and envelope, a finely detailed model DB5 by Danbury Mint, with many working features including the petrol flap, an unmade 1:32 scale DB5 Airfix kit, other Aston Martin models by Maisto, Prestige and Corgi and a DB5 soap by Gino, majority in good condition with original box/packages.

(Qty)
£300 - 500
€350 - 580

117

A fine 1:8 scale model of the 2010 Peking to Paris Rally gold medal winning Aston Martin DB5.

Offered for sale for the benefit of Great Ormond Street Children's Hospital, (Registered Charity No.235825)

scratch-built model, of a strictly limited edition of 5 models specially commissioned by the driver Adrian Gosden to celebrate the successful campaign of the car in the Classic (pre-1968) class at the 10,000 mile, 36-day endurance event, finished in Forest Green livery with 2010 Rally decals, finely detailed with basic functioning suspension and steering, opening bonnet revealing engine compartment, opening doors, removable roof panel and detailed interior, 57cm long, offered with a marble display slab with brass plaque with race details, and a black framed Perspex display case.

£2,000 - 2,500
€2,300 - 2,900

Of the other four examples of this model built, one was presented to driver Adrian Gosden, another was issued to co-driver Andrew Honychurch, one to R S Williams who prepared the car for the rally, while the fourth currently remains with the competing car. The 5th model, presented here for sale today, is the only example that was built with the intention of being offered for sale on the public market, all proceeds of which will go to Great Ormond Street Hospital.



120

118

A 1:43 scale owner's model of an Aston Martin DB AR1, finished in metallic green with tan interior, one seat loose, under Perspex case, with related letter.

£150 - 250

€180 - 290

119*

A 1:43 scale owner's model of an Aston Martin DB AR1, car number 0082, finished in silver with black interior, under Perspex case, with related letter.

£150 - 250

€180 - 290

120

A rare 1:8 scale model of James Bond's Aston Martin DB5, originally licenced by both Eon Productions and Aston Martin Lagonda Limited, finely constructed and well detailed model loaded with all the Bond gadgets including machine guns, bullet shield, removable roof section, cutting spinners, dashboard instruments and others, majority metal construction, weighs 10Kgs, approx 600mm long, also featuring finely modelled interior, engine and boot detail. Free standing model with high quality Perspex plinth and etched display case.

£1,500 - 2,000

€1,800 - 2,300

121

A 1:8 scale model Aston Martin DBR1 by Javan Smith, depicting the 1957 Nurburgring 1000 kilometer winning car driven by Tony Brooks and Noel Cunningham-Reid, hand-built 'kerbside' model of this superb car with full cockpit detailing, mounted on an all Perspex plinth and enclosed within a display case etched with the Aston martin "wings", overall 60 x 27 x 20cm.

£1,500 - 2,000

€1,800 - 2,300

122

An Aston Martin leather suitcase for V8 models,

by Tanner Krolle & Co Ltd, in pale-grey leather with tan cloth lining, with winged emblem to front of lid, combination locks, used, 59cm wide.

£100 - 150

€120 - 180

123*◇

Three pieces of Dunhill fitted luggage for the 1988 Dunhill edition Aston Martin DB7 or Volante,

rare, finely made set of three matched pieces, the briefcase unused in Dunhill packing bag.

(3)

£700 - 900

€820 - 1,100

124◇

A three-piece luggage set for Aston Martin V8 Vantage, by Tanner Krolle Ltd, in black leather bearing Aston Martin emblem, with maroon cloth lining, combination locks, comprising two suitcases, 78cm and 59cm wide respectively, and a vanity case, 31cm wide.

(3)

£400 - 600

€470 - 700

125◇

A four-piece leather luggage set for Aston Martin V8 Vantage Volante, by Tanner Krolle Ltd, in dark-blue leather, each bearing Aston Martin emblem to side of lid, with blue cloth lining, combination locks, comprising two suitcases, 77cm and 59cm wide respectively, a briefcase, 42cm wide, and a vanity case, 32cm wide.

(4)

£1,000 - 1,500

€1,200 - 1,800

According to information supplied by the vendor, this luggage set was issued with the first V8 Vantage Volante (Registration Number E34 OVF), to roll off the production line in 1986.



121



126

126*◇

A set of Tanner & Krolle luggage for a V8 Aston Martin, 1980s, four matching pieces in black leather, the largest 77cm wide, with combination locks, instructions and luggage tags.
(Qty)
£400 - 600
€470 - 700

127

Fourteen Institute of British Carriage & Automobile Manufacturers medals awarded to Aston Martin Limited and Tickford Limited, 1948 to 1958, for the Private Coachwork Competition held at Earl's Court; five hallmarked silver gilt first prize comprising 1950 'Joint First Prize, Aston Martin' for Sports Coachwork, and four for Tickford Standard Convertible Coachwork 1948, 1949, 1950 and Standard Enclosed Coachwork 1954; four hallmarked silver second prize comprising one 1958 Aston Martin Standard Enclosed Coachwork with 2 doors, one 1948 for Tickford standard convertible coachwork, and two 1954 and 1955 for Tickford owner-driver's convertible coachwork, and five bronze Third Prize medals presented to Tickford 1950, 1952 and 1953, each medal 5.5cm diameter, some with wear, marks and scratches.
(14)
£1,800 - 2,200
€2,100 - 2,600



122



125



127



127 (detail)



129

128

Two pairs of David Brown enamelled cufflinks, shield-shaped, with quartered 'DB' and rose design, according to information supplied by the vendor these were issued to employees of the company.

(4)

£100 - 140

€120 - 160

129

Assorted Aston Martin EMKA memorabilia and ephemera,

items relating to Michael Cane Racing and the 1983 Le Mans Group C Aston Martin C83/1 5.3 Litre V8 racing car, comprising the original design model made by Len Bailey, 110cm long, (missing front wheels), a hard back scrap book containing 26 pages of original photos of the build, test at Goodwood with Tiff Needell and Len Bailey and Le Mans race in 1983, also press cuttings of the launch and race, compiled by Michael Cane, loose items include a five photographs and the MIRA wind tunnel results from 20/12/1984, (One photo shows the design model in background), a print of a cutaway drawing of the car after Martin Donovan, framed and glazed (cracked) and a sweat shirt, embroidered 'EMKA' Michael Cane Motor Racing'.

(Qty)

£1,000 - 1,500

€1,200 - 1,800

The EMKA Productions Limited Aston Martin C83/1, driven by Tiff Needell, Steve O'Rourke and Nick Faure finished 17th overall and 14th in class at the 1983 Le Mans 24 hour race, completing 275 laps of the circuit.



131

130

An Aston Martin desktop clock by Martin & Co of Cheltenham,

green surround, applied with gold coloured Aston Martin 'wings', white dial with Roman numerals, complete with original box, 14 x 10cm.

£300 - 400

€350 - 470

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

131

An Aston Martin DB4 sofa by Top Marque Furnishings, late 1980s,

finished in green with original Lucas 548 'cathedral' light lenses, the seating and back shelf upholstered in fine black leather, the body of the sofa on four large turned wooden feet behind black material drape, 158cm wide, 96cm high, the back carpeted with metal maker's plaque stamped 'DEMO' applied to rear.

£1,500 - 2,000

€1,800 - 2,300



130

141

92

3

0007 EON

132



133

132

Registration number '0007 EON', held on V750 Certificate of Entitlement, expiry date 18/02/2014.

£4,000 - 5,000

€4,700 - 5,800

Important Notice to bidders:

Bidders are reminded that it is the responsibility of the purchaser to check the details of the V750 or V778 document, and ensure that the number is assigned to a vehicle before the expiry date. This registration number may not be fitted to a vehicle that was manufactured before March 2007.

133

A magnesium differential spacer from the 1959 Le Mans winning Aston Martin DBR1/300/2, 1959, 30.1cm wide, mounted on a polished ash backboard with engraved plaque detailing the history, offered together with Le Mans '59 by Stirling Moss, published by Cassell, a file of paperwork, ephemera and laminates relating to the car, it's history and the vendor's connection to the car as provenance.

(Qty)

£500 - 700

€580 - 820

134*

A pair of Aston Martin 'handcuffs', silver metal, prototype design for use as the centre part of a women's belt, in display box.

£400 - 500

€470 - 580

This item was made as a prototype for a proposed item for the 2001 Aston Martin Christmas catalogue but it was not selected for the final catalogue.



135



139

135†

A stylised sterling silver deskpiece model of an Aston Martin, hallmarked Sheffield, 1993, a stylised depiction of the car with sweeping lines, 21cm long, mounted on a Art Deco inspired wooden display base and contained in fitted green leather case.

(2)

£2,000 - 2,500

€2,300 - 2,900

136

Six Aston Martin Le Mans Winners 50 year commemorative car badges, identical badges, celebrating Roy Salvadori and Carroll Shelby's 1959 victory in the DBR1, each 11cm high.

(6)

£120 - 150

€140 - 180



137



143

137*◇◇

An Aston Martin Dealership bespoke 'samples' display case, the case in green leather with wood panelled ends, chromed metal catches and hinges, opening to reveal fitted interior housing metal paint, carpet, and other assorted trim and colour samples, with name labels applied to reverse, 73cm wide, some wear, mounted on a metal showroom display stand.

£800 - 1,200

€930 - 1,400

138*

A pair of Aston Martin branded boxer's shorts, 2001, medium size, in perforated leather, with label to front of elasticated waistband.

£100 - 200

€120 - 230

These shorts were a proposed item for the 2001 Aston Martin Christmas catalogue but they were 'knocked out' of the final list.

139◇

An Aston Martin Dealership bespoke 'samples' display case, the case in green leather with wood panelled ends, chromed metal catches and hinges, opening to reveal fitted interior housing 19 fitted metal paint, 6 fitted carpet, over 45 other assorted trim and colour samples, (some in two samples books), 1 fitted Burr walnut sample, all with name labels applied to reverse, assorted 'recommended colour and trim combinations' lists, and a letter with paint sample, 73cm wide, some travel wear, together with an Aston Martin Lagonda Ltd paint samples booklet for Virage Coupe and Lagonda.

(Qty)

£500 - 800

€580 - 930

This case is sold with typed provenance details.

140*

Two Aston Martin collectables, comprising a 1:43 scale owner's model of an Aston Martin DB AR1, finished in dark blue under Perspex case, with related letter, together with a cigar ashtray from the 2003 Aston Martin catalogue.

(Qty)

£200 - 300

€230 - 350

141

A 1989 'Tribute to Aston Martin' silver medallion by Theo Fennell, presented at the Monterey Historic Automobile Races, 3.7cm diameter, on green and yellow ribbon, mounted, framed and glazed.

£180 - 240

€210 - 280

142*

A silver keyring modelled as a miniature pair of Aston Martin 'handcuffs', 2001, marked 'silver', as new with box.

£100 - 150

€120 - 180

This item was made as a proposed item for the 2001 Aston Martin Christmas catalogue to match the larger belt cufflinks, but not selected.

143

An Aston Martin DB engine block, mounted as an illuminating coffee table. Produced by Staff at the Aston Martin Works Service, May 2013, and offered on behalf of the Willen Hospice (Registered Charity Number 270194) the 1960s engine block, unsuitable for mechanical use due to defect, solar blasted and with lacquered finish, mounted as a coffee table with chrome adjustable legs fitted to a custom-built frame, with glass table-top donated by Clearglaze of Bedford and engraved by Supreme Screens of Sandy with the Aston Martin winged emblem, supported by aluminium trimmed and engraved supports, the block fitted with deep blue fluorescent light and fitted with Aston Martin enamel badges, measuring 116cm long, 61.5cm wide, 52cm high.
£1,500 - 2,000
€1,800 - 2,300

The following six lots are offered for sale on behalf of the Aston Martin Heritage Trust, Registered Charity Number 1072410.

144•

A set of Adrian Feather Road Test books, Volumes 1-4, each numbered 9, together with two editions of Aston Martin Gold Portfolio for 1948-1971 and 1972-1985.
(6)
£100 - 150
€120 - 180

145•

Two James Bond related books, comprising Greg Williams: Bond On Set, a well illustrated title relating to the filming of Die Another Day; and Dave Worrall: The Most Famous Car In The World - The Complete History of the James Bond Aston Martin DB5.
(2)
£100 - 150
€120 - 180

146

'Aston Martin DB2/4', a promotional photo-print after Louis Klementaski, monochrome, an image of the new DB2/4 taken at the stables at David Brown's farm near Chalgrove, one of a series of possible promotional images, mounted, framed and glazed.
£100 - 200
€120 - 230

147

'Lagonda 1950 Earls Court Motor Show', a photo-print after Louis Klementaski, monochrome, from the Louis Klementaski Collection in the Aston Martin Heritage Trust's photographic archive, depicting the Lagonda stand with two 2.6 Litre Lagondas, mounted, framed and glazed.
£100 - 200
€120 - 230

148

'Aston Martin 1950 Earls Court Motor Show', a photo-print after Louis Klementaski, monochrome, from the Louis Klementaski Collection in the Aston Martin Heritage Trust's photographic archive, depicting the Aston Martin stand with the new DB2, mounted, framed and glazed.
£100 - 200
€120 - 230

149

'Aston Martin DB2/4', a promotional photo-print after Louis Klementaski, monochrome, a previously unseen image of the new DB2/4 taken at David Brown's farm near Chalgrove, one of a series of possible promotional images, mounted, framed and glazed.
£100 - 200
€120 - 230

Other property

150

A rare Aston Martin DB4 hard-top roof, metal construction finished maroon paintwork, with Perspex rear screen and rubber trim, in 'barn-find' condition, some staining to interior lining, with three chromed front catches, missing one rear mounting peg, for restoration.
£8,000 - 10,000
€9,300 - 12,000

End of Automobilia Section

151 - 200

No lots



146



147



148



149



150



Aston Martin and Lagonda Motor Cars Saturday 18 May 2013 at 2.30pm

Images of all automobilia lots are available at
www.bonhams.com/cars





Photo credit: Tom Wood

201

Property of a deceased's estate

1958 Aston Martin DB MkIII Sports Saloon Coachwork by Tickford

Registration no. 6363 BP
Chassis no. AM300/3/1698
Engine no. DBA/1314

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. 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 cowed panel ahead of the driver.

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



This DB MkIII, chassis number 'AM300/3/1698', comes with a copy of the original chassis card sent to its late owner in 1968, which states that it was supplied new to a Mr Henry Gage of Worthing, Sussex.

The car was delivered finished in Elusive Blue with blue-grey Connolly leather trim, and was equipped with overdrive and a 'large heater hydro booster'. The earliest invoice on file is dated 1966, so the Aston must have been in deceased's hands since at least that time. Also on file are sundry invoices for parts bought from Aston Service Dorset; 1960s correspondence from Aston Martin advising on carburettor settings, suitable oils and other matters; correspondence with HWM during the 1960s concerning parts, etc; and the owner's notes on work carried out on the car over many years. In addition, there is an invoice for £858 for a front suspension rebuild by Aston Service Dorset in 1981 and numerous MoT certificates, the most recent of which expired in 1999.

Offered in need of re-commissioning and sold strictly as viewed, the car comes with instruction book, workshop manual and parts catalogue.

£50,000 - 70,000

€58,000 - 82,000



Photo credit: Simon Clay

202

1956 Lagonda 3-Litre Sports Saloon Coachwork by Tickford

Registration no. LPM 949

Chassis no. LB290/1/255

Engine no. VB6H/759

This Lagonda 3-Litre saloon has had only eight owners, all documented. The vendor purchased 'LPM 949' from Grundy Mack (now the Classic and Sportscar Centre) of West Knaption, Yorkshire in June 2006, since when it has undergone extensive refurbishment and upgrading. Between November 2011 and April 2012, Aston Motorsport of Westbury totally rebuilt the engine with Omega pistons, unleaded cylinder head conversion and a new oil pump, and fitted a Tremec five-speed gearbox complete with hydraulic clutch. The carburettors have been overhauled and are supplied with fuel from a new aluminium tank (made by Axminster Specialist Panels) by a new Burlen Fuel Systems SU fuel pump. The radiator has been upgraded with a high efficiency core and the braking system now has a dual-circuit master cylinder with twin servos. It should be noted that the engine has covered around 500 miles since the rebuild and is not yet run in.

The dynamo has been replaced with an alternator and the electrics changed to negative earth. Electronic ignition was already on the car when purchased, and the distributor has been refurbished by The Distributor Doctor. The windscreen wiper motor has been upgraded to enable intermittent wipe control by a rotary switch mounted to the right of the steering column under the dashboard, which has been re-varnished by The Wood Workshop in Calne. Speedy Cable refurbished the speedometer, clock, tachometer and oil pressure gauge in 2012.



The seats and door cards were re-trimmed and the headlining replaced by South West Auto Trimming of Calne in 2010. A new laminated front windscreen was fitted by Trinity Engineering, Cobham in 2006. The radio is the original one, upgraded with modern internals by the Vintage Wireless Company and fitted with an MP3 input. The old valve unit in the engine bay now houses the ignition control box. There is a Falcon Predator Mk2 immobiliser fitted.

The car was re-sprayed in 1981 but the offside rear wing has had to be repainted following a poor repair by a previous owner; although the correct code was used, the paint match is not good but this is about to be rectified. Described as in generally good condition, this extensively refurbished and upgraded Lagonda 3-Litre is offered with old-style logbook, sundry restoration invoices, current MoT/tax and Swansea V5 registration document. It should be noted that the previous speedometer unit had recorded 104,000 miles; the current reading is 4,008.

£22,000 - 28,000

€26,000 - 33,000

1998 Aston Martin V8 Volante LWB Convertible

Registration no. R173 WWO

Chassis no. SCFDAM2C5WBR89005

Engine no. 97/89005/A

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

Premiered at the London Motor Show in October 1998 was one of the most elegant of modern day Aston Martins: the long-wheelbase Volante convertible. Built on a wheelbase not shared with any other V8 Aston, this longer version of the Volante benefited from a 200mm stretch that increased rear passenger leg room and luggage space, and was built to the improved specification of the V8 Coupé that had replaced the Virage as the 'standard' model.

Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the high-performance Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine. The latter boasted revised cylinder heads, camshafts, pistons and an improved 'Alpha Plus' electronic engine management system, all of which boosted maximum power by 24bhp over the earlier Virage unit.

Short-wheelbase Volante convertibles were built to the V8 Coupé's improved specification prior to the introduction of the long-wheelbase version, which has the distinction of being the last production Volante built at Newport Pagnell. Four-speed automatic transmission (with 'sport' and 'touring' modes), anti-lock brakes and speed-sensitive power assisted steering were standard on the LWB Volante. With a quoted 354bhp on tap, it was one of the world's fastest soft-tops; the factory's claimed performance figures being a 0-60mph time of 6.2 seconds and a top speed of over 150mph.



Photo credit: Tom Wood

As well as the 200mm of increased legroom, the LWB Volante's rear passengers enjoyed 20mm of extra shoulder width, making the car one of the roomiest in its class and ideal for growing families. Needless to say, the luxurious interior was trimmed in the best traditions of Aston Martin coachbuilding, featuring Connolly leather upholstery, burr walnut veneer, Wilton carpeting and chromed fittings. There was also a state-of-the-art stereo system and the option of satellite navigation, while air conditioning, air bags, 'memory' seats and a fully automatic electrically powered hood were all included for the £169,500 asking price. Given the latter, it is perhaps not surprising that by the time production of Aston Martin's long running V8 finally ceased in 2000, only 64 of these exclusive, last-of-the-line LWB Volantes had been built compared with 234 of the standard shorter-wheelbase version.

First registered on 24th January 1998, this automatic transmission LWB Volante has had four previous owners, the last of whom was Mr Martin Dipper of Wokingham, Berkshire who acquired the car on 13th July 2005. Mr Dipper was an avid collector who maintained the Aston to the highest standard. There are nine invoices issued between 22nd December 2005 and 31st May 2012, during which period the car underwent a complete repair and maintenance programme covering the engine, transmission, steering, front suspension, brakes, wheels/tyres, chassis, exhaust, bodywork, interior and electrics.

As a result, 'R173 WWO' was in outstanding condition when it was acquired on 30th June 2012, the odometer reading at that time being circa 26,000 miles. Fewer than 1,000 miles have been covered since then and the current reading is 26,995 miles. Since its purchase, careful maintenance has continued under Runnymede Motor Company's warranty programme ensuring that the Aston remains in outstanding order in all respects.

Stored in a protective Carcoon providing airflow and battery replenishment, the car is described as in generally excellent driveable condition and capable of use as an everyday commuter. The engine is in superb condition, registering regulation oil pressure and never overheating in traffic, while the interior is likewise in pristine condition. Finished in blue with beige leather interior, 'R173 WWO' comes with the original Virage Volante manual as well as an instruction booklet for the integrated stereo and satellite navigation system. Accompanying documentation consists of the aforementioned restoration invoices, current MoT certificate and Swansea V5C document. A rare modern Aston Martin destined for future collectible classic status.

£40,000 - 50,000

€47,000 - 58,000





204 1988 Aston Martin Lagonda Series 4 Saloon

Registration no. F488 DEX
Chassis no. SCFDLO1SOJTR13562
Engine no. V/585/3562



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 switchgear. Problems with the latter would delay production until April 1978, by which time a less radical design had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the Aston Martin tradition. Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory.

The Lagonda was face-lifted in 1987 as the Series 4, acquiring a new nose and slightly softer, less hard-edged look, and continued in production until May 1990 by which time a total of 645 had been built, including 106 Series 4 models of which only a relative handful were right-hand drive. Its price in March 1987, when the Series 4 debuted at the Geneva Salon, was £95,000. Even today, almost 40 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

We are advised that this right-hand drive Series 4 was an Aston Martin demonstrator. Having covered a mere 31,800 miles from new, the car has been extremely well maintained and comes with Aston Martin service history. It was last serviced only 300 miles ago. The vendor, a well-known collector of classic Aston Martins, suggests it would be close to impossible to find a better example of this iconic model. In short, this is an exciting opportunity to purchase a quite outstanding example of one of the very last Aston Martin Lagondas produced.

A magnificent specimen of an extremely rare car, 'F488 DEX' comes complete with UK V5 registration certificate and current MoT; all books, manuals, sales brochures and keys; and fully documented service history up to the present day.

£30,000 - 35,000
€35,000 - 41,000



Photo credit: Tom Wood

205

1966 Aston Martin DB6 Vantage Sports Saloon Project

Registration no. 80 HOD

Chassis no. DB6/3570/R

Engine no. 400/4006/VC

'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 on the DB6 Vantage, *Autosport*, 21st October 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 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 while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.



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

A matching-numbers example, chassis number '3570/R' has the final development of the 4.0-litre Weber carburettor-equipped Vantage engine, as evidenced by the 'VC' suffix to the number. The Aston was purchased in the early 1970s for £4,000 and some years later the owner (now deceased) commenced its restoration. He only got as far as having the engine and gearbox rebuilt and new interior trim made before the project stalled and the car was laid up in a barn circa 1983. Fully lubricated, the engine had been stored in a container and the black interior trim is still in sealed bags. The body appears very solid and the car is believed to be substantially complete, although the presence of every last small item cannot be guaranteed. Presented in 'barn find' condition and offered for full restoration, this potentially most worthwhile restoration project is sold strictly as viewed. There are no documents with this Lot, which is offered without reserve. A total of 86,081 miles is displayed on the odometer.

£20,000 - 30,000

€23,000 - 35,000

No Reserve

206

The ex-Rt Hon Viscount Downe

1962 Aston Martin DB4 'Series 3' Sports Saloon

Registration no. 641 HAJ

Chassis no. DB4/913/R

Engine no. 400/1269

Chassis number '913/R' was ordered by the Hon John Dawnay, later Viscount Downe, and kept by him for the first 11 years of its life. His address is given on the order form as Redcliffe Square, London SW10 and in the accompanying original logbook as Wyreham Abbey, Scarborough, the Dawnays' peerage having been created in the North Riding of Yorkshire. Clearly not a man to stint on his car's specification, Dawnay ordered the DB4 with the Special Series (Vantage) engine and Thornton Powr Lok limited-slip differential, while other non-standard features listed on the (copy) order form include overdrive, heated rear screen, rear loudspeaker, Bray block heater, DB4GT instrument panel and map pockets to the front seat backs. The colour scheme is listed as 'sand and black' with red Connolly leather trim. Dawnay supplied his own air horns.

The Service Work sheet makes for equally interesting reading, revealing that as well as the horns, the car was fitted with wing mirrors and pairs of Bosch spot and fog lamps. Safety belts were installed later. Numerous visits to the factory for servicing and minor adjustments are listed, and in its first seven months the DB4 covered some 12,000 miles. From the accessories chosen: air horns, additional lighting and safety belts, it is reasonable to assume that many of them would have been covered at high speed.



In November 1973 the Aston passed to its second owner and family friend, Richard Barton of Randolph Crescent, London SW9. The original registration number 'VN 4' was retained and the car reregistered as '641 HAJ'. At around the same time the original 3.7-litre engine was replaced by the 4.0-litre unit from a DB5, which remains in the car today. These changes are recorded and stamped in the logbook and it should be noted that the chassis plate has been re-stamped with the replacement engine's number.

There are bills on file issued by R S Williams relating to Mr Barton's period of ownership (1973-1983) and it is possible that the Aston then went overseas as there is evidence of it being inspected in 1989 to retain the registration number. The next recorded owner (from May 1989) is Mark Bennett of Mobberley, Cheshire. At the time of his acquisition the recorded mileage was circa 70,000.

The current owner acquired the car from Mark Bennett in February 1991 and initially had it routinely serviced by the Stratton Motor Company (see bills for the period 1991-1995 on file). Aston Martin Works Service then looked after the DB4 for the next few years, as evidenced by invoices of file for various works including paintwork refurbishment and converting the cylinder head to unleaded compatibility. More recently, the car has been routinely maintained by independent specialist David Wall of Hoveton, Norwich (bills available).

Since acquisition by the vendor, '641 HAJ' has taken part in various events including the Norwich Union Classic (twice), MSA Euro Classic (three times) and Les Trois Epis rally and hill climb (in 2010), finishing them all. Some 2,000 miles have been covered in the last three years and the current odometer reading is circa 85,000.

'641 HAJ' is finished in beige and still retains its original specification red leather interior while other noteworthy features include electronic ignition, electric windows, a Brantz rally timer and an electrical isolator switch (in boot). Described as in generally good condition, this comprehensively documented and well maintained DB4 is offered with the aforementioned history and service records, current road fund licence, MoT to March 2014 and Swansea V5 document.

£110,000 - 130,000

€130,000 - 150,000



207

1967 Aston Martin DB6 Vantage Sports Saloon

Registration no. VDF 44

Chassis no. DB6/2909/R

Engine no. 400/2885/V

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 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 while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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



Motor clearly appreciated the power and poise of their test Vantage: 'In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sportscars we have tested.'

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.

Chassis number '2909/R' was sold new in February 1967 via Lex Garages (H R Owen) and first owned by a Mr R Rashbrooke of Rashbrooke Chemicals, Shaftesbury Avenue, London W1. Its accompanying copy build sheet records that the car was delivered fitted with an alternator, while chrome wheels, a heated rear screen, 3 ear hub caps, power operated aerial, the Vantage engine and a 3.73:1 limited slip differential are listed as non-standard equipment. Mr Rashbrooke kept the Aston for only six months, the warranty passing to one James Slidders Buntin in August 1967.

'2909/R' was extensively restored between 1996 and 1998 by B Hodson Cars of Twyford, Leicestershire including repainting and major rebuilds of the front end, engine and gearbox with the assistance of R S Williams, who converted the engine to 'unleaded' specification at the same time. All new parts were supplied by Aston Engineering.

Previously owned by one Peter Keeling of Leicester, who had acquired it in August 1994, the Aston was purchased by the present owner in July 1998 and has seen little use since, being carefully stored while benefiting from ongoing maintenance and improvement. In 1999 a new flywheel and Borg & Beck clutch were fitted by Aston Engineering together with new propeller shaft, starter motor and battery. A Harvey Bailey Engineering handling kit was installed in 2001 by Aston Engineering, new radius arms, rubber bushes, Koni front dampers, brake hoses, etc being fitted at the same time. New chromed wire wheels and correct Avon Turbospeed tyres were fitted earlier this year. Receipts are available for most of the above work. Finished in Olive Green with original natural tan leather interior, 'VDF 44' is described as in generally excellent condition and offered with aforementioned receipts, current MoT/tax and Swansea V5 document.

£110,000 - 150,000

€130,000 - 180,000



Photo credit: Tom Wood



Photo credit: Tom Wood

208

Two owners from new **1997 Aston Martin DB7 Volante**

Registration no. R789 WBK
Chassis no. SCFAA3114VK201794
Engine no. AM/04 01582



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 which 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 more 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.

A shortened and modified XJ6 saloon platform formed the basis for the DB7. 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, four-valves-per-cylinder 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 500SL and Porsche 928.

A little under three years after the DB7's debut at Geneva, the planned Volante convertible was launched simultaneously at the Detroit and Los Angeles auto shows in January 1996, the coupé becoming available in the USA at the same time. Last produced in 2004, the DB7 Volante represents the most affordable route to ownership of a soft-top Aston Martin.

This particular DB7 Volante has had only two owners from new the present one since October 2003. Kept garaged and maintained by Aston Martin Heritage Agent Nicholas Mee, it comes with detailed service history from 2003 and some earlier service history from new and is described by the private vendor as in generally very good condition, currently displaying a total of 68,650 miles on the odometer. An automatic transmission model with Aston sports exhaust system and finished in black with black piped beige leather interior, the car is offered with aforementioned service records, current MoT/tax and Swansea V5 document.

£16,000 - 20,000
€19,000 - 23,000



Photo credit: Tom Wood

209

1986 Aston Martin V8 Volante

Registration no. German Registered
Chassis no. SCFCV81C8GTL15449
Engine no. V/585/5449/LFM

'On fast and smooth roads, the Volante's handling is remarkably impressive; the big car turns in cleanly with a trace of understeer. In tighter corners, firm use of the throttle will push the tail wide, but the slide is gradual and virtually self-correcting.' – *Fast Lane*.

Aston Martin's soft-top version of its successful V8 first appeared in June 1978, some ten years after the launch of the DBS on which it was based, resurrecting the evocative 'Volante' name that had first been used for the convertible DB6. Introduced in response to customers' demands for such a car, the Volante represented the ultimate in soft-top luxury, boasting a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. As *Fast Lane* magazine observed: 'If the word "convertible" produces in your mind an image of fiddling with wafer thin hood irons and fighting against a shrunken hood with numerous attachment points, you are not thinking of the Volante.'



Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Factory records show that left-hand drive chassis number '15449' was manufactured for the United States market and delivered complete with the optional Vantage front air dam, while the original finish is recorded as 'Cannock Black – Masons'. The current vendor, an Aston Martin enthusiast and owner of a number of modern examples, purchased the Volante from Autosport Designs in New York in February 2006, since when the bumpers have been changed to the European specification. Forming part of the owner's private collection, the car has been kept well garaged and serviced annually by a local specialist, general mechanical works carried out last year resulting in a bill for €10,000. Offered with German *Fahrzeugbrief*.

£50,000 - 70,000
€59,000 - 82,000

210

***By order of the executors of David Francis Ettridge deceased,
In the current family ownership since 1972***

1964 Aston Martin DB5 Sports Saloon

Registration no. CNH 20

Chassis no. DB5/1760R

Engine no. 400/1749



Original-condition 'barn discoveries' in need of restoration continue to fascinate the true enthusiast for whom there can be no greater satisfaction than returning a once-great thoroughbred motor car to its former glory. For aficionados of Aston Martin, the DB5 offered here represents a wonderful opportunity to engage in a thoroughly rewarding project.

Chassis number '1760/R' was sold new in December 1964 via Cyril Williams Motors Ltd of Wolverhampton and first registered 'CJW 606B'. It was delivered finished in Sierra Blue metallic and equipped with the ZF five-speed gearbox, 3.37:1 final drive ratio, adjustable rear shock absorbers, heated rear window and a radio. The original owner was one W E Douglas-Osborn of Stourbridge, Worcester, who took delivery on 5th December 1964 but kept the car for only three months. On 5th March 1965, Terence Warren-Green of Charlton Kings, Gloucester acquired the DB5, keeping the car until June 1966 when Charles N Hill of Sidmouth, Devon became the third owner. Shortly thereafter the registration was changed to 'CNH 20', which was still on the car when the deceased owner, David Ettridge, purchased it from Mr Hill in February 1972. Sadly, David Ettridge passed away in March 2011 and his executors have now instructed Bonhams to sell the car.

Its late owner had first seen the Aston outside Deans Station Road Garage in Sidmouth. He telephoned Mr Hill and the checklist from that 'phone conversation is on file together with his comments on viewing the car, dictated to his wife! These reveal that there appeared to be no trace of under-body corrosion, although there were superficial marks on the right and left side door/wing and the car obviously needed a service. It would appear that no service history was available, only the original logbook, a DB5 Instruction Manual and an MoT certificate.

Mr Ettridge agreed to buy the Aston for £1,500 (approximately £14,000 in today's money) subject to the results of a detailed inspection by Brixham's Central Garage, whose proprietor was an Aston Martin owner. 'CNH 20' was handed over with 37,282 miles recorded on the odometer. David Ettridge's notes on driving the DB5 are on file together with the condition report compiled by Central Garage, which carried out the badly needed service and gave the car a thorough 'going over', drawing up an action list of works required. Accompanying detailed service records and invoices list the works carried out and parts replaced, together with dates and mileage (inspection recommended). Although the most recent tax disc on file is 1977, we feel the DB5 was last taxed in 1979 to correspond with the last MoT on file of September 1979 (at 47,190 miles). 'CNH 20' was then laid up, the current odometer reading being 47,226 miles, an increase of only 36 miles in some 30-plus years.



There were various periods during the 1970s - fuel crisis, economic downturns, reduced need to do longer trips, etc - where the car effectively had been laid up and off the road. During these periods it was routinely taken out for an up-to-temperature run, or at the least pushed in/out of the garage to ensure the brakes were free. From 1980 onwards the Aston was not started, remaining parked sardine-like with the owner's collection of other cars.

David Ettridge was an active member of the Aston Martin Owners Club, becoming the Area Representative for Devon and Cornwall and serving as Fire Marshall at the AMOC's Wiscombe Park hill climb for several years, which gave him the opportunity to drive the DB5 up the hill at the end of each day, which he greatly enjoyed. Correspondence on file, including a letter from then AML Chairman, Victor Gauntlett, seems to indicate that David was trying to establish a 'spares register' within the AMOC to help members retain access to parts for their cars following the factory's announcement that it was selling a schedule of 'redundant' parts for models DB4-DB6. There is also correspondence from members rebuilding their Astons, including one from the USA and another from Nigeria.

Given that the DB5 has been in active use for less than a third of its 48 years, covering fewer than 48,000 miles in the process, it is not surprising that its condition appears generally very good. The body is straight and appears solid, with very good panel fit, while the glass is similarly good, displaying no visible cracks or chips. An older - and quite possibly original - application, the paint adheres very well, with no noticeable blistering or bubbling, although it has been over-polished in places, most noticeably the passenger door and near-side sidelight area.

Surface pitting is evident on the chromed trim (multiple pinpricks as opposed to flaking) while the other brightwork - the polished bare metal trim, etc - is good. The painted wheels have surface corrosion, and the tyres - although with good tread and holding air - would need replacing due to age.



Inside, the carpets are generally good, as is the headlining, sun visors and door trim. The leather upholstery naturally shows creasing and gentle rubbing to beaded areas, although in a charming (as opposed to worn) way. Looking all present and correct, the engine bay appears typical of a car that has been in long-term storage and not used. Surface corrosion is evident but of little consequence. A mouse's nest (made of shredded newspaper) is still in place. As the car appeared to have been in full working order when laid up in the late 1970s, we assessed the possibility of firing the engine. After the normal preliminary procedures, we are pleased to report that the car has been started and taken to operating temperatures, initially using an auxiliary fuel supply, and now via the main tank. Water temperature and oil pressure readings were normal, although – as one would expect – it is in dire need of tuning. We will not start the car again, the project was to establish whether the engine ran and we appreciate the new owner may wish to strip and assess the engine themselves. We can also confirm that it has a badly worn exhaust.....

The history file contains the aforementioned correspondence, notes and receipts; a DB5 instruction book and sales brochure/specification sheet; five expired MoTs (including pre- and post-purchase certificates); a 1977 tax disc; the original logbook; and Swansea V5 registration document. The car also comes with a tool roll and the original leather/copper wheel nut hammer.

Bonhams has handled many barn-discovery Aston Martins in the past and none of them has been in as good a condition as this example. It requires restoration in the true sense of the word: refurbishing existing components and preserving as much of the original integrity as possible.

We very much doubt we will offer another DB5 like CNH 20 again.

£150,000 - 200,000

€180,000 - 230,000



211

Left-hand drive

1960 Aston Martin DB4 'Series 2' Sports Saloon

Registration no. Not UK Registered

Chassis no. DB4/290/L

Engine no. 370/309



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

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series 2.

Left-hand drive chassis number '290/L' was retailed in May 1960 via Aston Martin's then agent in the USA, Inskip and first owned by a Mr William E Snee of Belle Vernon, Pennsylvania. The accompanying (copy) build sheet reveals that the car was originally finished in Satin Bronze with off-white Connolly interior trim. Chrome road wheels, a Motorola radio and a day/night interior mirror are the items of non-standard equipment listed. The build sheet lists only one subsequent owner: Philippe Lauckswet of Brussels, Belgium (2006). Unfortunately, nothing else is known of the subsequent history of this DB4, which has never been returned to the factory for servicing and is not listed in the AMOC Register. The current owner purchased the Aston from Classics Gallery SA of Brussels in March 2007.

Offered for restoration and sold strictly as viewed, '290/L' is largely complete and retains a number of original features. The engine is stamped with the correct number and appears original, while the chassis seems not to have suffered any significant accident damage. The car has been repainted, probably some time ago, in dark red while the original interior is in very poor condition. It should be noted that the engine is seized. This vehicle is offered as a part completed project.

£120,000 - 140,000
€140,000 - 160,000



212

1966 Aston Martin DB6 Sports Saloon

Registration no. KGK 37D

Chassis no. DB6/2707/R

Engine no. 400/2655



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

This automatic transmission DB6 'Mk1' was built towards the end of 1965 for Mr Sidney Norman, a prolific Aston Martin owner of that era, who purchased a new one every year and was a regular visitor to the Newport Pagnell factory to see each of his cars under construction. First registered on 21st April 1966, 'KGK 37D' was later sold by Sidney Norman but such was his love for the DB6 that when the second owner decided to sell it some 12 years later, he repurchased the car and instructed Aston Works Service to restore it to 'as new' condition. This restoration was carried out during 1979/80 under the personal supervision of Kingsley Riding-Felce, currently Managing Director of Aston Martin Works. On completion, dashboard plaques were fitted to commemorate the effort that had been made in restoring the car to such a high standard.

In 1984, Sidney Norman sold the Aston Martin to Prince Mohammed Khalifa, a member of the Bahraini Royal Family, and there followed two further owners before 'KGK 37D' passed into the hands of the current vendor (an AMOC member) in the year 2000. Since that time, the owner has entrusted care of the car to Tony Christie, the respected Aston Martin specialist, and it has benefited from the restoration of many of the major components, which were either sympathetically restored or replaced while retaining originality.

Some of the more recent work includes a complete engine top-end overhaul, with a new cylinder head gasket and high tensile studs, plus a new radiator core with 40% increased cooling capacity, and a gearbox overhaul by a specialist.

While the car might be considered to be approaching concours condition (by accepted Aston Martin standards) it retains much of the initial build's originality, the delightfully patinated leather interior in particular being in fine condition. Admired everywhere, 'KGK 37D' has given the present owner 13 years of wonderfully smooth, sporting motoring that only an Aston Martin can offer.

The car comes with a comprehensive history file, which includes full documentation of previous owners; Copies of original AML build and service sheets; a letter from Kingsley Riding-Felce confirming the 1980 restoration at Works Service; feature from '*Aston Martin - Ever the Thoroughbred*' by Robert Edwards & AMOC Register; a selection of photographs; a quantity of invoices for works undertaken since 2000 (mainly by Tony Christie of Classic Engineering; and assorted MOT certificates (2000 to present). Finished in maroon with tan leather interior, this factory-restored and fully documented Aston Martin DB6 is currently taxed/MoT'd and comes with Swansea V5 registration document.

£90,000 - 120,000
€110,000 - 140,000

213
No lot



Photo credit: Tom Wood



214

c.1999 Aston Martin DB7 V12 Vantage Coupé Prototype

Chassis no. AMWS R7 DP 001



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

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

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

'DP 001' was acquired by the current owner in December 2004 in a condition very similar to that in which it is presented today. The DB7 was sold via the Stratton Motor Company in Norfolk strictly on the understanding that it could not be returned to the road and was to be used as the basis of a track car only. At the time of acquisition the Aston was supplied as a non-runner but came with its engine, gearbox, prop shaft and differential, all of which are in the car today. Recent works include powder coating the wheels; application of racing roundels; tidying up the interior; and the installation of windows. Presently a non-runner and sold strictly as viewed, it nevertheless affords the prospect of owning an important piece of Aston Martin's recent history.

£15,000 - 20,000

€18,000 - 23,000



Photo credit: Skip Knight

215

1979 Aston Martin V8 Series 4 Sports Saloon

Registration no. UJN 338V
Chassis no. V8SOR12153
Engine no. V/540/2153/S

Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming Series 4, scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler while the cabin received a redesigned dashboard and centre console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings.

Autocar magazine found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. 'It sets new standards of excellence for the company. In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at.'



An automatic transmission model, chassis number '12153' was supplied new via James Edwards of Chester on 1st August 1979. The car comes with its complete history from new, presented in a display folder, including all MoTs from 1986 to the present day plus various bills and receipts accumulated by past owners. For the last 15 years the Aston has been stored in a Carcoon complete with dehumidifier, prior to which it was professionally stored over the winter months. The car has been driven every year, albeit sparingly. Regularly checked and serviced by Fiddes of Swindon since 2003, it has covered only 67,756 miles from new and is described as in generally very good condition, always reliable and a joy to drive and own.

Finished in Salisbury Blue with cream leather interior, this fully documented and well maintained 'Oscar India' is offered with the aforementioned history, current MoT/tax and Swansea V5 document. A new under-bonnet heater control valve, Goodridge brakes hoses and an armrest box are the only listed deviations from factory specification.

£30,000 - 40,000

£35,000 - 47,000

216

Three owners from new

1969 Aston Martin DB6 Vantage Volante

Registration no. OUF 830G

Chassis no. DBVC/3731/R

Engine no. 400/4115/VC



First registered in June 1969, 'OUF 830G' was ordered new from Aston Martin by Mr Derek Hunnisett OBE, a company director and barrister based in Sussex. A keen Aston enthusiast, he used the car locally, for journeys to his offices in London and to the races where he was a prominent figure. He later took over Hannington's Department Store in Brighton and was latterly the Deputy Lord Lieutenant of Sussex.

The DB6 was supplied through Seven Dials Motors in Hove, and the original specification was for Vantage engine tune, five-speed manual gearbox, power steering, Goodwood Green paintwork with tan hood and natural trim (copy Heritage Trust certificate on file). Mr Hunnisett kept the DB6 until 1975 when he exchanged it for an Aston Martin V8.

The car was then sold by the factory to Mr George Jones, an industrialist and inventor based in Cornwall (original correspondence and AML bill of sale on file). An MoT from the factory dated 22/9/75 shows a recorded mileage at this time of 56,415. The car was used locally and for trips around the country with Mr Jones' family. It remained in his ownership until September 1987 when it was sold privately to the current owner.

By this stage 111,000 miles had been covered; some refurbishment was required and a sympathetic light restoration carried out. The engine was dismantled and examined, with little sign of wear. In particular, the crankshaft was unblemished, and was refitted un-ground with new shells to the original specification, while the bores were de-glazed and new piston rings fitted. The original Weber carburettors were overhauled, the radiator re-cored and the clutch replaced. All the suspension was overhauled, new chromed wire wheels fitted and all the chromed trim items re-plated. The original interior was cleaned and a new hood made by a local coach-trimmer. New Wilton carpets were fitted at this time and the car was eventually returned to the road in 1998.





From 1998 to the present day, 'OUF 830G' has been used only for local journeys, often in conjunction with the local Aston Martin Owners Club South West section, its longest outing being a trip to the Le Mans 24-Hour Race in 2007. When the most recent MoT was issued in August 2012, the mileage total was recorded as 19,308 (actual mileage 119,308).

Presented in its original colour scheme of Goodwood Green with natural leather interior and a new tan hood, this very rare Vantage Volante is offered for sale on the open market for the first time since 1975 and is presented in generally very good condition throughout. The only noteworthy deviations from standard specification are Lucas front fog lamps and a stainless exhaust.

'OUF830G' is offered for sale with the aforementioned Heritage Certificate and correspondence; a photocopy of the original logbook; a quantity of expired MoT certificates and tax discs; some old invoices; Swansea V5C document and MoT to 20th August 2013. Spare keys and a set of starting/operating instructions are also present.

£260,000 - 280,000

€300,000 - 330,000



217

In the current family ownership since 1971

1963 Aston Martin DB4 'Series V' Vantage Sports Saloon

Registration no. 773 HYL

Chassis no. DB4/1148/R

Engine no. 370/1116/SS

'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.

Classically proportioned and instantly recognisable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Designed by Tadek Marek and already proven in the DBR2 sports-racing prototype, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction.



The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals. '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,' declared *The Motor*.

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. One of the most notable developments coincided with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option.

The 'SS' incorporated a 9.0:1 compression ratio, larger valves and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit. Most cars so equipped came with the faired headlight covers of the DB4GT, and almost all of the Series V models would incorporate this feature. Series V cars were also 9cm (3½") longer, affording greater interior space, and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

Sold new to Lewis Bros (Wednesfield) Ltd in February 1963, chassis number '1148/R' has been in the current vendor's family's possession since May 1971 when it was purchased from Swanmore Garage, Boscombe East by the late owner. The accompanying (copy) build sheet records that the car was originally finished in Platinum and black with dark blue Connolly leather interior. '773 HYL' was last used on the road in the mid-1980s and has been in storage in Somerset since then. The last tax disc expired on 31st December 1985. After such a lengthy period of inactivity, this 'barn find' car will require re-commissioning at the very least or quite likely more extensive restoration before returning to the road. Accompanying documentation consists of Swanmore Garage's guarantee, sundry receipts and invoices from the early 1970s, and an old-style continuation logbook (issued June 1964).

£80,000 - 120,000
€93,000 - 140,000



218

1964 Aston Martin DB5 Sports Saloon

Registration no. Not UK Registered

Chassis no. DB5/1605/R

Engine no. 400/1522



'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.

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a David Brown four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Outwardly there was little to distinguish the DB5 from the final, lengthened Series V DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

Chassis number '1605/R' was retailed via the then Aston Martin agent Moto Baldet of Brooklands, Surrey in July 1964 and first owned by a Mr John D Cowan of Northampton. The accompanying (copy) build sheet reveals that the car was originally finished in Sierra Blue with grey Connolly interior trim and equipped with a Powr Lok limited-slip differential. Chrome road wheels, a heated rear screen, a Motorola radio and three-ear hubcaps are the items of non-standard equipment listed. The accompanying Arizona Certificate of Title shows that the Aston was owned there by Mr Udo Kurt Schuelke of Mesa in Maricopa County. Mr Schuelke sold the DB5 to the current vendor in July 2006

Offered for restoration and sold strictly as viewed, '1605/R' is largely complete and retains a number of original features. The engine is stamped with the correct number and appears original, while the chassis seems not to have suffered any significant accident damage, though there are some patched repairs. The car has been repainted, probably some time ago, in its original Sierra Blue colour, while the shabby interior has been re-trimmed in tan leather and the carpets replaced. It should be noted that the engine is seized. It had been the owner's intention to have the car fully restored at Works Service; however, his plans have changed and it is now offered for sale following a period in storage.

£150,000 - 200,000
€180,000 - 230,000



Photo credit: Tom Wood

219

Left-hand drive

2000 Aston Martin SWB Vantage Volante Special Edition

Registration no. German Registered

Chassis no. SCFDAM2C3YBL71006

Engine no. 590/R/71006/M



Due to some considerable early success and a great number of customer requests, the Special Projects Team at Aston Martin's Works Service facility began a feasibility study to investigate the possibility of building the ultimate convertible Aston Martin. This was to become the Supercharged V8 Vantage Volante Special Edition. Under the direction and guidance of Works Service Director Kingsley Riding-Felce, the Special Projects Team had become synonymous with the development and building of many significant coachbuilt Aston Martin and Lagonda models for discerning owners around the world. A great deal of research was carried out and the business decision made to manufacture nine 'last of the line' Vantage Volantes to a unique specification.

The Volante convertible version of the Virage coupé had first appeared in 1992 and in 1998 was re-engineered along V8 Coupé lines with a wheelbase longer by 200mm (8"). By this time 233 of the original Volantes had been sold and Aston Martin would go on to complete a further 63 of the revised, long-wheelbase model before production ended in 2000. There had never been a convertible variant of the Vantage before the creation of this very special limited edition run of just nine cars, one of which would be built to former long-wheelbase Volante specification while the remaining eight would all become 'SWB' Vantage Volantes on the Vantage coupé's shorter wheelbase. Of these, three were built to European left-hand drive specification and five were UK right-hand drive.

'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1992, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment. The Vantage was based on the normally aspirated Virage coupé. 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, and beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output, remarkable enough in itself, the engine was monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison and the ZF manual gearbox's six-speeds an unnecessary luxury.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. *Autocar* summed up the Vantage as, '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.'



The special Vantage Volante project encompassed all the development, skill and expertise amassed in the creation of Aston Martin's V8 product range spanning 30 years, and these special Works Service versions were fully homologated and type-approved. This programme was the pinnacle of a special era of hand-built Newport Pagnell cars unlikely to be repeated again. Such was the enthusiasm and dedication of the owners, that the Works Service team built each car to a different specification, a situation not unlike that of the 19 DB4GT Zagatos built in the 1960s. Some incorporated the limited edition Vantage Le Mans Coupé features while others added items of their own or elected to have the engine performance upgraded to 600bhp after the car had been registered. Because these eight Aston Martins were built as the last of the line, their assembly was with unsurpassed care and a passion that has become synonymous with Aston Martin over the years.

A limited edition of special chassis numbers was allocated to the cars and a certificate was produced and personally signed by Robert A Dover, the Chairman of the company at that time. Each owner's handbook was specially written for each car to incorporate its unique individual characteristics. In addition a special limited edition brochure was produced and the whole of the manufacturing process for each car was photographed and placed into an album to record for prosperity that special moment in the company's history.

From the time of the original release of the eight V8 Vantage Volante Special Edition Aston Martins, these cars have rarely become available for sale. Delivered new to first owner a German businessman and avid Aston enthusiast Left-hand drive chassis number '71006' retains its original livery of Cumberland Grey metallic paintwork and is trimmed in Smoke Green hide with dark walnut veneers, suede green headlining, green tonneau and dark brown hood.

Lavishly equipped in the very best Aston Martin tradition, '71006' features the six-speed manual transmission, electrically adjustable heated seats, Becker Traffic Pro stereo system, tinted glass, power mirrors, automatic climate control, car 'phone, electric windows, alarm system and alloy wheels. The car also carries an engraved commemorative plaque bearing the legend: 'Aston Martin Works Coachbuilt V8 Vantage Volante – Special Edition'.

The accompanying stamped service booklet shows that the first service was carried out by Emil Frey AG Autocenter in Safenwil, Switzerland. There are five further entries, the last stamped by Aston Martin agents Autohaus Kronberg in April 2011 at 10,366 kilometres.



Photo credit: Tom Wood

Purchased by the current owner in London in July 2003 (at 7,140 kilometres), the car comes with the purchase invoice and full service history relating to the vendor's ten-year period of ownership. This consists of the aforementioned service booklet and bills issued by Autohaus Kronberg, which record the odometer reading rising from 9,579 kilometres in September 2005 to 10,649 in September 2012, a distance of only 1,070 kilometres (approximately 664 miles) in seven years. The current odometer reading is 10,650 kilometres (approximately 6,600 miles). Further documentation consists of the manufacturer's EEC Certificate of Conformity, Certificate of Origin and original supply details, expert's valuation report (December 2009) and current German registration papers.

This unique and rare Aston Martin is available for purchase with minimal mileage and in the condition one would expect given its relatively limited use and documented ongoing maintenance. This may be the only opportunity to purchase one of these very special and unrepeatable motor cars, perhaps for very many years to come.

£200,000 - 240,000

€230,000 - 280,000



220

1963 Aston Martin Lagonda Rapide Sports Saloon

Registration no. 4718 DG

Chassis no. LR/129/R

Engine no. 400/129



Chassis number '129' was completed in 1963 and sold via Brooklands of Bond Street (Eton Garages) on the 21st of that month. Accompanying build details show that the car was finished in Aegean Blue with White Gold interior trim and equipped with a Bray block heater, Motorola radio and 'limited show finish' to the engine compartment. First owned by a Mr W E Dinsdale of Shilsons Ltd, Lewiston Mills, Brimscombe, Gloucestershire, the car was delivered to Mr Dinsdale with his own personal registration number 'D 35'. This number was removed in 1980 when the current registration '4718 DG' was assigned. The DVLA has been unable to confirm any further details; nor have the AMOC or Lagonda Owners Club, of which organisations the owner is a member.

The current owner purchased the Lagonda in January 2011. The accompanying Swansea V5C document states that there have been three owners since 1980 prior to the vendor. It would appear that the previous owner transferred ownership from one of his businesses, a conclusion supported by invoices and a registration document on file. So, possibly, the car may have had only 3-4 owners including the vendor.

During previous owner's stewardship a comprehensive restoration was carried out between 1987 and 1993. Works included a complete engine and gearbox rebuild by well-known racing Aston Martin specialist Mr Chris Conoley. The car was stripped by Holley Enterprises, who removed the paint and undertook bodywork repairs; re-sprayed the body and re-chromed all brightwork; rewired the electrics with a new engine bay harness; fitted windscreens and a Webasto sunroof; repaired and re-covered the seats; and fitted new carpets, headlining and heater blowers. Holley Enterprises also repaired the brakes, fitted new master cylinders and reassembled the car. Additional work carried out by Roman Garage between 2009 and 2011 included fitting a new fuel pump, rebuilding the brakes (new servos, new callipers, etc), new exhaust, new fuel tank sender, new filters and changing the electrics to negative earth. All the supporting paperwork and some photographs are on file.

Since the vendor's acquisition in 2011, the car has benefited from a purpose built replacement automatic gearbox complete with oil cooler (fitted by Graham Whitehouse) together with a CD/radio, new mirrors, new exhaust manifold and heat shields, new tachometer, new water pump, etc. In addition, the car has been regularly serviced to full factory specification by Aston Engineering of Derby. Works carried out by the latter include a complete rebuild of the front suspension; stripping and overhauling the rear dampers; refurbishing all five wheels; fitting new tubeless all-steel radial tyres; fitting a new factory steering wheel; removing the old steering column and fitting power steering; installing an alternator, twin electric fans and electric ignition; and repairing the electric windows.

The windscreen rubbers and chromed trim strips have been renewed; the radiator re-cored and all hoses replaced; the carburettors stripped and serviced; fuel pipes replaced; new SU fuel pumps fitted; and the body and inner wheel arches under-sealed. All woodwork has been stripped and renovated, and the dashboard top and lower trays reupholstered in leather. Stainless Exhaust Specialist Limited have just built and fitted a complete new exhaust system. All the supporting paperwork and related photographs are to be found in the history files.

'4718 DG' also comes with a substantial quantity of valuable spare parts and a comprehensive 'touring kit' of mainly service spares together with a jack, Thor mallet and a Lagonda umbrella. Operating/maintenance literature includes a DB5 workshop manual and instruction book; Lagonda Rapide maintenance instruction manual and data sheet; list of oils, fluids and greases used; Solex carburettor manual; Glenn's Solex tuning guide; and a Kenwood radio/CD manual. Accompanying documentation consists of that referred to above plus AML build and service sheets, Heritage Certificate (2 parts), Swansea V5C and a quantity of expired MoTs and tax discs. Fastidiously maintained with no expense spared, '4718 DG' benefits from a recent 5,000-mile service carried out by Aston Engineering and is taxed and MoT'd to January 2014.

£60,000 - 80,000
€70,000 - 93,000



Photo credit: Tom Wood



221

1974 Aston Martin V8 Automatic Sports Saloon

Registration no. SOL 968M

Chassis no. V8/11193/RCAC

Engine no. V/540/1193



'SOL 968M' was purchased by the vendor's company, Deeter Engineering Services Ltd on 1st October 1997 from a Mr W Mitchell of Dronfield Woodhouse, Sheffield. On 1st January 2003 ownership of the car was transferred to the vendor. Finished in grey metallic originally, the Aston was repainted dark blue while owned by Mr Mitchell. Since acquisition by Deeter Engineering Services, the car has covered approximately 13,600 miles, benefiting from various repairs and improvements costing around £16,000.

Works carried out include a complete engine top-end overhaul and unleaded conversion, while the radiator has been refurbished and a stainless steel exhaust system installed. Parts replaced include the engine mounts, viscous fan unit, coolant hoses, ancillary drive belts, front engine pulley and oil seal, heater control valve and the heater flexible duct. The suspension, brakes and steering have been extensively overhauled, receiving new front wheel bearings; front track rod ends; front brake discs, pads and pipes; front shock absorbers; front and rear suspension springs; and new brake hoses all round.

Electrical parts renewed include the headlamps, headlamp flasher unit, three new centre console rocker switches and the automatic aerial. A new speedometer has been fitted and the sound system upgraded with a new stereo radio/CD player.

Turning to the body/chassis: two sills have been replaced, chassis sections replaced with stainless steel, and the lower section of body re-sprayed. Other improvements include five new 16" alloy wheels shod with Avon ZZ1 255/50ZR16 tyres; driver's carpet set replaced; a new complete boot carpet set and petrol pump cover; door lock plates re-chromed; 'Aston Martin' badge and rear over-riders replaced. In addition to the foregoing, the vehicle has been regularly serviced and any minor faults rectified as they occurred. There are bills on file from marque specialist Rikki Cann and another engineer.

Only a few weeks prior to sale the car was fitted with a new cabin carpet set also new are the heater air inlet hoses and the rubber window seal around the driver's door. Finished in blue with matching leather interior, this evidently well cared for Aston Martin V8 is offered with current MoT/tax and Swansea V5 document.

£24,000 - 28,000

€28,000 - 33,000



Photo credit: Tom Wood

222

1996 Aston Martin V8 Coupé

Registration no. N120 LBM
Chassis no. SCFDAM2585BR79003
Engine no. 95/79003/A



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

Finished in British Racing Green with green-piped fawn leather interior, this automatic transmission V8 Coupé was acquired by the current vendor via Byron International in 2007 and serviced by Newlands Motors at the time of purchase. It was previously owned by a Mr M P Shotton of Knutsford, Cheshire. The vendor is an engineer and has mainly undertaken the general servicing himself using parts supplied by Aston Service Dorset, and for major maintenance works has used Wren Classics of Donhead St Mary, Dorset.

First registered in May 1996, the car comes with its original service booklet stamped initially by AML followed by (mainly) Stratstone of Wilmslow, the supplying dealer. The last stamped entry is dated 2001 (there is an unstamped 2010 entry) with follow-on history in the form of an invoice from Aston Service Dorset (for parts) and another issued by Wren Classics for an induction system overhaul undertaken in March 2012. The current odometer reading is 70,060 miles and the car is described as in generally very good condition.

Departures from factory specification include a Thatcham immobiliser, Pioneer satellite navigation, front/rear parking sensors and modified air filters (original system available). Previously registered '1762 BT', the car is offered with the aforementioned service history, owner's handbook, technical manual, current road fund licence, MoT to March 2014 and Swansea V5C document.

£30,000 - 35,000
€35,000 - 41,000

223

Fully restored by Aston Engineering

1965 Aston Martin DB5 4.2-Litre Sports Saloon

Registration no. EWJ 400C

Chassis no. DB5/1835/R

Engine no. to be advised



Photo credit: Tom Wood

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

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

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

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

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.

Right-hand drive chassis number '1835/R' was completed on 23rd November 23 and first registered on 5th February 1965 as 'EWJ 400C'. The car originally left the factory finished in Caribbean Blue with dark blue leather interior, and records show that it was resident in the New England states of the USA for nearly 20 years.

The vehicle was purchased by the present owner in May 2007 from Aston New England (Mr Papadopoulos) and flown to Stansted Airport shortly afterwards. At that time it was finished in Cumberland Dark Grey metallic (picture in file) while the odometer reading was a believed genuine 68,510. There are service records on file for the period 2001 to 2005.





Between October 2007 and August 2009, 'EWJ 400C' was subject to a complete 'last nut and bolt' strip down and full restoration by marque specialists Aston Engineering Ltd following a full detailed inspection carried out by Aston Engineering's Managing Director David Jack upon the car's arrival in the UK. The full restoration programme included upgrading the original matching-numbers engine to 4.2 litres capacity and unleaded specification. Engine rebuild records and dynamometer test sheets are on file together with all of Aston Engineering's invoices.

New replacement front body panels were produced by Bodylines and the car was subject to a full powder coating followed by Silver Birch paintwork, while the interior was re-trimmed in Charcoal Connolly leather. All original chromium plated and aluminium trim items were refurbished. In addition, the car was fitted with Aston Engineering's admired full air conditioning system together with period-style Kenwood CD/tuner and USB iPod connection with full hands-free Bluetooth devices, plus twin speakers to the rear parcel shelf.

Since delivery to the present owner, the car has covered approximately 6,000 miles including over 4,000 participating in the 2011 Enstall Classic in Austria at the invitation of Aston Martin Lagonda Ltd. Photographs of the Enstall Classic pictures are available on a USB stick together with a superb CD-ROM of all 371 pictures of Aston Engineering's complete rebuild. Described as in generally excellent condition, this fully restored DB5 is offered with aforementioned restoration and service records, current MoT/tax and Swansea V5C registration document.

£280,000 - 320,000

€330,000 - 370,000



224

Left-hand drive

1961 Aston Martin DB4 'Series 3' Sports Saloon

Registration no. Not UK Registered

Chassis no. DB4/604/L

Engine no. 370/613



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

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series 2 while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

Left-hand drive chassis number '604/L' was retailed in April 1961 via Aston Martin's then agent in France, Patthey and first owned by Eugene Schuelly of Granges-Paccot, Switzerland. The accompanying (copy) build sheet reveals that the car was originally finished in Dubonnet with fawn Connolly interior trim. Chrome road wheels, a heated rear light (screen), an oil cooler and overdrive are the items of non-standard equipment listed. The build sheet lists two subsequent owners: Franz Hollinger of Munich, West Germany in 1989 and Peter Glas (address unclear) in 1993. Unfortunately, little else is known of the subsequent history of this DB4, which has never been returned to the factory for servicing. The Aston returned to the UK circa 2000 and is listed in the AMOC Register (published 2000) as belonging to one L Marks with the UK registration 'HSL 167'. The current vendor bought the car from Aston Workshop of Beamish, County Durham.

Offered for restoration and sold strictly as viewed, '604/L' is largely complete and retains a number of original components, including the overdrive. The engine is stamped with the correct number and appears original, while there are some patched repairs visible to the chassis. The car has been thickly repainted in bright red and the interior re-trimmed to match but it has not been fully restored. It should be noted that the brakes are seized and that the electrical system is in a very poor state of repair.

£140,000 - 170,000

€160,000 - 200,000



225

In current ownership since 1973

1968 Aston Martin DB6 Sports Saloon

Registration no. SGT 512F

Chassis no. DB6/3213/R

Engine no. 400/3256



Supplied new via H R Owen of Old Brompton Road, London SW7, this much admired, cherished and un-restored DB6 Mk1 has been in the vendor's possession for the past 40 years and been maintained by him fastidiously. The original owner, Mr R J Wood, took delivery in January 1968. 'SGT 512F' was delivered equipped with the five-speed manual transmission, power steering and power operated radio antenna. Mr Wood had the car maintained by H R Owen until 1970 when it was recommended that he entrust its maintenance to the current vendor, an independent Aston Martin, Rolls-Royce, Bentley and Ferrari specialist. From that time onwards the car has been maintained exclusively by the current owner. When Mr Wood decided to purchase a new Ferrari Daytona, he sold the Aston Martin to the vendor. Throughout the 1970s, 'SGT 512F' was used only on high days and for special occasions by the family.

In 1977 the owner emigrated to Canada, taking the DB6 with him. While in Canada, the car was used sparingly, covering very few miles. On the sole occasion the Aston was shown to the public it won 'Best in Show' at the Alberta Field Meet in 1987. The car returned to the UK in 1988 and was placed in dry storage, continuing to be maintained and started by its owner on his regular visits to this country.

The Aston was returned to the road in 1997. MoTs are available from 1998 onwards, at which time the recorded mileage was 63,211, verifying the current odometer reading of 69,800. Since then, the DB6 has been looked after by the vendor's son, who lives in the UK, and over the last 15 years has only been driven in dry weather. Most recent work has included fitting adjustable Koni shock absorbers at the front (2012); replacing both rear hubs and bearings (2012); oil change and a new battery (2012); and a new choke cable (2013). An electronic ignition module, modern radial tyres and new chromed wire wheels (originals included in sale) are the only listed deviations from factory specification.

Cosmetically un-restored apart from a couple of minor repairs, this example has to be one of the most original surviving DB6s. As one would expect given the car's long-term, motor engineer ownership, it is described as in mechanically sound condition: the engine registering good oil pressure, the gearbox changing smoothly and the electrics functioning normally. Started and cleaned regularly, 'on the button' and running reliably, 'SGT 512F' has been taken to Aston Martin Owners Club and Goodwood Road Racing Club events and is described as a wonderful car to drive. The car is offered with its original service booklet, instruction manual, old-style logbook, Swansea V5 registration document and a quantity of receipts, old MoT certificates and expired tax discs. It has a fresh MoT and tax.

£80,000 - 100,000

€93,000 - 120,000



226

The first production model

2001 Aston Martin Vanquish Coupé

Registration no. Y829 MWL

Chassis no. SCFAC13341B500001

Engine no. AM3/00042



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

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



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

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both. The system allowed the driver to skip intermediate gears on down-changes without recourse to the clutch, while at the same time providing engine protection by means of a rev limiter. All emissions requirements worldwide were surpassed, including California's LEV (Low Emission Vehicle) standards.

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

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand.

The Vanquish also belongs to that distinguished roll call of 'James Bond' Aston Martins, having featured in *'Die Another Day'* (2002) starring Pierce Brosnan as '007'. Production ceased in 2007, by which time the UK list price had risen to over £183,000 (approximately €212,000 at today's rate of exchange).

The first production Vanquish, '500001' was acquired by the current vendor in April 2010 and later that year (at 31,963 miles) was extensively refurbished by Aston Martin Works Service at a cost of £30,741, which included up-rating with the Works Service 'Sports Dynamics' suspension/braking upgrade (see detailed invoice on file). In November 2011 the car returned to Newport Pagnell for further works and that bill (for £9,602) is on file also together with another (for £6,486) issued to the previous owner by the Fullbridge Restoration Company of Maldon, Essex. Presented in a condition reflecting the owner's 'no expense spared' maintenance policy, '500001' represents a wonderful opportunity to acquire the first production example of this landmark Aston Martin model. The car is offered with the aforementioned invoices, current MoT/tax and Swansea V5C document.

£80,000 - 100,000

€93,000 - 120,000





227

1986 Aston Martin V8 Volante

Registration no. to be advised
Chassis no. SCFCV81C7GTR15475
Engine no. V/585/5475



'With the hood up, the Volante is almost as quiet to be in at legal speeds as the saloon, and even at an indicated 140mph it is still possible to carry on a conversation.' - *Fast Lane*.

Aston Martin's soft-top version of its successful V8 first appeared in June 1978, some ten years after the launch of the DBS on which its was based, resurrecting the evocative 'Volante' name that had first been used for the convertible DB6. Introduced in response to customers' demands for such a car, the Volante represented the ultimate in soft-top luxury, boasting a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. As *Fast Lane* magazine observed: 'If the word "convertible" produces in your mind an image of fiddling with wafer thin hood irons and fighting against a shrunken hood with numerous attachment points, you are not thinking of the Volante.'

Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Chassis number '15475' was purchased by the current owner in 1988, since when it has been kept in a heated garage and used only on dry days. A total of only 29,456 miles is currently displayed on the odometer. We are advised that the Volante was re-sprayed in its entirety approximately seven years ago, the convertible hood (originally white in colour) having already been replaced with one made from Navy Blue mohair. No major repairs have been necessary over the course of the last 25 years and the Aston is described as in generally very good condition, with good interior and excellent mechanicals. The car is offered with current road fund licence, MoT to February 2014 and Swansea V5 registration document.

£38,000 - 42,000

€45,000 - 49,000



Photo credit: Tom Wood

228

1988 Aston Martin V8 Series 5 Sports Saloon

Registration no. E36 OVF
Chassis no. SCFCV8159JTR126592
Engine no. V/580/2592

Launched in January 1986, the Aston Martin V8 Series 5 adopted the latest Vantage specification, engine excepted, the following year and thus boasted the Vantage's revised bodywork and 16" wheels. Fuel injection was reintroduced on the Series 5, this time a Weber system rather than the earlier Bosch, allowing a flatter bonnet devoid of bulge or intake. Power output of the standard car was now quoted as 305bhp and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

Summarising its 1973 road test of a V8 automatic, *Autocar* magazine concluded that it was: 'A well-equipped car with magnificent stride for long journeys,' while *Performance Car*, testing a V8 Auto in 1978, reckoned Aston Martin: 'have set out - it has been so for years - to make a car of character, with a chassis of conventional but exceptional ability and manners, with enough performance from its hand-built engine to stand most comparisons and the prestige of English bespoke coachbuilding.'



Finished in Jubilee Silver with blue-piped Parchment leather upholstery, this automatic-transmission V8 was originally supplied by Stratton Motor Company to Eric Goodwin, one of the directors of Tiphook plc, a UK-based transport services company that enjoyed global success before collapsing acrimoniously in the mid-1990s. All Tiphook's directors had Aston Martins at the time. 'E36 OVF' has extensive service history consisting of numerous invoices issued initially by Hyde Vale Garage followed by HWM and latterly Stratton Motor Company, covering the period 1988 to 2009 (at 64,350 miles). The current odometer reading is 64,602 miles.

We are advised that the sills have been replaced recently and that the car runs and drives well. There is the usual corrosion visible through the paintwork around the front and rear screens but this could be rectified with only minimal expenditure. Offered with the aforementioned service history together with the original owner's manual and warranty card, this rare fuel-injected V8 Aston Martin represents exceptional value for money.

£36,000 - 40,000

€42,000 - 47,000

229

1964 Aston Martin DB5 Convertible

Registration no. 236 GDA

Chassis no. DB5C/1295/R

Engine no. 400/1560



'More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege.' – *Autocar*, 18th September 1964.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution on its arrival in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The DB4's engine was still an all-alloy twin-overhead-camshaft 'six' but the old W O Bentley-designed 3.0-litre unit had been superseded by a new design by Tadek Marek. Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.





++A desirable, manual transmission, matching numbers car, '236 GDA' was acquired by the current owner in 2008 from Mr Michael Beresford-West QC via Nicholas Mee & Co, the London based specialist Aston Martin Heritage dealer. While in Mr Beresford-West's ownership, the car participated in the 1995 Louis Vuitton Concours d'Élegance at the Hurlingham Club, West London.

Since acquisition, the DB5 has formed part of a large collection of motor cars, with a principal leaning towards the Aston Martin marque. It has shared a garage with a DB4GT as well as pre-war Feltham, Newport Pagnell DB and V8 models, with ongoing maintenance undertaken by the resident engineer. The body is generally very straight with good panel fit, while the re-spray undertaken in 1995 is holding up very well. The gently patinated interior is also in good order and the under-bonnet area all present and correct, though the latter would benefit from detailing. '236 GDA' started readily and drove well on a recent test drive. Having formed part of an extensive collection, mileage has naturally been limited. At the time of cataloguing, the odometer reading stood at 90,265 with past MoT certificates from 2004 (at 90,040 miles) and 1982 (59,506).

Finished in red with black interior and matching hood and bag, the Aston is best described as one that has been extensively restored to a high standard but has since mellowed into a true driver's car. It is ready to be enjoyed now or, with a relatively modest outlay, may be improved to a very high standard. The car comes with a nicely presented ring-bound file containing the V5C registration document; a current MoT as well as the aforementioned certificates; and sundry correspondence and invoices dating back to 1982 from Aston Martin Works Service, Nicholas Mee and Hyde Vale.

£525,000 - 625,000

€620,000 - 730,000



230

Left-hand drive

1987 Aston Martin V8 Volante

Registration no. German Registered

Chassis no. SCFCV81C7HTL15511

Engine no. V/585/5511



Photo credit: Tom Wood

'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*.

After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

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

Finished in Windsor Red with Magnolia leather interior and matching hood, this left-hand drive, automatic transmission V8 Volante boasts the desirable options of air conditioning and BBS alloy wheels. The car was supplied new to British Motors in Monaco and registered in the Principality in March 1987 to Mr David Fristedt, remaining with the Fristedts in Monaco for the first 16 years of its life. Its accompanying service booklet is stamped by British Motors followed by various local specialists.

Re-registered in the UK in 2003, the car was offered for sale at Bonhams' Works Service auction in May of that year (Lot 212) where it was purchased by the current vendor. At time of acquisition the Aston had covered 61,000 kilometres (approximately 38,000 miles).

The car comes with the aforementioned service booklet, owner's handbook, previous-owner service bills dating back to 1997, the 2003 purchase invoice and full service history relating to the vendor's ten-year period of ownership. This consists of bills issued by Aston Martin agents Autohaus Kronberg, which record the odometer reading rising from 61,168 kilometres in July 2003 to 62,511 in November 2009, a distance of only 1,343 kilometres (approximately 834 miles) in six years. The current odometer reading is 63,051 kilometres (approximately 39,150 miles). Further documentation consists of an expert's valuation report (December 2009), a copy of the old UK V5 and current German registration papers.

£50,000 - 60,000

€58,000 - 70,000



231

In current ownership since 1989

1964 Aston Martin DB5 Saloon

Registration no. BYC 886B

Chassis no. DB5/1598/R

Engine no. 400/1596



'Second to his house, a man's car is usually his most expensive single possession. But a house is static, and although a car like the DB5 costs as much as a comfortable dwelling, it is very dynamic and free to go anywhere. It is a car which cries out to be driven, to be driven well, and to be driven far.' - *Autocar*, 18th September 1964.

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. In production for only two years, during which period 1,021 were manufactured, the DB5 is considered by some to be the nicest of the Marek six cylinder cars, combining as it does the short wheelbase of the original DB4 with the 4.0-litre engine as found in the larger DB6.

Chassis number '1598/R' was first owned by the Earl of Lonsdale. The current owner purchased the Aston in 1989 from Marksandane Classic Cars of Shepton Mallet, Somerset, who had just completed a major overhaul of the car following its return to the UK from California. The recorded mileage at that time was 61,363. For the last 24 years, 'BYC 886B' has been kept in a heated garage with relatively few miles being added to the total. Regularly serviced and maintained by Oselli Ltd of Witney, Oxfordshire, it is described as original in every way and in this respect is one of the best we have seen.

Relatively recent works carried out by Oselli include overhauling the brake servos and master cylinder; removing the cylinder head, re-facing and reassembling with new gaskets and seals; overhauling the water pump; re-coring the radiator; replacing the oil cooler; fitting a new 'high torque' starter motor; replacing the left side window motor; and renewing the front windscreen and seals (see bill for £7,273 on file dated June 2006). Finished in British Racing Green with red leather interior, this wonderfully original DB5 is offered with the Oselli invoices, (copy) old-style logbook, current MoT/tax and Swansea V5 document.

£220,000 - 280,000

€260,000 - 330,000



232

1987 Aston Martin V8 Vantage Volante

Registration no. E648 ERC

Chassis no. SCFCV81V2HTR15595

Engine no. V/580/5595/X



One of only 19 right-hand drive Vantage Volantes completed with automatic transmission, chassis number '15595' was first registered to the Burton Group of Oxford Street, London WC1. It was supplied by Aston Martin Sales of London SW7 on 25th September 1987 and has had five previous owners, two belonging to the same company: The Tape Gallery. Classic Times owned the Aston in 1994.

The accompanying service booklet has been stamped from new at regular intervals by AML and independent specialists Ian Mason and Rikki Cann, the latter's service bills alone totalling over £30,000. Noteworthy entries record a full engine rebuild in 2003 by Rikki Cann, who also carried out a concours standard full restoration to original specification between 2008 and 2011. Some 70,000 miles have been covered from new and fewer than 250 since the no-expense-spared rebuild's completion. The car's unquestionable quality was publicly recognised when it received a 2nd-in-class award at the AMOC's Autumn Concours at Boughton House in 2012.

The vendor acquired the Aston on 1st May 2007 and used it for a couple of years, taking part in various AMOC tours and events. The last of these was at RAF Cottesmore in Rutland, which included a top speed blast along the long runway at over 150mph.

'E648 ERC' was then subject to the aforementioned 'last nut and bolt' restoration, a full photographic record of which is on file. Work undertaken included a full body and chassis overhaul with new floors and sills; all suspension fully rebuilt with all items powder coated; new bushes and bearings fitted; and the hypoid unit overhauled. The underside has been stripped to bare metal, red oxide primed, stone chip sealed and repainted along with a full chassis and body Waxoyl injection treatment.

The engine was refreshed as it had been overhauled only 10,000 miles previously, while the gearbox was rebuilt and the brakes overhauled using stainless steel pistons. New tyres were fitted to the original BBS alloy wheels. Found to be in excellent condition, the interior was fully cleaned, new carpets tailored and fitted, and a new mohair hood installed. The chrome trim has been triple plated. Other noteworthy features include a Nardi steering wheel and the original Cobra alarm, still in working order.

Finished in Cumberland Grey with Mushroom leather upholstery and leather-bound grey carpeting, this rare and beautiful Aston Martin soft-top comes complete with tool kit and is offered with sundry invoices, current MoT and Swansea V5C document.

£80,000 - 100,000

€94,000 - 120,000



Photo credit: Simon Clay

233

The penultimate built, two owners from new
1971 Aston Martin DB6 Mk2 4.2-Litre Sports Saloon

Registration no. FPE 230J
Chassis no. DB6Mk2/4343/R
Engine no. 400/4792



This DB6 Mk2 was purchased new on 28th April 1971 from H W Motors Ltd by a Mr Thomas Overbury of Cheltenham, who part-exchanged his DB6. It was the fourth and last Aston Martin that he purchased. The current (second) owner purchased 'FPE 30J' on 17th May 1986 and its restoration, which was to cover a period of some 12 years, started at the beginning of 1987.

It was clear from the beginning that the rebuild was going to take some time and it was quickly decided to MoT the car and drive it incomplete and with no paintwork, as can be seen in the pictures on file. The Aston was sent to a local specialist for work on the aluminium body, which was very slow and came to an abrupt halt when the firm went into receivership. The car was recovered and put into storage.

The second body specialist took six months to complete the work and still charged the quoted £2,500 despite having estimated that the job would take him only six weeks! The bonnet alone took three days to fit. Two weeks before the finish it was decided that the door skins were beyond repair. Two pieces of aluminium sheet were taken to a friend of the body specialist, who ten minutes after receiving an old skin as template had fabricated two new ones for the princely sum of £10.

During the restoration, the owner wrote to Aston Martin trying to establish the original paint colour code. They replied saying that the colour was considered lost but a visit to the parts department resulted in the discovery of a selection of swatches in a box under the counter, which included the colour for '4343/R'. This was sent to ICI for reformulation and the colour is now recorded on their system for posterity.

The painting of the car took over a month to complete and was undertaken by a good friend of the vendor, whose expertise also included, among other things, welding and rebuilding the engine but more critically overseeing the technical aspects of the entire restoration. Work undertaken included the overhaul of the engine; rear axle (twice); fitting a stainless exhaust; repair and restoration of the seats and headlining; re-plating of all brightwork including the engine's; and powder coating most of the suspension and replacement springs and dampers. The Motorola radio was replaced with a more modern Blaupunkt unit following a complaint from the owner's youngest daughter (six years old at the time) that the Motorola only played old music!

Following restoration, one of the Aston's first trips was to an open day at the Autoglym factory in Hatfield. On the way back down the A1 a Ferrari was overtaken, the owner's daughter waving to its driver with an appropriate smile, only for the Aston to expire two minutes later, the smiling Ferrari driver waving as he passed by. It was discovered that the engine failure had been caused by carburettors incorrectly set when the car was sent away for specialist tuning. It was at this point that the engine was sent to Oselli for rebuilding and enlargement to 4.2 litres, the cylinder head being converted to unleaded compatibility at the same time. Other work undertaken includes fitting electronic ignition, an additional Kenlowe electric radiator cooling fan, a Tracker device and a new set of MWS wire wheels.

During the vendor's 27-year ownership 'FPE 30J' has covered some 13,000 miles. Correctly refinished in Azure Blue with matching leather interior, the car is described as in generally good condition and offered with its original bill of sale, old-style logbook, sundry restoration invoices, current MoT/tax and Swansea V5 document.

£180,000 - 220,000

€210,000 - 260,000



Photo credit: Tom Wood

234

1957 Aston Martin DB2/4 MkII Sports Saloon Coachwork by Tickford

Registration no. ULN 10

Chassis no. AM300/1192

Engine no. VB6J/779



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 $\frac{3}{4}$ " increase in roof height that afforded greater headroom. Other than a handful of DB MkIIIs from early production, the DB2/4 MkII is the last Aston Martin from the Feltham era that is eligible for all the best touring and rally events with a cut-off date of 1957.

Prior to 2013, 'ULN 10' was in the hands of one caring owner for 35 years, during which it was carefully maintained even though used only sparingly. Aston Service Dorset figured prominently throughout much of this period, supplying many genuine parts for the car's upkeep, while less than 2,000 miles ago the engine benefited from a full rebuild by the legendary Martin Cheetham, famous for producing some of the finest and fastest Feltham Aston engines. As a MkII, 'ULN 10' has the desirable 3.0-litre engine rather than the earlier 2.6-litre unit.

Ready and eager for its next event, the Aston has just returned from competing in the Tour Auto where it was much admired among some of the world's most iconic and expensive cars. In preparation for this arduous event, marque experts R S Williams performed a thorough service and a full brake rebuild. In addition, the car was fitted with new chromed wire wheels and spinners, Michelin Pilot Sport tyres and tubes, stainless steel 'Felthamfast' exhaust manifolds by Tim Stamper, new front/rear stainless steel bumpers and over-riders, and full safety harnesses.

Attractively finished in black over Burgundy with a delightful grey leather interior, 'ULN 10' is offered with owner's handbook, old-style logbook, sundry invoices, Swansea V5 document and current tax/MoT, the latter showing no 'advisories'. It also comes with an extensive and detailed history file.

£110,000 - 130,000

€130,000 - 150,000





235

1994 Aston Martin Vantage Coupé

Registration no. M676 JPB
Chassis no. SCFDAM2S9RBR70033
Engine no. 590/70033/M



'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1992, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's well-liked V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar few panels were shared, and beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that makes even the mighty Chrysler Viper V10's 450lb/ft seem puny by way of comparison and the ZF manual gearbox's six-speeds an un-necessary luxury.

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

This early Vantage (the production sequence commenced with '70001') was supplied new via HWM to the current owner at his business address and effectively has had only one owner from new. Currently displaying a total of 41,437 miles on the odometer, the Vantage comes with full service history consisting of 11 stamps in the service booklet to 41,000 miles, all bar one from the supplying dealer. Recent works, undertaken by HWM in 2012, include replacement of engine seals, bodywork restoration and a repaint. 'M676 JPB' is described as in generally very good condition, the only faults notified being some clutch plate noise at low revs in 3rd gear and electrical switches in need of re-seating.

Finished in Chiltern Green with fawn leather upholstery, the car comes with the aforementioned service records, sundry invoices, recently expired MoT (October 2012) and Swansea V5 document.

£60,000 - 70,000

€70,000 - 82,000



Photo credit: Simon Clay

236

2005 Aston Martin DB9 Coupé

Registration no. RX54 XBO
Chassis no. SCFAC01A75GA01488
Engine no. AM04/01948

Launched in 2003 as successor to the DB7, the DB9 is the first model to be built at Aston Martin's new factory at Gaydon, Warwickshire, where production continues today. Like its predecessor, the DB9 was styled by Ian Callum, the finishing touches being applied by Henrik Fisker. State-of-the-art manufacturing techniques are employed in making the aluminium/composite body, which is robotically assembled using a combination of self-piercing rivets and adhesive. Although some 25% lighter than that of the DB7, this advanced bodyshell possesses double the structural stiffness.

The DB9 is powered by a development of the 5.9-litre, 48-valve, V12 engine found in the DB7 Vantage, which produces 470bhp, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (189mph) with 60mph attainable from a standing start in a neck-snapping 4.6 seconds. The aluminium engine is mounted as far back as possible in the chassis while the transmission/final drive is positioned ahead of the rear axle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution. Transmission options are a six-speed manual or six-speed 'Touchtronic 2' automatic.

Inside the DB9 one finds the typically elegant, luxurious and supremely comfortable hand-crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Although scheduled for a slightly higher production level than previous Aston Martins, the DB9 remains an exclusive product affordable only by a privileged few. Its price at launch was £111,000, with the Volante convertible some £14,000 more.



A six-speed 'Touchtronic' model, this DB9 Coupé was purchased by the immediately preceding owner on 29th April 2007 (at 38,000 miles) via Stratstone, Birmingham from its first owner, a Mr Graeff of Stanford in the Vale, Oxfordshire. The current (third) owner purchased the Aston at Bonhams' sale at Mercedes-Benz World, Brooklands in December 2010 (Lot 564).

'RX54 XBO' comes with full Aston Martin service history, mainly from Lancaster Reading and Stratstone Birmingham, there being eight stamps in the service booklet. Nicholas Mee & Co carried out the service on 23rd December 2011 at 39,599 miles (current reading: 39,993 miles). The car is finished in Tungsten with Iron Ore Red leather upholstery and Moon Shadow headlining, while other noteworthy features include mahogany veneers, upgraded Linn 260W audio system, cruise control, heated front screen, satellite navigation, parking aid, powered-fold mirrors, smoker's kit, cell 'phone, tyre pressure kit and a Tracker device. Taxed and MoT'd to December 2013, this highly desirable Aston Martin supercar is described as in generally excellent condition and ready to drive away. Offered with Swansea V5C document.

£28,000 - 32,000

£23,000 - 37,000

237

Left-hand drive

1964 Aston Martin DB5 Sports Saloon

Registration no. Not UK Registered

Chassis no. DB5/1684/L

Engine no. 400/1771



'The new 4-litre Aston Martin engine, raced for the first time at Le Mans this year in Phil Hill's Prototype car, is fitted into the new Aston Martin – the DB5.' – *Autocar*.

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a David Brown four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Outwardly there was little to distinguish the DB5 from the final, lengthened Series V DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

Left-hand drive chassis number '1684/L' was retailed via the then Aston Martin agent Lindner in Germany in August 1964 and first owned by one Ferdinand Muhlens of Koln-Ehrenfeld. The accompanying (copy) build sheet reveals that the car was originally finished in Peony with dark grey Connolly interior trim. A Waso steering lock, chrome road wheels, a heated rear screen, two wing mirrors, Britax seat belts and a limited-slip differential are the items of non-standard equipment listed. Unfortunately, nothing is known of the subsequent history of this DB5, which has never been returned to the factory for servicing and is not listed in the AMOC Register.

Offered for restoration and sold strictly as viewed, '1684/L' is largely complete and retains a number of original features, though it should be noted that the engine is not original to this chassis. (According to the AMOC register, '400/1771' left the factory in 'DB5/1778/R'). The car has been repainted, probably some time ago, in dark red and there is evidence of extensive body filler beneath the paint. Although the DB5 has not been totally restored, the suspension has been refurbished to a high standard, albeit also incorrectly repainted in the body colour together with the chassis underside and prop shaft. It should be noted that the braking system is in poor condition and unsafe.

£240,000 - 280,000

€280,000 - 330,000



238

AMOC concurs winning

Originally the property of Aston Martin chairman, Victor Gauntlett

1980 Aston Martin V8 Vantage Sports Saloon

Registration no. PBM 744W

Chassis no. V8/VOR/12270

Engine no. V/580/2270/V



'On your first serious trip to the top of the Aston Martin Vantage's performance curve, you will make the last gearchange at 138mph. It will not occur to you until a lot later that this is as fast as a Lotus Esprit or Porsche 944 will go, however long the road.' – *Car magazine* testing 'PBM 744W' in 1981.

Retaining its original registration, chassis and engine numbers, this V8 Vantage was first registered to Victor Gauntlett, Aston Martin's chairman from 1981 to 1991. Veteran AML employee Frank Matthews hand built the engine especially for Victor Gauntlett. Accompanying registration documents show seven previous owners in total, marque specialist R S Williams being the owner prior to the current vendor, who acquired the Aston on 19th June 2006. Victor Gauntlett's first V8 Vantage, built by AML's engineering department to his own unique specification, 'PBM 744W' was used by two magazines - *Motor* (April 1981 issue) and *Car* (January 1982) - for road tests and reports, and copies of both these editions come with it. It went from 0-60mph in 5.2 seconds, faster than a Porsche 911 Turbo or Lamborghini Countach could manage.

Aston Martin claimed a top speed of 168mph for the Vantage and it was independently timed at 165mph. In its test report on 'PBM 744W', *Motor* declared that the Vantage was the fastest production car tested in its 78-year history, and while other supercar manufacturers claimed higher maximums there was no denying that the Aston Martin Vantage was the world's fastest four-seater.

As *Car magazine* put it: 'Come to think of it, you won't find ANY car as fast which will carry two rear passengers and a sensible amount of luggage for four people.'

Since the vendor has owned the Vantage it has passed through the workshop of marque specialist Rikki Cann and been restored to concours standard, winning the 'Best V8' award at the AMOC's Boughton Hall concours last autumn. A full photographic record of the very extensive restoration, which took 3,000 man-hours, is on file together with a list of the work done. The distance travelled since completion is only 185 miles.

'PBM 744W' is finished in its rare original livery of Sebring Blue with blue-piped Magnolia leather upholstery and leather-bound beige carpeting, and has been fully Waxoyl protected. Noteworthy original features include the Pioneer radio, GKN wheels, Pirelli P7 tyres, tool kit and jack, and the car also comes with sundry bills, current MoT and Swansea V5C document.

£60,000 - 80,000

€70,000 - 94,000



239*

Fully restored by Aston Martin Works Service

1960 Aston Martin DB4GT 'Jet' Coupé
Coachwork by Carrozzeria Bertone

Registration no. Not UK Registered

Chassis no. 0201L

Engine no. 370/0201/GT

Bertone



Coachbuilt examples of the DB4/5/6 family of Aston Martins are extremely rare, making the unique Bertone-bodied car offered here all the more precious and desirable. '0201L' is the last DB4GT chassis completed in period (a further six 'Sanction II/III' DB4GT Zagatos were built in the late 1980s/early 1990s) and was first displayed on Bertone's stand at the 1961 Geneva Motor Show, which was followed by an appearance at Turin that same year. Its designer was none other than Giorgetto Giugiaro, one of the 20th Century's foremost automotive stylists and then only 22 years of age, who would go on to create some of the Italian coachbuilder's most memorable designs before leaving to join *Carrozzeria* Ghia. By the time he left Ghia to found Italdesign in 1968, Giugiaro had been responsible for such sublime creations as the Maserati Ghibli and De Tomaso Mangusta.

It was only appropriate that Aston Martin's top-of-the range and most expensive production model, the DB4GT, should have been selected for this very special project. As its nomenclature suggests, the DB4GT was a competition variant of the DB4 sports saloon. Launched at the London Motor Show in 1958, the Aston Martin DB4 had emphatically demonstrated that a British manufacturer could better the Italians at their own game when it came to constructing the ultimate *Gran Turismo*. Its specification included a completely new steel platform chassis with disc brakes all round, and a race-developed twin-cam six-cylinder 3.7-litre engine, all clothed in a perfectly proportioned aluminium body designed by *Carrozzeria* Touring of Milan. Overall, the DB4 was state-of-the-art for its time, a masterpiece of robust British engineering combined with exquisite Italian styling.



Engineered under the watchful eye of Harold Beech, the immensely strong platform-type chassis replaced the DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction that employed its own lightweight tubular structure to support the hand-formed aluminium-alloy body panels. The trailing-link independent front suspension of the DB2/4 gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by Watts linkage instead of its predecessor's Panhard rod.

The new car'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 driven by Stirling Moss ('DP/199') won its first race at Silverstone. Extensive modifications to the standard car took 5" out of the wheelbase and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburettors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded. The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's sports racers of the era. Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin Monza quick-release competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and three-ear 'knock-offs'. Trimmed to full Aston Martin road car specification, the interior boasted fine Connolly leather upholstery and deep-pile Wilton carpeting, while the GT benefited from the addition of an oil temperature gauge to the standard complement.





Photo credit: Simon Clay

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 weekend on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' by the works following the demise of Moss's intended DBR2! The DB4GT was indeed a true dual-purpose car, equally at ease on both the circuit and Grand Tour. Only 30 were produced in left-hand drive configuration.

Originally finished in light green with contrasting grey interior, the 'Jet', as it became known, was lavishly trimmed in the best Aston Martin tradition, contrasting with the less well appointed, though lighter, Zagatos. Reminiscent of some Bertone creations on Ferrari chassis, this svelte notch-back coupé is unique among DB4GTs as the only example bodied in steel, and would surely have made more of an impact had its Geneva debut not coincided with that of the Jaguar E-Type. A case of unfortunate timing if ever there was one, not that Bertone could be blamed for that. Giugiaro would body only one other Aston Martin, the DB7 Vantage-based 'Twenty Twenty' concept car of 2001, while a few years later Bertone revived the original idea with its 'Jet 2' on the Vanquish V12 platform.

'0201L' is known to have spent some time in Beirut before relocating to the USA, remaining there for several years before being rediscovered by Aston Martin Chairman, Victor Gauntlett, in the 1980s and shipped back to the factory. Quoted in *Classic & Sports Car* magazine's May 2013 edition, Kingsley Riding-Felce, currently Managing Director Aston Martin Works, recalled: 'The car was in a pretty sad state. It had suffered an engine fire... The bonnet was badly burnt and rust had taken hold in the steel bodywork. Only the sills plus the front and rear aprons are aluminium. Everything else is steel so Bertone must have made tooling, which suggests that it was hoping for a production series.'

Its late owner, Hans-Peter Weidmann, bought '0201L' from Victor Gauntlett while the car was undergoing total restoration to concours condition at Newport Pagnell under Kingsley's supervision. He recalled some of the problems for C&SC: 'It was a big job because we had to make new door skins and fabricate replacement bumpers out of brass. It was quite a challenge configuring them to the body and getting the clearances right, but we wanted to keep it as original as possible. The instruments had to be redone and searching out missing switchgear in Italy proved quite a task. The Jet was very well made and clearly built to be driven. The styling isn't very Aston Martin but we never tired of looking at it.'

Turin Motor Show, 1961
Photo credit: Corsa Research





The Bertone Jet at the Geneva Motor Show, 1961
Photo credit: LAT Photographic



The car has been regularly maintained by the factory since the rebuild's completion in 1988 and comes with a comprehensively illustrated album of photographs recording the restoration, together with Swiss registration papers.

Following its total restoration at Works Service, the 'Jet' went on to amass an enviable collection of *concoirs d'élégance* awards including 1st in the Italian Coachwork class at Pebble Beach (1989) and 'Best in Show' at Villa D'Este and RAID Basle (both in 2001). Bertone's 'Jet' is one of very few cars summoned back to Pebble Beach, reappearing there in 1997 as part a special tribute to Aston Martin. Further 1st-in-class awards have been garnered at the Hurlingham Club, AMOC Silverstone, Bagatelle Paris, Düsseldorf, Schloss Schwetzingen and New York, the most recent being awarded at Het Loo in 2007 (the Trophies from these *concoirs* successes are offered with the Car).

In recent years Hans-Peter Weidmann spent more time driving this unique *Gran Turismo* as its maker intended. Interviewed by *Octane* magazine for a feature on the Aston Martin DB4 (November 2005 edition) he declared: 'It was intended to be a grand tourer and that's just what I use it for.' By that time he had driven some 35,000 miles in the car including a marathon trip from San Francisco to Vancouver, covering the 950 miles in one night! Only one fuel stop would have been necessary as the oversize (37-gallon/168-litre) tank all but fills the boot, making this a car with true continent-crossing capability. Indeed, *Octane* found that, compared with the other DB4 variants, the steel-bodied Jet 'rides more smoothly, in keeping with its Continental image.'





The year 2013 marks Bonhams' 14th annual auction at Works Service and we are immensely proud to have been entrusted with the sale of this most important Aston Martin. The DB4GT 'Jet', most significantly, has the unique cachet of being a one-off design by Bertone, and also is uniquely entwined with Aston Martin Works Service, which undertook its concours restoration with no expense spared. Concluding the C&SC article, Kingsley Riding-Felce said: 'Hans-Peter wouldn't want the Jet to go into storage, and we hope that the new owner will take part in this year's centenary events.'

Offered for sale for the first time on almost 30 years, '0201L' embodies the precious assets of rarity, continuous history, versatile usability and superb running condition. Arguably the most desirable Aston Martin currently available, it is the perfect acquisition with which to celebrate the marque's centenary in 2013.

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

£2,800,000 - 3,800,000

€3,300,000 - 4,500,000

Concourse d'elegance
Aston Martin DB4GT Bertone Jet

1989 Pebble Beach, 1st in Class Italian Coachwork
1991 London, Hurlingham Club, 1st in Class
1991 Silverstone, Aston Martin Owners Club,
1st in Class and overall winner
1992 Paris, Bagatelle, 1st in Class
1997 Pebble Beach, Second Invitation
2001 Villa D'Este, 1st in Class and Best in Show
2001 Dusseldorf, 1st in Class and Best in Show
2001 Schloss, Schwetzingen, 1st in Class
2001 RAID, Basel, Best in Show
2005 New York, 1st in Class
2007 Pebble Beach, Third Invitation
2007 Holland, Het Loo, 1st in Class



On the famous Pebble Beach lawn





Studio shots & cover photo credit:
Julian Mackie & Classic & Sports Car



Photo credit: Supercars.net



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1958 Aston Martin DB MkIII Sports Saloon Coachwork by Tickford

Registration no. 631 EUT
Chassis no. AM300/3/1704
Engine no. DBA/1345

Chassis number '1704' was purchased new by Cyril Williams Motors of Wolverhampton as a demonstrator. The accompanying copy build sheet shows that the car was equipped with disc front brakes and Alfin rear drums, and was finished in Elusive Blue with blue grey Connolly leather trim. Overdrive, a twin exhaust system, chromed road wheels, Bosch fog and spot lamps, a large heater and a lower (4.09:1) rear axle ratio are recorded as items of non-standard equipment.

Additional owners listed are one E N B Carmichael of Hereford, who acquired the Aston in April 1959 and presumably was its first private owner, and the current vendor. The latter had bought the Aston in 1980 from Mike Moss who had discovered the car in a chicken shed earlier that year; it had been in an accident and the bonnet was damaged. '631 EUT' was nevertheless delivered in running condition.

An accomplished mechanical engineer with a lifetime's experience, the vendor replaced the original, cracked cylinder head with the more reliable 'VB6' type, which has hard valve seats. The replacement head was X-rayed as a precaution (films on file). Using concealed aluminium adaptor plates, the original inlet manifolds were retained to preserve the correct 'DBA' appearance while the water circulation to the manifolds was blanked off as bimetallic corrosion was starting to occur. The original head was donated, as a model, for the newly produced aluminium type available today.

The damaged bonnet's internal steel structure was replaced (photographs on file) and the Aston used as exhilarating transport for some 12 years before it was decided to have it professionally restored. However, little progress was made and the car was stored in a heated and dehumidified garage for the next 20-or-so years. By this time the owner had had a new front windscreen made by Triplex and this item, still plastic wrapped, goes with car together with a new rubber seal.



While '631 EUT' was on the road, the owner had replaced the gearbox lay-shaft and the kingpins, and altered the blind Dowty seals to allow grease to pass the bearings rather than enter a blind cavity. Other parts renewed include the ball joints, trailing link suspension arm seals and a rear brake cylinder, while the heater fan was modified with a centrifugal blade arrangement. The original fan is included in the sale together with a specially made brass front grille and perimeter wire, yet to be brazed and plated.

The shock absorbers were calibrated (results available) and new road springs fitted. The vendor also hand scraped the cylinder block in situ with reference to a surface plate to achieve a perfect fit, which successfully cured the wet liners' top seating problem. A specialist firm rebuilt the wheels, spare included.

Its owner having inherited a large Vintage-era Vauxhall, the Aston, although cosseted, was rather neglected, though the cylinder bores were lubricated and the engine turned over on the starter every so often. It last ran 15 years ago. We are advised that oil pressure was always very good and that a recent compression test produced encouraging readings of 100psi in all cylinders. Having reached retirement age and finding himself busier than ever, the vendor has reluctantly decided that the Aston would be best served in the hands of a new owner.

Offered for restoration and sold strictly as viewed, the car is believed - though not guaranteed - complete apart from the windscreen's chromed surround, one 'Tickford' badge and the front numberplate box, while the toolbox is empty. Accompanying documentation consists of the aforementioned copy build sheet, sundry bills, old-style logbook and Swansea V5. A most worthwhile project for the dedicated Aston Martin enthusiast.

£45,000 - 60,000

€53,000 - 70,000



Photo credit: Tom Wood

241

1971 Aston Martin DBS V8 Automatic Sports Saloon

Registration no. HFD 605K
Chassis no. DBSV8/10290/R
Engine no. V540/268

'Utilising many of the design features found in the six-cylinder DB engine, the new vee-8 is only 30lb heavier yet produces 35 percent more power. - *Autocar*, 2nd October 1969.

This automatic transmission DBS V8 was first owned by the Central Manufacturing Co Ltd of Netherton, Worcestershire and originally registered 'RH 7'. The accompanying (copy) build sheet shows that it was finished in Kingfisher Blue with black interior trim and equipped with a Voxson stereo/radio and Fiamm horns. In November 1972 ownership passed to Camden Motors Ltd of Leighton Buzzard, Bedfordshire and the registration was changed to 'HFD 605K'. The third owner's identity is not known but details of the succeeding owners are on file together with approximate dates of the various changes in colour scheme.

The immediately preceding (Dutch) owner is believed to have acquired the Aston in 1988. In 1995 he commissioned a cosmetic restoration of the bodywork and on completion the car featured in two Dutch classic car magazines: *British Classic Car* (April 2003) and *Het Automobiel Klassieker* (March 2002, cover car). Copies of both these magazines are in the history file. The current owner acquired the DBS at auction in January 2005, the recorded mileage at that time being 48,227.



When purchased there was no service or MoT history with the car, which was driven back to the UK, MoT'd and re-registered on 8th March 2005 with its previous registration 'HFD 605K'. Since acquisition the Aston has benefited from over £50,000 spent on mechanical refurbishment with marque specialists Tim Bissett and Ricki Cann, including a full engine rebuild by the latter in 2007 at 56,165 miles (all bills available). Upgrades incorporated include a Koni rear suspension conversion; twin electric cooling fans; high-flow water pump; 16" wheels/tyres and speedometer re-calibration; electronic ignition; hi-torque starter motor; rear seat belts; aluminium radiator; and a high-flow fuel pump.

'HFD 605K' has also benefited from a full body restoration including new sills, front and rear inner wings, boot floor and many other areas, with all rust cut out and new metalwork welded in. The body was stripped to bare metal, repaired where necessary and repainted in Gunmetal Grey. Full details and pictures are available.

Its restoration completed immediately prior to sale, the car is offered with the aforementioned documentation, sundry invoices, SORN and Swansea V5.

£50,000 - 60,000
€59,000 - 70,000

242

Left-hand drive

1968 Aston Martin DB6 Volante

Registration no. German Registered

Chassis no. DBVC/3676/L

Engine no. 400/3442



Photo credit: Tom Wood

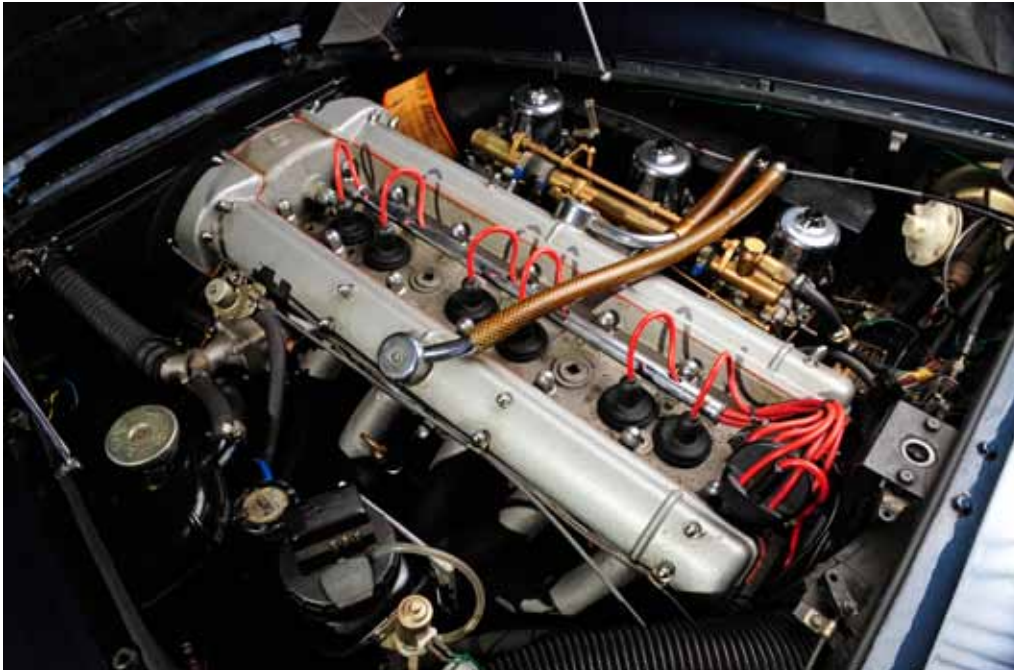
While the introduction of the DB6 in 1965 represented the final development of the six-cylinder 'DB' series that had commenced with the DB4, it also marked the first use of the evocative 'Volante' name, which has been used for soft-top Aston Martins ever since. Although Royal patronage of the marque undoubtedly helped DB6 sales, the car arrived at a difficult time for Aston Martin, with the home economy in a parlous state and the US market subject to ever-more restrictive legislation.

Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. Despite this change, Touring's *Superleggera* badges continued to be applied to bodies until stocks ran out! The wheelbase was now 4" (100mm) longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a re-appearance, but the major change was at the rear where the presence of a Kamm-style tail, complete with spoiler, acknowledged the increasing importance of aerodynamic downforce in sports car design. 'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' declared Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested.

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

The stylish DB6 Volante convertible offered four-seat accommodation and was generously appointed, featuring leather upholstery, deep-pile carpets, an aircraft-style instrument cluster and an electrically operated hood. After 37 Volantes had been completed on the DB5 short-wheelbase chassis, the model adopted the DB6 chassis in October 1966, first appearing in its definitive form at the London Motor Show. Between 1965 and 1970 when production ceased a total of 1,575 DB6 saloons was completed. During this time the factory made only 140 of the long-wheelbase Volantes and today these rare cars are among the most sought after of David Brown-era Aston Martins.





This left-hand drive DB6 Volante has the desirable ZF five-speed manual transmission and is finished in blue metallic with matching hood and grey leather interior. The car was purchased by the current owner from Movendi in Cologne, Germany in July 2002. Its previous history is not known, though the AMOC Register (2000 edition) lists the owner at that time as 'U Obrecht (Switzerland)'. A keen Aston Martin enthusiast and owner of a number of modern examples, the vendor has kept the Volante garaged in winter and used it only during summer months. General servicing, including replacement of the water pump, has been carried out by a local specialist.

The car is offered with German *Fahrzeugbrief* and an illustrated condition/valuation report, running to over 70 pages, compiled for the vendor by Ing. Klaus Kukuk in April 2010. In addition, there are bills on file from Roos Engineering (issued prior to the vendor's purchase) dated 1983 onwards including one for 100 hours of engine work in 1993.

£320,000 - 360,000

€380,000 - 420,000



243

The first of only five made

1989 Aston Martin V8 Zagato Vantage Volante

Registration no. G777 BPF

Chassis no. 30041

Engine no. V/580/0041/X



'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 Vantage 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 the 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 interrupted by a bulge necessary to clear the Vantage's quartet of Webbers.

Predictably, given the success of the coupé, a Zagato Volante convertible was not long in coming, the first example, a converted saloon, being exhibited in 1987. Intended only for the fuel-injected 320bhp engine, the 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 coupés - 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.

Right-hand drive chassis number '30041' is the first of only five Zagato Volantes originally constructed by the factory with the 432bhp Vantage engine, which by now was identified by an 'X' suffix to the number rather than a 'V'. AML Ltd's invoice for the work, dated 31st October 1989, is on file together with the order sheet listing its special features and the original warranty card in the name of P S Green Esq of Bramhall, Cheshire. '30041' has spent much of its life in the hands of Roger Bennington of the Stratton Motor Company and has covered fewer than 8,600 miles from new. It is still totally original, even down to the Goodyear tyres.

Beautifully finished in Rolls-Royce Royal Blue with blue-piped magnolia leather interior, this ultra-rare Zagato Vantage Volante is described by the private vendor as in generally excellent condition and offered with the aforementioned history, sundry invoices, current MoT/tax and Swansea V5 registration document. An iPod integrated into the original radio is the only listed deviation from factory specification.

£120,000 - 150,000
€140,000 - 180,000





244

1969 Aston Martin DBS Sports Saloon Project

Registration no. MCE 216G

Chassis no. DBS/5277/R

Engine no. 400/3970/S



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

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

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

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

Off the road since the mid-1980s, this automatic transmission DBS has been in barn storage for many years. The engine has been removed but comes with the car, which is offered for restoration and sold strictly as viewed. Nothing else is known of the Aston's history, other than the names of the current and previous registered keepers as recorded on the accompanying Swansea V5C document.

£20,000 - 25,000

€23,000 - 29,000



245

2001 Aston Martin DB7 V12 Vantage Coupé

Registration no. to be advised
Chassis no. SCFAB12381K301621
Engine no. AM2/01661

Introduced in March 1999, the DB7 Vantage was an exciting new model powered by a state-of-the-art, all-alloy V12 engine - the first of its kind in a production Aston Martin. This 6.0-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 five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

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



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

This automatic transmission DB7 Vantage has covered only some 58,500-or-so miles from new and comes with full Stratstone Aston Martin service history. The current vendor has owned the Aston since August 2006 and there have been two previous owners. Finished in Solway Grey with black leather interior, the car is described as in generally good condition, benefiting from a Stratstone service only some 150 miles ago. This fully documented DB7 Vantage is offered with the aforementioned service records, MoT/Tax to August 2013 and Swansea V5C document.

£15,000 - 20,000
€18,000 - 23,000

246

1970 Aston Martin DBS Vantage Sports Saloon

Registration no. USR 646J

Chassis no. DBS/5660/R

Engine no. 400/4723/S



Styled in-house by Bill Towns, the beautiful DBS was Aston Martin's first all-new model for many years and caused quite a stir on its arrival in 1967, *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.'

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

Many years later, the example offered here - 'USR 646J' - was featured on the front cover of *Octane* (June 2005 edition, prior to a bare metal re-spray) for an article comparing the DBS with the DB6, the esteemed motoring magazine finding that the former gave away nothing to the latter when it came to either straight-line performance or handling. A Vantage model equipped with the standard ZF five-speed gearbox, 'USR 646J' had been chosen as a fine example of the marque because it was the owner's only transport, benefiting from a no-expense-spared maintenance policy to keep it in top mechanical condition.

In 2005, 'USR 646J' took part in the famous parade of Aston Martins at Windsor Castle before Her Majesty The Queen, and led the 'Parade des Pilotes' in 2006. It also was displayed at Culzean Castle's Autoclassica meeting in 2008.

This beautiful DBS is very well known to marque specialists Aston Workshop, which has been responsible for its care and maintenance - fully documented - for the last 12 years. Major works undertaken include fitting new sills (2000); a bare metal re-spray in the original colour (2007); cylinder head conversion to unleaded compatibility; gearbox rebuild; alternator upgrade and conversion to negative earth electrics; rear brakes rebuild (2010); and the installation of electronic ignition, a Kenlowe fan, 'Monte Carlo Handling Kit' and new slave/master cylinders and a new oil cooler.

In the current vendor's hands for the last 13 years, the DBS has had eight previous owners, covering relatively few miles, and possess wonderful interior patination. Fastidiously maintained and sensibly upgraded, this fine example a fast appreciating Aston Martin is offered with an extensive history file, the aforementioned service records, MoT to April 2014, Swansea V5 document and expired MoT certificates dating back to 1984.

£60,000 - 80,000

€70,000 - 94,000





Photo credit: Tom Wood

247

**By order of the executors of the late Robert Pulford, deceased
1955 Aston Martin DB2/4 'MkI' 3.0-Litre Sports Saloon
Coachwork by Mulliners of Birmingham**

Registration no. RGW 529

Chassis no. LML/1016

Engine no. VB6J/521



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 sportscars who is not limited by financial considerations.'

Introduced in October 1953, the DB2/4 widened the already considerable appeal of the DB2 by the simple expedient of installing two occasional rear seats, the latter being facilitated by extensive revisions to the car's rear end. As well as the extra accommodation, there was also room for more luggage, the latter being accessed via a hatchback rear door. A raised roofline, one-piece windscreen, larger bumpers and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2, though the Vantage (125bhp) engine became the standard specification. A total of 565 DB2/4s was produced before the arrival of the MkII in October 1955, by which time the 3.0-litre 'VB6J' engine had been standardised.

Its accompanying copy build sheet shows that chassis number '1016' was originally fitted with engine number 'VB6J/550', it should be noted that the chassis plate has been re-stamped with the replacement engine's number. Registered 'RGW 529', the car was retailed via Brooklands of Bond Street and first owned by Messrs Henry Neal Limited of Baker Street, London W1. Its late owner purchased the Aston via Ken Jarvis Ltd of Waterloo Road, Hanley for £395 on 7th October 1966. He part exchanged an Austin A60 (allowance of £300) and HP'd the remaining £95 over 12 months! The bill of sale is on file together with another bill for £230 for repairs to the bonnet in 1980.

Dated May 2008, the most recent bill is for MoT testing and changing the oil and brake fluid. In addition, there are 13 expired MoT certificates on file, showing the mileage total increasing from 63,000 in 1994 to 75,000 when the most recent was issued in February 2011. The car also comes with Swansea V5C document and a copy of an *Autocar* road test of the 3.0-litre DB2/4. SORN'd up to February 2013, the car will require re-commissioning before returning to the road.

£40,000 - 60,000

€47,000 - 70,000



248

The ex-works demonstrator

2002 Aston Martin DB7 V12 Vantage GT Coupé

Registration no. OY52 TEO
Chassis no. SCFAB12803K303463
Engine no. AM2/03563

The beautiful car offered here is an example of the limited edition Vantage GT, an enhanced version of the Vantage introduced in 2002, some two years before production ceased. In GT form the 6.0-litre V12 engine producing 435bhp and 410lb/ft of torque, which represented improvements over the standard Vantage of 15bhp and 10lb/ft respectively. External distinguishing features consisted of a mesh front grille, bonnet vents, a boot spoiler and five-spoke 18" wheels, while beneath the skin there was stiffened suspension and upgraded Brembo brakes. Lowered overall gearing made for improved acceleration, reducing the 0-60mph time to a little under 5 seconds, while the top speed of 185mph remained unchanged. This package of enhancements increased the GT's price to £104,500, making it some 10% more expensive than the standard model.

First registered in November 2002, ahead of general sale, 'OY52 TEO' was retained by Aston Martin as a demonstrator and show car before passing to the current vendor, its first and only private owner, in December 2004 at 1,700 miles. According to AML, it is one of only 21 finished in the Vertigo Blue promotional colour out of 190 made. The Vantage was purchased via Lancaster Aston Martin in Sevenoaks and since acquisition has been kept garaged in West Hampstead, London and driven every year, albeit sparingly. A total of only 30,400 miles is currently displayed on the odometer.



Apparently, this was the car featured on BBC Television's 'Top Gear' programme and driven by 'The Stig'. Several years ago it was driven by an AM test driver who said it was the fastest DB7 model he had experienced and went like a rocket. We are advised that it still does.

'OY52 TEO' comes with full service history with Aston Martin Works Service up to 2010 and subsequently with Aston Service London. It was serviced recently and is MoT'd to April 2014. Sadly, a back condition has made driving too uncomfortable for the vendor, who is parting with his Vantage GT only with great reluctance. A rare Aston Martin, this very special Vantage GT is offered with sundry bills, old-style logbook, current road fund licence and Swansea V5C document.

£28,000 - 32,000

€33,000 - 38,000

End of Sale



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Above:
1961 Aston Martin DB4 Saloon

Left:
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3

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Chassis No. 3053*

3. *'NOJ 392' - The ex-Works/Le Mans/Mille Miglia
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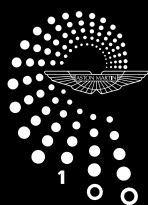
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The Aston Martin

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Our Museum is open to the public Monday to Friday 10.00 to 16.30 and the Archive by appointment.



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The Bonhams Auction at Works Service is always an event that Aston Martin Owners Club Members look forward to. As well as a wonderful array of Aston Martins and automobilia, this event is a social highlight for many.

2013, being a centenary year for Aston Martin, is even more action packed with social, racing and concours events being held throughout the world, than usual:

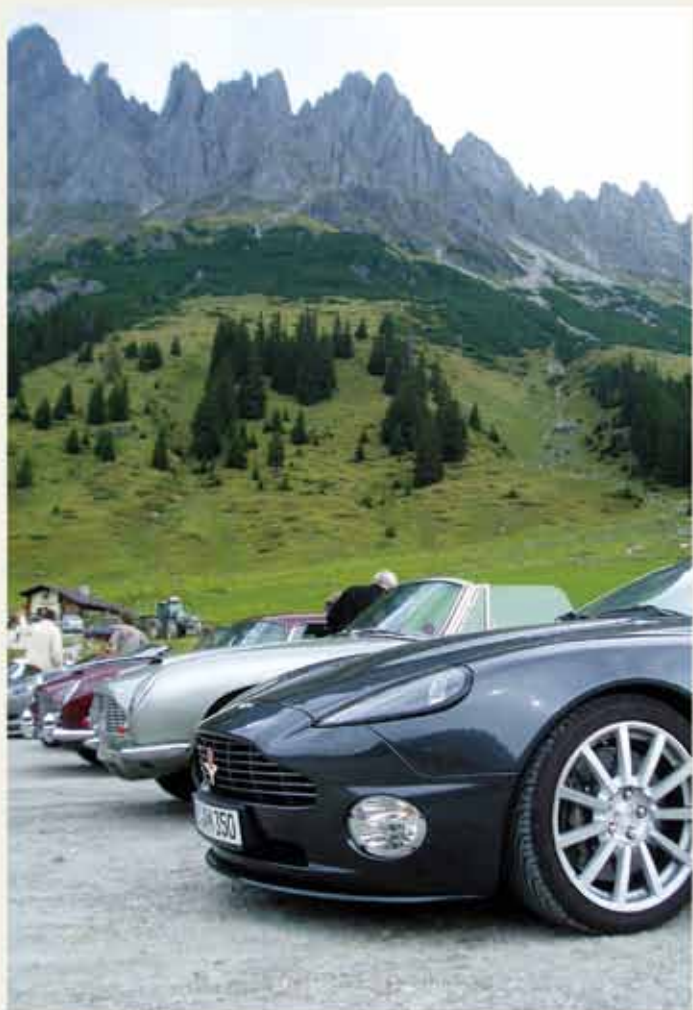
Social events: Dinners prior to each Concours (18th May, 5th October) and at Brands Hatch (6th July), 21st June Aston Martins take over La Chartre, near Le Mans, 250 Aston parade at Silverstone Classic, 21st August Family Driving day at Prescott Hillclimb, 1st September 100 car rally from Feltham to Works Service, 8th September at the Polo, Windsor Great Park and a Finale Ball on 23rd November.

Members in the Club have local Area Reps, around the world, organising a wide variety of events in addition to those mentioned here. Discount tickets are available to Members for many events.

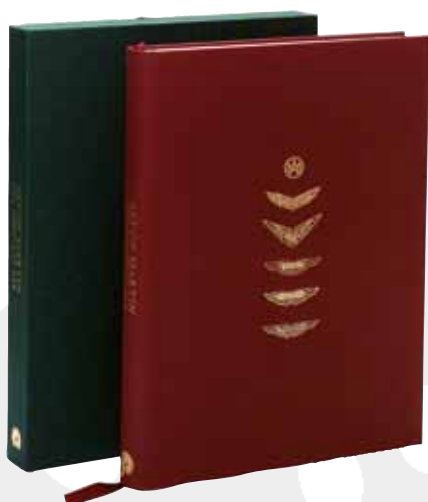
Race Meetings: 11th May Oulton Park, 1st June Donington Park, 6th & 7th July Brands Hatch is the official Centenary race meeting, 22nd September Curbrough Sprint, 28th September Snetterton – Aston Martin parking and hospitality for Members at all events.

Concours: 19th May at the Old Naval College, Greenwich London, 6th October at Broughton Castle, Oxfordshire. Although not a competitive Concours, 21st July at Kensington Palace will see an outstanding array of 100 iconic Aston Martins parked in chronological order along the Broadwalk. 25 Le Mans cars and all the Aston Martins used in the Bond films over the past 50 years will also be on display.

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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.

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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 (only available on lots with a low estimate greater than £400)

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% on the first £25,000 of the *Hammer Price*
20% from £25,001 to £500,000 of *Hammer Price*
12% from £500,001 upwards of *Hammer Price*

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

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

8. VAT

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

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

- † *VAT* at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω *VAT* on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * *VAT* on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

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

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

9. PAYMENT

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

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases;

Bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes, 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;

Sterling travellers cheques: you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using 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;

Union Pay cards: these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are 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 *Buyers 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

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

3.6

Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7

Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

4.2

You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3

For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4

If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5

Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6

You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7

You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8

You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

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;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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> .
7.1.2	to retain possession of the <i>Lot</i> ;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.5	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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.6	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
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;	8.2	The discretion referred to in paragraph 8.1:	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> .
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;	8.2.1	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	10.2	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:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	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
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;	9	FORGERIES		
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> .	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		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*.

"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 "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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20th Century British Art

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Aboriginal Art

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African and Oceanic Art

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Fred Baklar
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American Paintings

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Antiquities

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Antique Arms & Armour

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Art Collections, Estates & Valuations

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Art Nouveau & Decorative Art & Design

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Frank Maraschiello
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Australian Art

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Australian Colonial Furniture and Australiana

James Hendy
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Books, Maps & Manuscripts

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British & European Glass

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British & European Porcelain & Pottery

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Contemporary Art

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California & American Paintings

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Coins & Medals

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Contemporary Art & Modern Design

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Costume & Textiles

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Entertainment Memorabilia

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Ethnographic Art

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Football Sporting Memorabilia

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Furniture & Works of Art

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Greek Art

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Golf Sporting Memorabilia

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Irish Art

Penny Day
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Impressionist & Modern Art

Deborah Allan
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Islamic & Indian Art

Alice Bailey
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Japanese Art

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Mechanical Music

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Natural History

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UK/08/12

Bonhams

1793

Index

Lot No	Year	Model	Lot No	Year	Model
247	1955	Aston Martin DB2/4 'MkI' 3.0-Litre	241	1971	Aston Martin DBS V8
234	1957	Aston Martin DB 2/4 Mark II	221	1974	Aston Martin V8
240	1958	Aston Martin DB MkIII	210	1979	Aston Martin DB5
201	1958	Aston Martin DB MkIII	215	1979	Aston Martin V8 Series 4
211	1960	Aston Martin DB4 'Series 2'	238	1980	Aston Martin V8 Vantage
239	1960	Aston Martin DB4GT 'Jet' Coupé	227	1986	Aston Martin V8 Volante
224	1961	Aston Martin DB4 'Series 3'	209	1986	Aston Martin V8 Volante
206	1962	Aston Martin DB4 'Series 3'	232	1987	Aston Martin V8 Vantage Volante
217	1963	Aston Martin DB4 'Series V' Vantage	230	1987	Aston Martin V8 Volante
220	1963	Aston Martin Lagonda Rapide	204	1988	Aston Martin Lagonda Series 4
229	1964	Aston Martin DB5 Convertible	228	1988	Aston Martin V8 Series 5
218	1964	Aston Martin DB5	243	1989	Aston Martin V8 Zagato Vantage Volante
237	1964	Aston Martin DB5	235	1994	Aston Martin Vantage
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242	1968	Aston Martin DB6 'MkI' Volante	245	2001	Aston Martin DB7 V12 Vantage
225	1968	Aston Martin DB6	226	2001	Aston Martin Vanquish
216	1969	Aston Martin DB6 Vantage Volante	248	2002	Aston Martin DB7 GT
244	1969	Aston Martin DBS Project	236	2005	Aston Martin DB9
246	1970	Aston Martin DBS Vantage	202	1956	Lagonda 3-Litre
233	1971	Aston Martin DB6 Mk2 4.2-Litre			





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