

Aston Martin and Lagonda
Motor Cars and Related Automobilia
Saturday 17 May, 2014
Newport Pagnell

THE
ASTON
MARTIN
SALE

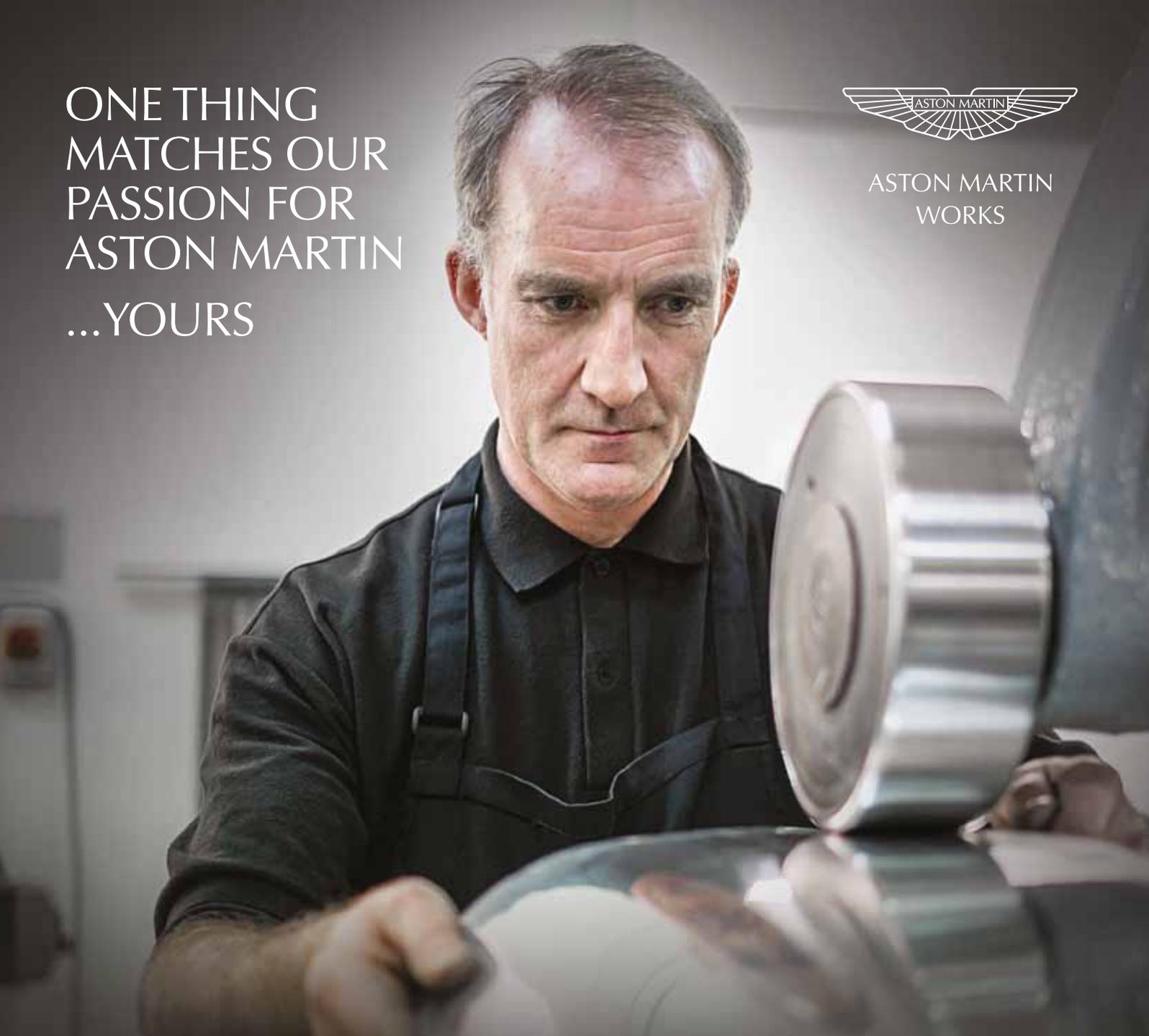


Bonhams

ONE THING
MATCHES OUR
PASSION FOR
ASTON MARTIN
...YOURS



ASTON MARTIN
WORKS



At Aston Martin Works, the historic home of Aston Martin, we passionately protect the experience, heritage and values that have made our great British brand an iconic name in the world of luxury sports cars.

Uniquely, we are home to one of the world's newest and most advanced Aston Martin sales and servicing centres as well, of course, as our renowned heritage restoration and parts service.

So whether you are seeking a new Aston Martin sports car, would like an assured previously-owned car, need help finding or restoring a classic Aston Martin or are simply looking for a trusted Aston Martin service and repair facility, you will find that your passion for Aston Martin is always matched by ours.

ASTON MARTIN WORKS

Tickford Street, Newport Pagnell
Buckinghamshire, MK16 9AN

Tel: Sales: +44 (0) 1908 610620
Tel: Service: +44 (0) 1908 619264
Email: enquiry@astonmartin.com

www.astonmartinworks.com

EXPERIENCE MATTERS



ASTON MARTIN
WORKS

ASTON MARTIN

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

the property of various owners

Saturday 17 May 2014

Bonhams

IN ASSOCIATION WITH

NICHOLAS MEE



ASTON MARTIN



Welcome, friends, to the 15th annual Bonhams auction here at Aston Martin Works in Newport Pagnell – the historic home of Aston Martin for almost 60 years. It hardly seems a year ago that many of us were gathered here for a truly exceptional auction event – when records were smashed and iconic sports cars once again changed hands amid a flurry of excited bidding from eager buyers around the globe.

Truly, the annual auction event here at Aston Martin Works has become a mainstay not only of the global Aston Martin calendar, but of the classic sports car collectors' calendar. This year, as in all recent years, we will see rare and exceptional Aston Martins find new homes with buyers around the world – underlining once again the global significance of this once tiny sports car company.

Now proudly pushing on into a second successful century of luxury sports car making, Aston Martin is nothing less than a worldwide motoring phenomenon. The new cars built only 50 miles or so from here over at Gaydon, in Warwickshire, continue to win praise not only for their exceptional beauty and classic style, but also for their spirited performance and grin-inducing handling. It's safe to say that the spirit of iconic sports car-making so carefully nurtured here at Newport Pagnell is very much alive and well at Gaydon today – a situation which must make every Aston Martin enthusiast optimistic for the future of our beloved brand.

More hope and expectation around the future success of the brand should be drawn from the very buildings around us today. Aston Martin Works – formerly Aston Martin Works Service – has recently completed a two-and-a-half year, multi-million pound redevelopment that makes it, almost literally, a one-stop shop for all things Aston Martin.

The addition of the exceptional new car showroom in 2012 has been further supported by the complete redevelopment of the Modern Car Workshop, Heritage Workshop, Panel Shop and Paint & Bodyshop – creating a suite of workshop facilities that are unrivalled in their quality and depth of skill.

But it's perhaps the relatively recently-opened Heritage Showroom in the building nicknamed 'Olympia' – because of its resemblance to that famous old exhibition space in London, of course – that will chime most closely with the interests of Bonhams' auction-goers. Re-built to showcase Aston Martin's epic 'back catalogue' to its very best advantage, Olympia now regularly houses some of the most interesting, beautiful, and valuable, classic Aston Martin sports cars to come to the market.

Expansion, investment and redevelopment here at Aston Martin Works would count for nought, of course, if we were not supporting that investment with a corresponding investment in staff. The workforce here at Aston Martin Works has more than trebled since we began our ambitious redevelopment and expansion plans, and a key part of that expansion in headcount has been the development of the Apprenticeship Programme.

You are familiar, no doubt, with the painstaking process required to faithfully and accurately recreate, for instance, the nose of a DB5 from flat sheets of sterile aluminium. Scores of hours spent carefully fashioning panel sections using authentic tools such as the famous old English Wheel are what's needed to do the job correctly, and here at Aston Martin Works we recognise that investing in the perpetuation of these rare and precious skills is as vital to the future of Aston Martin's heritage as smart new workshops or impressive sales rooms.

It's a dedicated, five-year, journey to acquire these skills and we are proud to say that a number of local teenagers are embarking on that journey with passion and enthusiasm. These youngsters will, quite literally, keep the future of the brand safe in their hands and we are all comforted, as you should be, to see such exceptional craftsmanship protected.

Consummate skills of quite another sort will be on show at the Bonhams auction as the parade of exciting sports cars you see documented in this catalogue make their way across 'the block' once again. The Bonhams team have become a family friend here at Newport Pagnell and we never cease to marvel at their auctioneering prowess – just one more reason, perhaps, why this sale in an otherwise sleepy corner of Buckinghamshire has become such a globally-significant occasion.

Of course the sale is far more than simply a parade of rare, desirable and exciting sports cars: automobilia of all shapes and sizes will also change hands over the course of the event with rare and precious spare parts, accessories and all manner of Aston Martin-branded ephemera heading off to join collections around the world. It bears repeating, then, that today's auction is something really rather special. If you are lucky enough to attend you will be witness, most likely, to more memorable moments – moments that go to make up the almost impossibly rich and fascinating 101-year history of Aston Martin.

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

Good luck!

THE ASTON MARTIN SALE

Aston Martin and Lagonda Motor Cars and Related Automobilia

Saturday 17 May 2014 at 11:00, 14:00 and 14:30
Newport Pagnell

VIEWING

Friday 16 May 17:00 - 20:00
Saturday 17 May from 09:00

SALE TIMES

Automobilia Part 1 - 11:00
Automobilia Part 2 - 14:00
Motor Cars 14:30

SALE NUMBER

21900

CATALOGUE

£30.00 + p&p

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 16:00 on Friday 16 May. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 20 7468 5802 fax

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 242

Bonhams 1793 Limited

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

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

Bonhams 1793 Ltd Directors

Robert Brooks Chairman,
Colin Sheaf Deputy Chairman,
Malcolm Barber Group Managing Director,
Matthew Girling CEO UK and Europe,
Geoffrey Davies, Jonathan Horwich,
James Knight, Patrick Meade,
Caroline Oliphant, Hugh Watchorn.

Bonhams UK Ltd Directors

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

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

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, 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 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% Buyer's 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.

Important changes to V5C Registration Document procedures

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

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

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

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

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

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

Bank: National Westminster Bank Plc

Address: PO Box 4RY

250 Regent Street

London W1A 4RY

Sort Code: 56-00-27

Account Name: Bonhams 1793 Limited Client Bank

Account/Account Number: 25563009

IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
 - credit cards: Visa and Mastercard. Please note there is a 3% 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).

NOVA

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

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

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.

Professional Catalogue Photography

Simon Clay
Tom Wood
Pawel Litwinski

Motor Car Preparation

Chris Bailey, Showcase SVS
+44 (0) 7889 722 333
www.showcasesvs.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 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 +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

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

Payment by card

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

Payment by cheque

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

Bank transfer

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, 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 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% Buyer's 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.

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 vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

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

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

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

Worldwide Motoring contacts

UK Motor Cars

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

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

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

Administrators

Jane Hogan
+44 (0) 20 7468 5806
jane.hogan@bonhams.com

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

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

Ben Deane-Pike
+44 (0) 20 7468 5800
ben.deanepike@bonhams.com

Tom Harrington
+44 (0) 20 7468 5808
tom.harrington@bonhams.com

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

USA Motor Cars

West Coast

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

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

East Coast

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

Administrator

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

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

Malcolm Barber
+44 (0) 207 468 8238
malcolm.barber@bonhams.com

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

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

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

Mainland Europe Motor Cars

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

Gregor Wenner (Italy)
+39 (0) 6 48 59 00
gregor.wenner@bonhams.com

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

Administrator

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

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

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

Additional contacts

Motorcycle Department

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

Automobilia

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

Press Office

Julian Roup
+44 (0) 20 7468 8259
+44 (0) 20 7468 8209 fax
julian.roup@bonhams.com

Buyers/Sellers Accounts UK

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

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

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

Catalogue subscriptions

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

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 20 May 2014 by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

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

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

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

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

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at buyers risk from the fall of the hammer.

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Sunday 18 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

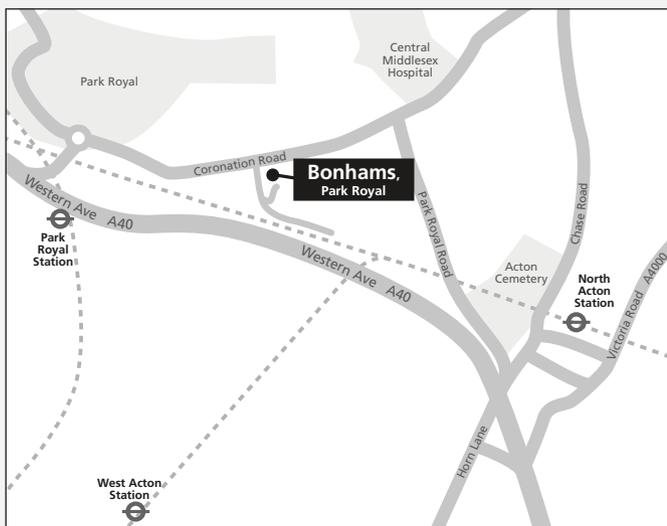
A representative of Polygon Transport, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

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

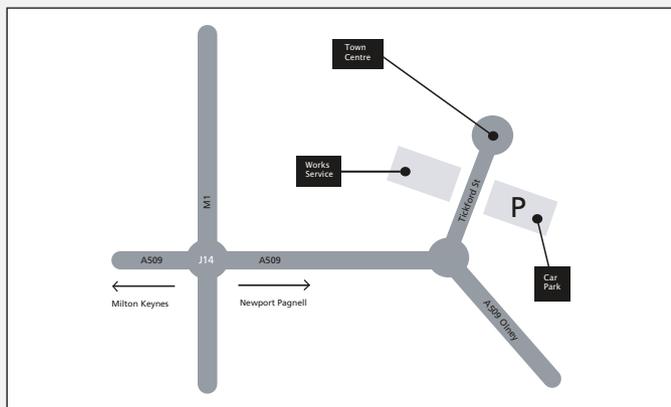
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk



Timetable for Saturday 17th May

09:00	Viewing opens	
11:00	Automobilia Part I	
	Books & Ephemera	1 - 28
	Accessories & Spares	29 - 41
	Signs & Artwork	42 - 99
12:30 - 13:30	Lunch interval	
14:00	Automobilia Part II	
	Miscellaneous	100 - 110
	Toys & Models	111 - 119
	Charity Lots	120 - 121
14:30	Motor Cars	201 - 250

Directions



Address

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

Site Map



AUTOMOBILIA

Part I, Lots 1 - 99 at 11:00

Part II, Lots 100 - 121 at 14:00

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





8

MORNING SESSION 11AM AUTOMOBILIA PART I

1• EIGHT ASTON MARTIN BOOKS, including Chris Nixon: Racing with the David Brown Aston Martins, Volume 2 (1st edition); Schlegelmilch & Lehbrink: Aston Martin; Michael Frostick: Aston Martin and Lagonda; Inman Hunter: Aston Martin 1914 to 1940 A Pictorial Review; A B Demaus: Lionel Martin - A Biography; and three other titles.

(8)
£150 - 200
€180 - 240

2 RACING WITH THE DAVID BROWN ASTON MARTINS, comprising Volume 1 by John Wyer and Chris Nixon and Volume 2 by Chris Nixon, each hard-backed with dust jacket, 4to, together with a monochrome photograph 6 x 4 inches, depicting the Aston Martin Works Team at Silverstone on 18 July 1953 where Parnell, Salvadori and Collins finished 1-2-3, (this is a date correction to page 61 of Volume 1) and an Aston Martin winged plaque, moulded plastic, 30cm wide.

(4)
£250 - 350
€300 - 420

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

£100 - 150
€120 - 180

8

4• YVES NAQUIN: LE GRAND PRIX AUTOMOBILE DE MONACO - STORY OF A LEGEND 1929-1960;

bound in red leather, limited edition (No 97/150), small format edition of the well illustrated title, signed by the author, English text, in presentation box with set of prints after Michael Turner.

£150 - 250
€180 - 300

5• ALAN ARCHER, TED CUTTING, NEIL MURRAY & RICHARD WILLIAMS: 'ASTON MARTIN - THE COMPLETE CAR';

linen bound in linen slipcase, unnumbered promotional copy from an edition of 1500, published by Palawan Press in 1994, 4to.

(2)
£300 - 400
€360 - 490

6• A 1965 UNITED ARTISTS JAMES BOND 'GOLDFINGER' PRESS CATALOGUE, large format 8-page catalogue, featuring poster designs, and details of the characters and accessories including the DB5, 43 x 28cm, small tear to upper edges.

£250 - 350
€300 - 420

7• CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS; VOLUMES 1 AND 2,

each first edition in deluxe green leather binding and with dust-jacket, as presented to drivers and other contributors at Silverstone on 28th June 1980 to mark the 21st Anniversary of David Brown's Le Mans winning car, each with certificate, Volume 1 signed by the author to title page, offered together with John Wyer: The Certain Sound - Thirty Years of Motor Racing, with dust-jacket.

(3)
£250 - 350
€300 - 420

8• AN EARLY ASTON MARTIN SALES BROCHURE, CIRCA 1924, pale green 3-page fold-out brochure, with details and specifications for the Touring and Sports models, small 4to, some creasing and tears to edges.
£500 - 700
€610 - 850

9• A LARGE FORMAT ASTON MARTIN ZAGATO DELUXE BOUND SALES BROCHURE, stud-bound red cloth hard covers, large folio format measuring 30 x 42cm, with full colour illustrations, details and specifications for the V12 Coupe, unused and still in cellophane covering and in original delivery carton.

£80 - 120
€100 - 150

10 ASSORTED LAGONDA AUTOMOBILIA, including an enamel Lagonda Club car badge, two 1960s Lagonda Rapide sales brochures (one with loose covers), race programmes for Le Mans and Brooklands 1939 with race details featuring Lagonda and Aston Martin cars, a Lagonda maroon leather-cloth wallet cover, a Lagonda LG6 gear-knob and a black canvas Lagonda M45 tonneau cover.

(9)
£120 - 180
€150 - 220

11• THREE DB ASTON MARTIN SALES BROCHURES, comprising DB2 Sports Saloon fold-out brochure, 3-Litre DB2-4 and DB2-4 successes brochure.

(3)
£200 - 300
€240 - 360

12• AN ASTON MARTIN DB3S COMPETITION CAR SALES BROCHURE, monochrome cover, 4to.

£200 - 300
€240 - 360

13• AN ASTON MARTIN DBS SALOON WORKSHOP MANUAL, brown vinyl ring-bound folder, some light wear, offered together with a Service Information booklet for the same, brown card covers.

(2)
£80 - 120
€100 - 150

14•
AN ASTON MARTIN DB5 WORKSHOP MANUAL,
 in black vinyl ring-bound folder.
£80 - 120
€100 - 150

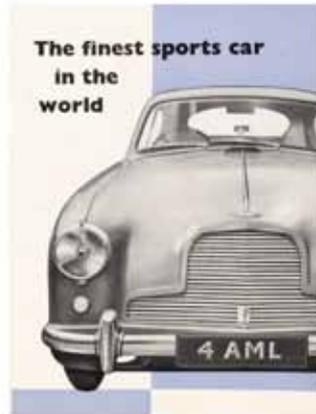
15•
A LEATHER COVERED ASTON MARTIN V8 OWNERS HANDBOOK,
 vinyl ring-bound folder with black leather cover, for the Saloon, Volante and Vantage models, complete with fold-out wiring broadsheet, small 4to.
£120 - 180
€150 - 220

16•
A RARE 1979 ASTON MARTIN V8 LEATHER-BOUND OWNERS' HANDBOOK,
 ring bound with black leather pop-stud gilt embossed cover, with two wiring diagram sheets, together with an Aston Martin Vantages sales brochure and a range brochure for V8 Coupe, Volante, Vantage and early DB7.
 (3)
£150 - 200
€180 - 240

17•
AN ASTON MARTIN DB5 INSTRUCTION BOOK,
 black card covers with plastic ring binding and black vinyl cover, 8vo.
£200 - 300
€240 - 360

18•
AN ASTON MARTIN DB6 WORKSHOP MANUAL
 part number 073-43-0130 for DB6 Saloon, DB6 Mk 2 Saloon and Volante Convertible, black folder with white text, ring bound loose leaf pages, punched holes on some pages pulled or torn, each page now mounted in clear plastic sleeve, 4to.
£250 - 300
€300 - 360

19
AN ASTON MARTIN DB4 AND DB4 GT WORKSHOP MANUAL,
 stud-bound dark green Rexine hard covers with gilt tooling, some damp damage to cover and minor workshop wear, 4to, with amendments sheet, together with a framed and glazed print of a DB4 GT Zagato, and several motoring magazines.
 (Qty)
£250 - 300
€300 - 360



11



11



11

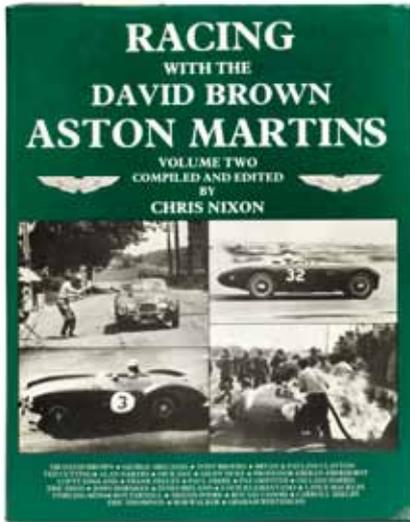
20•
AN ASTON MARTIN DB4 PARTS BOOK,
 bound in dark green Rexine hard covers, pages in seemingly good order, offered together with a 1957 1st edition of Dudley Coram: Aston Martin - Story of a Sports Car.
 (2)
£300 - 400
€360 - 490

21•
ASTON MARTIN DB5 WORKSHOP MANUAL AND PARTS CATALOGUE,
 each in black vinyl ring-bound folders, in generally good order with little sign of workshop wear.
 (2)
£300 - 400
€360 - 490

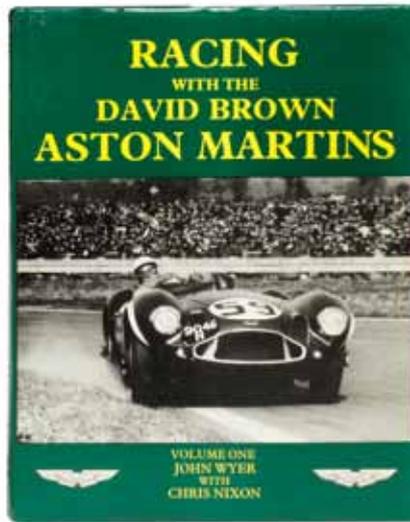
22•
TECHNICAL LITERATURE FOR DAVID BROWN ASTON MARTIN CARS,
 including a DB5 sales brochure, green card covers, 4to, one ring-bound and one soft cover workshop manual for DB4/DB4 GT, another for the DB2 and DB2/4 models and a photocopied parts catalogue for the same, a DB5 photocopied workshop manual, and a BP lubrications chart.
 (7)
£300 - 400
€360 - 490

23•
AN ASTON MARTIN DB5 INSTRUCTION BOOK AND SALES BROCHURE,
 the instruction book with ring-bound black card covers and vinyl protective cover with embossed lettering, 8vo, the 1964 brochure with green card covers, well illustrated and including specifications pamphlet for the Saloon and Convertible models to rear, a DB5 Road Test article, together with DB Aston Martin Lagonda Ltd paintwork and leather samples in green vinyl pouch, and a DB4 sales brochure, worn with some pages detached and loss in places.
 (5)
£300 - 400
€360 - 490

24•
AN ASTON MARTIN DB4/DB4GT WORKSHOP MANUAL AND A DB4 PARTS BOOK,
 each stud-bound with green Rexine hard covers with gilt tooling, 4to.
 (2)
£400 - 500
€490 - 610



28



27•

STEPHEN ARCHER & SIMON HARRIES: ASTON MARTIN - ZAGATO; A SPECIAL LIMITED EDITION,

published by Palawan Press 1998, bound in navy blue calf leather, numbered 0048 of 175, a good copy of this rare and sought-after title, 408 numbered pages, an illustrative history of the car and it's racing successes, with many photographic illustrations by Richard Newton, complete with four accompanying prints and a poster, all contained within a leather-covered presentation box applied with Zagato 'Z' plaque engraved with edition number 0048, and in original card packing box.

£400 - 600
€490 - 730

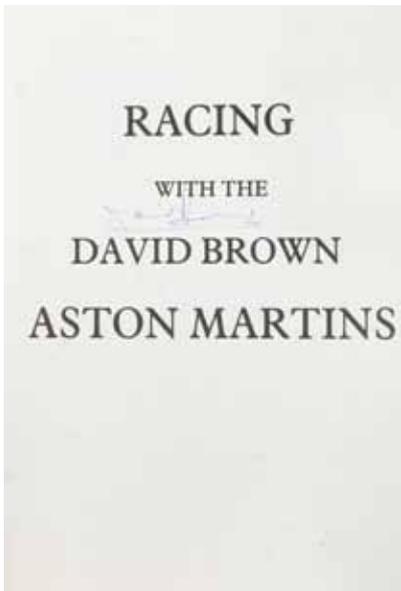
28•

CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUMES 1 AND 2; SIGNED BY THE AUTHOR, DRIVERS AND TEAM MEMBERS OF THE DAVID BROWN RACING ERA,

each first edition in deluxe leather binding with dust jacket and signed within by author Chris Nixon, David Brown, drivers Carroll Shelby, Tony Brooks, Paul Frere, Stirling Moss, Jack Fairman, Innes Ireland and also by Ted Cutting, designer of the 1959 Le Mans winning Aston Martin DBR1, the DBR2 and DBR4. Volume 1 signed to the title pages, and Volume 2 signed throughout with dedications to Kingsley Riding-Felce to the respective profile pages.

(2)
£500 - 700
€610 - 850

Both volumes are the personal property of Kingsley Riding-Felce, the Managing Director of Aston Martin Works Service at Newport Pagnell, and the signatures contained within were obtained personally by him at the Laguna Seca Pebble Beach Concours weekend in Monterey California 1989, where all the drivers and members were specially reunited for the event, and where Aston Martin was the favoured marque.



28 (detail)

25•

ASTON MARTIN DB4 PARTS BOOK, SALES BROCHURE AND INSTRUCTION BOOK,

stud-bound parts book with green Rexine hard covers, plastic ring-bound instruction book with card covers, and an illustrated sales brochure with cream card covers.

(3)
£400 - 500
€490 - 610

26•

A LOT OF ASSORTED DAVID BROWN ASTON MARTIN WORKSHOP MANUALS AND PARTS LISTS,

including a stud-bound DB4 parts book, dark green hard covers, a soft-back DB4 & DB4GT workshop manual, vinyl ring-bound workshop manuals and parts catalogues for DB5 and DB6, two soft-back parts catalogues and a workshop manual for DB Mark III and DB2/DB2/4, vinyl ring-bound parts catalogues for DBS and DBS V8, a Lagonda 2.6/3-Litre workshop manual, an Aston Martin Lagonda master price list, and a DB4/DB5/DB6 man hour schedule, used conditions with some workshop wear.

(Qty)
£1,000 - 2,000
€1,200 - 2,400

29

THREE WHEEL SPINNERS TO SUIT ASTON MARTIN DB5,

chromed, two-eared type.

(3)
£100 - 150
€120 - 180

30

A CIRCA 1969 PROPOSED RADIATOR GRILLE AND LIGHT SURROUND FOR THE DBS V8 LAGONDA PROTOTYPE,

factory produced alloy design for the four door five-seater model conceived by Sir David Brown of which only seven examples were built between 1974-75, comprising main radiator and grill with both double headlight surrounds.

(3)
£100 - 150
€120 - 180

**31
ASSORTED SPARES FOR ASTON
MARTIN,**

including a set of four DB4 Series V brake drums, a pair of plastic racing side mirrors, a telescopic radio aerial unit by Maystar, and a dual pair of Fiamm Road Master air horns with 12V motor and associated parts.

(Qty)

£150 - 250

€180 - 300

**32
A SET OF FOUR ASTON MARTIN DB7
WHEEL DISCS BY SPEEDLINE OF ITALY,**
moulded plastic construction in metallic silver finish with black central boss, 36.5cm wide, used with minor wear.

(4)

£200 - 300

€240 - 360

**33
TWO ASTON MARTIN DB4/DB5 FIRE
EXTINGUISHERS,**

one by Bradville Ltd, the other unmarked, chromed, used condition, 14cm long, one empty.

(2)

£200 - 300

€240 - 360

**34 ◊
A QUANTITY OF MAINLY ASTON
MARTIN DB5 AND DB6 SPARES,**

some new/old stock, including three DB5 exhaust down pipes and one for DB6, two front shock absorbers, exhaust valves, fuel filters, brake pad sets, assorted gaskets, two Fram air filters, assorted hoses, and other parts and sundry spares, a list of items supplied by the vendor is available to view with the lot.

(Qty)

£250 - 350

€300 - 420

**35
A STEERING COLUMN, BELIEVED
ASTON MARTIN DB4,**

comprising main housing but without main shaft, with indicator unit, believed to suit DB4 or DB4 GT.

£250 - 350

€300 - 420

**36 ◊◊◊◊
A 1959 ASTON MARTIN DB2/4 MKIII
ENGINE AND TRANSMISSION,**

2.9 litre engine fitted with gearbox, engine number VB6J/923, sold as viewed, mounted on wheeled trolley.

£1,000 - 2,000

€1,200 - 2,400



37



36

**37
AN ARCHIVE OF ASTON MARTIN AND
LAGONDA ENAMELLED BADGES
AND KEY FOBS FROM MANHATTAN-
WINDSOR PRODUCTS LIMITED OF
BIRMINGHAM,**

post-1960 to modern, including many original watercolour and/or pen and ink designs, some with corresponding enamelled or blank samples, includes Aston Martin Zagato and Tickford badges.

(Qty)

£300 - 400

€360 - 490

**38
AN ASTON MARTIN DB MARK III JACK,**
by Smiths, painted red, 63cm long, together with King Dick handle.

(2)

£80 - 120

€100 - 150

**39
AN ASTON MARTIN DB4/DB4 GT JACK,**
by Bevelift, painted black with crank handle, 65cm long.

£400 - 600

€490 - 730

**40
A LAKE & ELLIOTT HYDRAULIC JACK
FOR ASTON MARTIN DB2,**

1 ton jack, painted green, complete with handle with wooden grip.

(2)

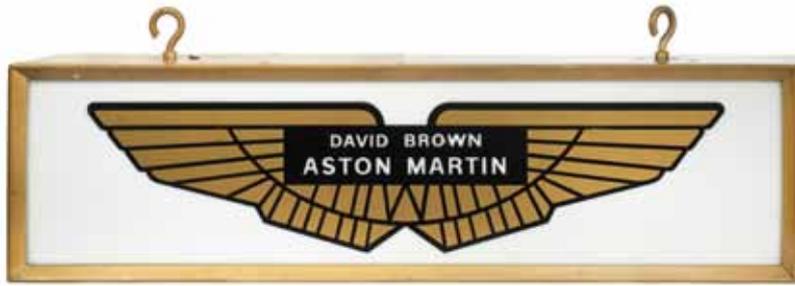
£700 - 900

€850 - 1,100

**41
AN ASTON MARTIN DB4/DB4 GT JACK,**
by Bevelift, painted black with crank handle, 65cm long.

£300 - 400

€360 - 490



46



47



48



45

42

A LAGONDA METAL SIGN,

steel rectangular panel with dark blue ground and gilt Lagonda emblem, 36 x 66cm, together with a cast alloy Lagonda emblem with raised lettering, 67cm wide.

(2)

£180 - 240

€220 - 290

43

AN 'ASTON MARTIN DB3S SEBRING GRAND PRIX' HANGING GLASS SIGN,

a 1930s oval glass panel with bevelled edge, later etched to reverse with image and lettering commemorating the 1956 Class D win for Salvadori and Shelby in the DB3S, approximately 120cm wide, with chains for hanging.

£300 - 400

€360 - 490

44 ◊

AN 'ASTON MARTIN SERVICE' ILLUMINATING SIGN,

double-sided, fitted with Perspex panels featuring the winged emblem, 30 x 81cm, wired for illumination.

£300 - 400

€360 - 490

45 ◊

AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,

modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.

£300 - 400

€360 - 490

46 ◊

A 'DAVID BROWN ASTON MARTIN' ILLUMINATING HANGING SIGN,

metal box construction with hooks and chain for hanging, with single Perspex panel featuring the winged emblem, 26 x 94 x 17.5cm, wired for illumination.

£500 - 700

€610 - 850

47 ◊

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

double-sided, copper alloy box construction with side vents and hooks for garage hanging, fitted with glass panels to each side bearing the Aston Martin winged emblem, wired for illumination, 39 x 76 x 15cm.

£500 - 700

€610 - 850

48 ♦♦

AN ASTON MARTIN LAGONDA SERVICE SIGN,

double-sided, metal panels with green painted frame, 90 x 180cm.

£500 - 700

€610 - 850

49

A ROY SALVADORI SIGNED ASTON MARTIN DB3S PHOTOPRINT,

monochrome image of Salvadori with the DB3S at Goodwood, signed by the driver in blue marker, 39 x 51cm, mounted, framed and glazed.

£80 - 120

€100 - 150

50

A PHOTOGRAPH WITH SIGNATURE OF JAMES BOND WITH THE 'GOLDFINGER' ASTON MARTIN DB5,

monochrome image of Sean Connery as 007 with the car, 24 x 19.5cm, mounted together with signature of the actor in black marker, framed and glazed.

£100 - 150

€120 - 180

51

A PHOTOGRAPH OF MICK JAGGER AND HIS ASTON MARTIN DB6, TAKEN 25TH AUGUST 1966,

monochrome image, depicting Jagger with his car, talking to a Police motorcyclist, 44 x 60cm, mounted with a Mick Jagger autograph in black marker, framed and glazed.

£250 - 350

€300 - 420

52

ASTON MARTIN DBR1 AND DB3S PHOTO-PRINTS AND POSTERS INCLUDING SIGNED EXAMPLES,

comprising photo-prints for 'DB3S at Goodwood' depicting Roy Salvadori with his car, 'Aston Martin DBR1 at Aintree 1957', depicting Salvadori on the starting grid, a limited edition print after Alan Fearnley depicting Salvadori in the DB3S, each signed by the driver, and four Aston Martin reproduction victory posters, celebrating 1950s successes at Le Mans, Nurburgring and Oulton Park.

(7)

£250 - 300

€300 - 360

53 ♦

A LARGE 'ASTON MARTIN DB4 GT ZAGATO' PHOTOPRINT,

monochrome image depicting a bonnet view of the car, mounted on board with vinyl covering, 101 x 144cm.

£250 - 300

€300 - 360

53A ♦

A SERIES OF NINE COMMEMORATIVE ASTON MARTIN V8 PHOTO-PRINTS,

depicting the Hunter Green collection of V8 Aston Martins 1969-1990, each 35 x 50cm, mounted, framed and glazed.

(9)

£250 - 350

€300 - 420

54

A FRAMED PHOTOGRAPH WITH SIGNATURE OF ROGER MOORE WITH THE 'PERSUADERS' ASTON MARTIN DBS 'V8',

monochrome image of Moore as Lord Brett Sinclair with the car, 19 x 29cm, mounted together with autograph and dedication by the actor, framed and glazed, 53 x 45cm overall, together with photocopy of certificate of authenticity.

(2)

£300 - 400

€360 - 490

55

TWO SIGNED 'GOLDFINGER' PHOTOGRAPHS,

comprising a colour photograph of Sean Connery as 007 with the Aston Martin DB5, signed by the actor in black marker, 27.5 x 20.5cm, and a monochrome photograph of Honor Blackman as Pussy Galore with 007 in a scene from the film, signed and dedicated 'To Rich...' by the actress in gold marker, 20 x 25cm, each mounted, framed and glazed.

(2)

£300 - 400

€360 - 490

56

A JAMES BOND 'GOLDFINGER' FRAMED PHOTOGRAPH WITH SIGNATURE,

colour photograph of Sean Connery as 007 with the Aston Martin DB5, 35 x 27cm, mounted together with signature of Connery in black marker, framed and glazed, 73 x 46cm overall, with certificate of authenticity.

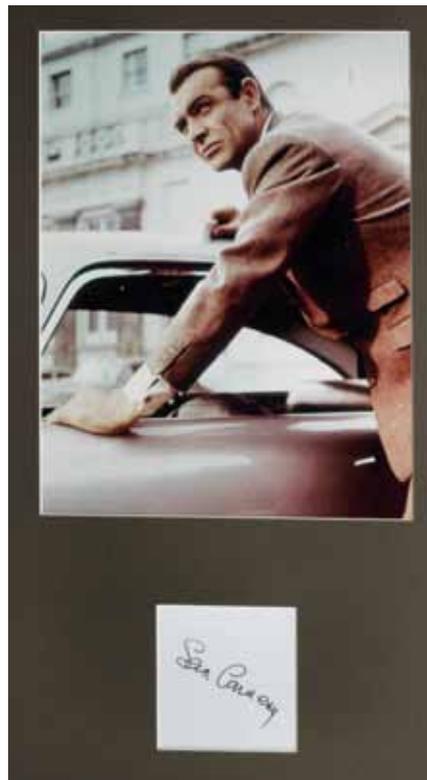
(2)

£400 - 600

€490 - 730



54



56



57

59

A SIGNED ASTON MARTIN LE MANS REPRODUCTION VICTORY POSTER, celebrating 1st and 2nd place in the DBR1 cars at the 1959 event, signed in blue marker by drivers Roy Salvadori and Paul Frere, 100 x 70cm.

£100 - 150
€120 - 180

60

AN ASTON MARTIN SEBRING REPRODUCTION VICTORY POSTER, celebrating 1st place in Class D for Salvadori and Shelby in the 3-litre DB3S at the 12-hour event, 99 x 69cm, framed and glazed.

£100 - 200
€120 - 240

61

AN ASTON MARTIN NURBURGRING REPRODUCTION VICTORY POSTER, celebrating 1st place for Moss and Brabham in the DBR1 at the 1958 1,000Km race, 99 x 69cm, framed and glazed.

£100 - 200
€120 - 240

62

FOUR ASTON MARTIN REPRODUCTION VICTORY POSTERS,

for 1950s Sebring, Nurburgring and Oulton Park events, each featuring image of an Aston Martin race car, each 100 x 70cm. (4)

£100 - 150
€120 - 180

63

A SIGNED ASTON MARTIN SEBRING REPRODUCTION VICTORY POSTER, celebrating victory with Shelby in the DB3S at the 12-Hour event, signed by Roy Salvadori in blue marker, 101 x 70cm.

£100 - 150
€120 - 180

64

AN ASTON MARTIN REPRODUCTION VICTORY POSTER, celebrating 1st and 2nd place for Moss and Brooks in the DBR2s at the British Empire Trophy race at Oulton Park 1958, 99 x 69cm, framed and glazed.

£100 - 200
€120 - 240

65

AN ASTON MARTIN LE MANS REPRODUCTION VICTORY POSTER, SIGNED BY ROY SALVADORI, PAUL FRERE AND MAURICE TRINTIGNANT, celebrating 1st and 2nd place in the DBR1 cars at the 1959 event, signed by the drivers, 99 x 69cm, framed and glazed.

£150 - 250
€180 - 300



58



68

57 A JAMES BOND 'GOLDFINGER' FRAMED PHOTOGRAPH WITH SIGNATURE,

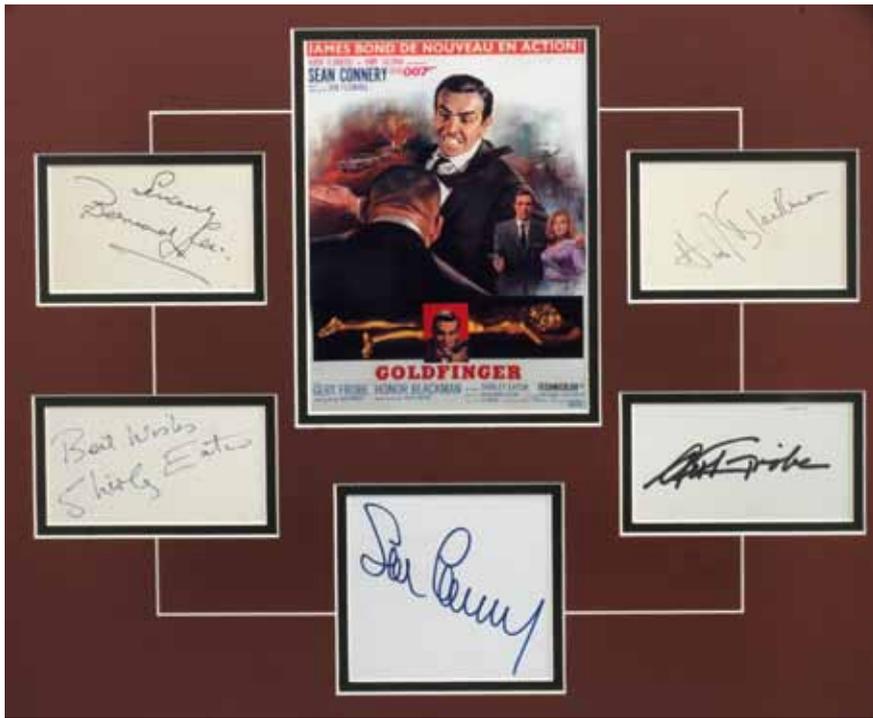
colour photograph of Sean Connery as 007 with the Aston Martin DB5, 24 x 19.5cm, mounted together with autograph of Connery in blue marker, and a small card with image of the Goldfinger film poster, framed and glazed, 38 x 45cm overall, together with certificate of authenticity.

(2)
£400 - 600
€490 - 730

58 A LARGE FRAMED PHOTOGRAPH WITH SIGNATURE OF MICK JAGGER WITH HIS ASTON MARTIN DB6,

monochrome image after Gered Mankowitz, 1966, depicting Jagger seated in front of his DB6 car, 53 x 53cm, mounted together with autograph of the singer in black marker, framed and glazed, 93 x 73cm overall, with certificate of authenticity.

(2)
£600 - 800
€730 - 970



71

66
THREE JAMES BOND POSTERS
FEATURING THE ASTON MARTIN DB5,
 comprising a limited edition (67/400)
 reproduction Thunderball 'Bond Drives
 an Aston...naturally' poster, 75 x 50cm, a
 monochrome poster depicting Connery as 007
 with the DB5, 63 x 51cm, and a Skyfall colour
 poster signed by Daniel Craig in black marker,
 41 x 59, each framed and glazed.
 (3)
£250 - 350
€300 - 420

67
A 'THE LIVING DAYLIGHTS' ADVANCE
PROMOTIONAL POSTER,
 black and white printed teaser featuring the
 front grille of the Aston Martin DB5, 29.5 x
 44cm, mounted, framed and glazed.
£250 - 350
€300 - 420

68
A 2004 LOUIS VUITTON CLASSIC POSTER
FEATURING ASTON MARTIN DB4 GT
ZAGATO,
 for the event held at Waddesdon Manor on 5th
 June, featuring a front view of the car against a
 Union Flag background, 81 x 61cm.
£300 - 400
€360 - 490

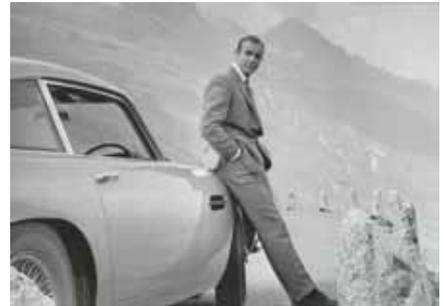
69
A MULTIPLE SIGNED ASTON MARTIN LE
MANS VICTORY ADVERTISEMENT,
 reproduced image from a modern magazine,
 celebrating 1st and 2nd place for the DBR1s
 at the 1959 24-Hour event, signed in blue
 ball-point by David Brown, and all four drivers
 Carroll Shelby, Paul Frere, Roy Salvadori and
 Maurice Trintignant, 36 x 29cm, mounted,
 framed and glazed.
£800 - 1,200
€970 - 1,500

70
A PHOTO-PRINT OF SEAN CONNERY
WITH THE ICONIC ASTON MARTIN DB5,
 monochrome image, 49 x 69cm, mounted,
 framed and glazed.
£100 - 150
€120 - 180

71
A FRAMED MONTAGE OF FIVE JAMES
BOND 'GOLDFINGER' ACTORS'
AUTOGRAPHS,
 comprising signatures of Sean Connery (007),
 Gert Frobe (Auric Goldfinger), Honor Blackman
 (Pussy Galore), Shirley Eaton (Jill Masterson),
 and Bernard Lee ('M'), mounted together
 with card depicting the poster for the film and
 featuring the DB5, glazed, 45 x 55cm overall.
£600 - 800
€730 - 970



69



70

72^{AR}
DAVID PURVIS (BRITISH), 'ASTON
MARTIN DB4',
 initialled 'DP' and dated '13.4.94', mixed
 media, a study of the car, 23 x 35cm,
 mounted, framed and glazed.
£120 - 160
€150 - 190

73
JOHN EVANS (BRITISH), 'ASTON MARTIN
DB4 GT',
 signed, watercolour and gouache on artists'
 paper, depicting a race variant of the car at
 speed, 35 x 53cm, mounted, framed and
 glazed, offered together with two limited edition
 prints comprising 'Jim Clark - Aston Martin
 Zagato' after Christopher Duggan, and 'Aston
 Martin DB4' after Stan Parsons, each signed
 by the artist, mounted, framed and glazed.
 (3)
£250 - 350
€300 - 420

74 ♦♦
TONY UPSON, AN 'ASTON MARTIN LTD'
SIGN,
 acrylic on board with moulded frame and
 hand-painted lettering, for garage display, 80
 x 240cm.
£400 - 600
€490 - 730



99

75 ◊

A LAGONDA GARAGE DISPLAY EMBLEM,

modern, cold cast resin and bronze composite with blue painted centre, 120cm wide

£200 - 300
€240 - 360

76 ◊

AN ASTON MARTIN CHASSIS PLATE GARAGE DISPLAY ITEM,

modern, cold cast resin and bronze composite, painted dark red background, 56 x 103cm.

£200 - 300
€240 - 360

77 ◊

AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM,

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

£250 - 300
€300 - 360

78 ◊

AN ASTON MARTIN 'DB6' GARAGE DISPLAY EMBLEM,

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

£250 - 300
€300 - 360

79 ◊

AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,

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

£250 - 300
€300 - 360

80 ◊

AN 'ASTON MARTIN' GARAGE DISPLAY CHASSIS PLATE,

modern, cold-cast resin and aluminium, with raised lettering, 70 x 120cm.

£300 - 400
€360 - 490

81

A '1000 MIGLIA' GARAGE DISPLAY EMBLEM,

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

£300 - 350
€360 - 420

82 ◊

A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM,

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

£300 - 350
€360 - 420

83 ◊◊

TONY UPSON, 'ASTON MARTIN 24 HEURES DU MANS GIRLS',

signed, acrylic on cut-out board, 200 x 120cm.

£300 - 500
€360 - 610

84 ◊◊

TONY UPSON, 'ASTON MARTIN ZAGATO GIRLS',

signed, acrylic on cut-out board, 220 x 150cm.

£300 - 500
€360 - 610

85 ◊

A 'LAGONDA' GARAGE DISPLAY EMBLEM,

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

£300 - 350
€360 - 420

86 ◊

A HAND-PAINTED 'ASTON MARTIN AT LE MANS' COMMEMORATIVE PLAQUE,

modern, oval with raised laurel-leaf fibreglass surround, for garage display, 120cm wide.

£300 - 400
€360 - 490

87

A HAND-PAINTED ROYAL ENDORSEMENT COAT OF ARMS,

modern, fibreglass, for garage display, 70 x 70cm.

£300 - 350
€360 - 420

88 ◊

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

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

£300 - 350
€360 - 420

89 ◊

A 'SUPERLEGGERA' GARAGE DISPLAY EMBLEM,

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

£300 - 350
€360 - 420

90 ◊

A 'CARROZZERIA TOURING MILANO' GARAGE DISPLAY EMBLEM,

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

£300 - 400
€360 - 490

91 ◊

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

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

£350 - 450
€420 - 550

92 ◊

A 'CARROZZERIA ZAGATO DB4 GT' LIGHT BOX,

modern, with hand painted Perspex panel, for garage display, 70 x 70 x 18cm.

£350 - 450
€420 - 550

93 ◊◊

TONY UPSON, 'ASTON MARTIN DB6 SALES & SERVICE',

signed, acrylic on cut-out board, featuring a study of the car, 170 x 220cm.

£400 - 600
€490 - 730

94 ◊◊

TONY UPSON, 'STIRLING MOSS - ASTON MARTIN DBR2',

signed, acrylic on cut-out board, depicting Moss in the car and featuring the Aston Martin emblem, 120 x 240cm.

£400 - 600
€490 - 730

95 ◇◇

TONY UPSON, 'ASTON MARTIN ULSTER',

signed, acrylic on board, a study of the car, 120 x 200cm.

£400 - 600
€490 - 730

96 ◇◇

TONY UPSON, 'JAMES BOND ASTON MARTIN DB5',

signed, acrylic on board, a study of the car, 110 x 120cm.

£400 - 600
€490 - 730

97 ◇◇

TONY UPSON, 'ASTON MARTIN ONE-77',

signed, acrylic on board, a study of the limited edition model, 120 x 200cm.

£400 - 600
€490 - 730

98 ◇◇

A HAND-PAINTED ASTON MARTIN ROYAL ENDORSEMENT WOODEN PANEL,

modern, featuring the Prince of Wales Coat of Arms and the Aston Martin winged emblem, for garage display, 112 x 120cm.

£400 - 600
€490 - 730

99 ◇

'2VEV' AUTOMOTIVE SCULPTURE BY MICHEL COLLET,

designed as a wall mounted artwork, signed, numbered 1/8, of metal construction, depicting a section of the nose of the Aston Martin DB4 GT Zagato driven at Goodwood in 1961 by Jim Clark, 70 x 27 x 25cm.

£1,800 - 2,200
€2,200 - 2,700

**AFTERNOON SESSION 2PM
AUTOMOBILIA PART II**

100 ◇

A QUANTITY OF ASSORTED ASTON MARTIN MEMORABILIA AND COLLECTIBLES,

including a grille surround, 102.5cm wide, with AMOC enamel badge, an enamel bonnet badge, a DBS V8 script, die-cast road and racing models of various scales, cloth banners including Aston Martin Zagato and DB7 GT, lanyards, a V8 piston, photocopied DB6 and DB7 Workshop Manuals in ring-bound folders, various modern press and publicity packs, several framed prints, a wooden emblem, and other items.

(Qty)
£300 - 500
€360 - 610



105

101

AN ASTON MARTIN SILK TIE AND A PAINT COLOUR SAMPLES BOOKLET,

navy blue tie embroidered with winged emblems, in original box, together with an Aston Martin Lagonda Limited vinyl booklet with 32 paint samples and transparencies for Lagonda, V8 Saloon and Volante models.

(2)
£80 - 120
€100 - 150

102

TWELVE ASTON MARTIN COPPER PRINTING PLATES,

comprising images of rolling chassis and complete cars, some cut-out and other pictorial, each mounted on a wooden block, the largest block 14 x 26cm.

(12)
£500 - 700
€610 - 850

103^Ω

FIVE BOXED HEUER STOPWATCHES,

comprising four analogue stopwatches, and a Microtimer digital example, four with warranty booklets and boxed, one in Leonidas box.

(5)
£200 - 300
€240 - 360

104

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

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

£200 - 300
€240 - 360

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

105

A PAIR OF LADIES' AND GENTS' ASTON MARTIN AND LAGONDA WRIST WATCHES,

each ETA Swiss quartz movement with stainless steel cases and link straps, the first a gentleman's Aston Martin watch, numbered 0794, green dial with Aston Martin winged logo, the other a ladies' Lagonda, numbered 0717, burgundy dial with Lagonda winged logo, both with date windows, with several spare links, contained within a suede-lined mahogany presentation case.

(3)
£300 - 500
€360 - 610



106

**106
FOUR ASTON MARTIN TOURIST
TROPHY AND GOODWOOD ARMBANDS,
1951-53, FROM THE COLLECTION
OF WORKS TEAM DRIVER ERIC
THOMPSON,**

card armbands as worn by Eric Thompson while driving Aston Martin Team cars, comprising 1951 Tourist Trophy (DB2), 1953 Tourist Trophy (DB3S), 1952 Goodwood Nine-Hour race (DB3), and 1953 Goodwood Nine-Hour race (winning DB3S), each signed by Eric Thompson.

(4)
£300 - 400
€360 - 490

**107
FIVE ASTON MARTIN AND LAGONDA LE
MANS RACE DRIVER ARMBANDS, 1950-
54, FROM THE COLLECTION OF WORKS
TEAM DRIVER ERIC THOMPSON,**

as worn by Thompson at the 24-Hour races, each marked 'Pilote', comprising a mauve silk 1950 armband worn while driving the DB2, red silk 1951 armband worn driving the DB2 'VMF 64' to 1st in class and 3rd overall, red cotton 1952 armband worn driving the DB3, blue cotton 1953 armband worn driving the DB3S, and 1954 green cotton armband worn driving the Lagonda V12.

(5)
£800 - 1,200
€970 - 1,500



107

**108
ASSORTED VHS CASSETTES AND DVDS
OF ASTON MARTIN RACING,**

VHS cassettes include 'Aston Martin Racing Story 1950-1955', 'Aston Martin - The David Brown Years' and others relating to Aston Martin Le Mans racing of the same period, five DVDs including 'A Tribute to John Wyer', and Motorfilms Quarterly DVDs Vols 1-14 (missing Vol 11) compiled by Doug Nye and David Weguelin including Aston Martin racing content.

(Qty)
£100 - 150
€120 - 180

**109
FORMERLY THE PROPERTY OF DAVID
BROWN, A GENTLEMAN'S FITTED
OVERNIGHT CASE,**

the tan leather case stamped F.E.B. to the sides, covered in multiple hotel labels, the red leather lined interior fitted with near complete dressing table set, eight mounted bottles some with electroplated lids (four initialled B), a rectangular mirror with leather mount, a nail file and a comb, used, the case 44 x 31 x 13cm.

£800 - 1,200
€970 - 1,500

The case was formerly the property of Mr F E Brown, then by descent to Mr David Brown, and is offered for sale with a photocopied document explaining the provenance.



109

**110
FORMERLY THE PROPERTY OF DAVID
BROWN, A SELECTION OF PERSONAL
ITEMS,**

including a 'Dawn Consultants Limited David Brown' alloy door plaque, a note-pad with David Brown embossed vinyl cover, a full set of playing cards with 'DMB' monogram design, and a Lockwood Works fork with DBS monogram handle with Chimay cork, all originally contained within the David Brown case offered as the previous lot (see Lot 109).

(Qty)
£100 - 150
€120 - 180

**111
AN 'M101' JAMES BOND ASTON
MARTIN DB5 REMOTE-CONTROLLED
TOY, JAPANESE, 1960S,**

tinplate toy, battery-powered with remote control unit and cable, of the famed 'Special Equipment' DB5 with rear bullet-proof screen, machine guns and ejector seat and complete with 007 and passenger figures, 30cm long, with original box.

£300 - 400
€360 - 490

**112
FOUR ASTON MARTIN TOYS AND
MODELS,**

comprising a die-cast DB3S by Dinky, with driver and reprinted box, a boxed 1:12 scale model of a 1964 DB4 by Danbury Mint, with Perspex display case, and two cast alloy models of a DB3S, 29cm long, and a DB7, 23cm long, and together with an Aston Martin Lagonda travelling wine cooler.

(5)
£250 - 300
€300 - 360

113

A PAIR OF 1:43 SCALE LIMITED EDITION ASTON MARTIN RACING GULF 2008 LE MANS DBR9 MODELS,

numbered 184 of 800, finely detailed die-cast models of the DBR9s in pale-blue and orange Gulf Oil race livery, of the 007 and 009 cars as raced in the 24-Hour event, mounted within presentation display box.

£80 - 120

€100 - 150



114

113

114

A PAIR OF 1:43 SCALE LIMITED EDITION ASTON MARTIN RACING 2006 LE MANS DBR9 MODELS,

numbered 0077 of 2000, finely detailed die-cast models of the DBR9's in dark green racing livery, of the 007 and 009 cars as raced in the 24-Hour event, mounted together in original presentation display box.

£80 - 120

€100 - 150

115

TWO 1:43 SCALE ASTON MARTIN RACING LE MANS DBR9 MODELS,

finely detailed die-cast models, comprising the 2005 DBR9 number 59 car in green race livery, and the 2008 Gulf DBR9 number 009 car in pale blue Gulf livery, each mounted to base in Perspex display case and boxed, offered together with a cased Aston Martin Newport Pagnell 1954-2007 commemorative gilt medal, two Aston Martin leather key fobs, one with enamelled emblem, and an Aston Martin Racing DBRS9 publicity brochure.

(6)

£100 - 200

€120 - 240



115

116

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

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

£400 - 500

€490 - 610



116

117 ♦

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

finely detailed limited edition 'kerbside' model, numbered 1 of only 12 examples, of the DB4 GT variant in race livery as driven by Roy Salvadori in the Coppa Inter-Europa at Monza, Italy, September 1963, in a battle for victory against Mike Parkes' Ferrari 250GTO, earning David Brown's Aston Martins their last victory of the era, mounted on an oak plinth within a Perspex display case etched with the Aston Martin winged emblem, 66 x 32 x 32cm overall, with certificate of authenticity and a print depicting the car.

(3)

£1,800 - 2,200

€2,200 - 2,700



118



118 (detail)



119 (illustration of a similar model)

118 ♦
A 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,

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

£1,800 - 2,000
€2,200 - 2,400

119 ♦
A 1:8 SCALE SCRATCHBUILT MODEL OF THE 1957 NURBURGRING WINNING ASTON MARTIN DBR1, BY JAVAN SMITH,

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

£1,800 - 2,000
€2,200 - 2,400



(detail)



120

**120
A UNIQUE ZAGATO WALL CLOCK,
PRODUCED BY STAFF AT THE ASTON
MARTIN WORKS SERVICE IN 2014, AND
OFFERED ON BEHALF OF THE WILLEN
HOSPICE (REGISTERED CHARITY
NUMBER 270194),**

comprising a period Jaeger speedometer mounted with a clock movement, set into a copy of an Aston Martin DB4GT Zagato instrument binnacle, also fitted with period Smiths water and oil gauges and Zagato badge. The binnacle has been hand formed in aluminium, over an original dash and applied with authentic crackle finish. Offered for sale with a leather presentation case.

£900 - 1,200
€1,100 - 1,500

This piece is unique and was inspired by the iconic Zagato dash. Special thanks go to Bridon and Spraytec for their assistance with this project.

**121 ♦♦
AN ASTON MARTIN BESPOKE LOUNGE
SEAT PRODUCED BY STAFF AT THE
ASTON MARTIN WORKS SERVICE
TRIM SHOP IN 2014, AND OFFERED
ON BEHALF OF THE WILLEN HOSPICE
(REGISTERED CHARITY NUMBER
270194),**

the light weight carbon fibre seat as used in V12 Vantage S, with custom fitted polished alloy frame and integral legs. The outer cover is Obsidian black leather with Madeira Red leather piping, with upper and lower cheeks in Madeira Red. The head insert is Madeira Red with the Aston Martin Wings embroidered in black thread. The seat centres are quilted Obsidian black. All contrast stitched.

£1,500 - 2,000
€1,800 - 2,400



121

122 - 200

No lots

ASTON MARTIN AND LAGONDA MOTOR CARS

Saturday 17 May 2014 at 14:30

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





201

In current family ownership since 1972

**1954 ASTON MARTIN DB2/4 'MARK I' 3.0-LITRE SPORTS SALOON
COACHWORK BY MULLINERS OF BIRMINGHAM**

Registration no. POH 292

Chassis no. LML/731

Engine no. VB6J/161



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

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

As well as the extra accommodation afforded by the DB2/4, 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.

This DB2/4 was first owned by George Brame of Southend-on-Sea, Essex and appears to have had only two private owners, other than the Brames, prior to its acquisition in September 1972 by the current vendor's father, who bought it to replace his ex-Peter Collins DB2, sold in the 1960s. 'POH 292' was registered in his wife's name. The accompanying copy guarantee form lists the original colour scheme as Imperial Crimson with beige interior trim. A considerable amount of service work is documented in the history file including a re-spray (Metcalf & Sons, November 1963) and a new rear axle (Aston Martin, April 1964) while in 1965 the engine was overhauled and the car fitted with new manifolds, rear axle (again) and piston rings, all by Aston Martin. In February 1967 the suspension was overhauled by Ward's Garage, Nottingham while in March 1969 the car was re-sprayed again, on this occasion by Reeve Coachbuilders, Chesterfield. In December '69 the engine was overhauled by Ian Moss Astons in Buckinghamshire.

While in the vendor's father's ownership the DB2/4 shared its garage with a DB5, DB6 and DBS, and was kept serviced and on the road but not used very much. In the early 1990s the Aston was re-sprayed and re-trimmed and some minor engine work was carried out. 'POH 292' continued to be used, albeit sparingly, until 1998, since when it has been kept in dry storage. The engine has not been started since 2004 and no attempt has been made to turn it over. Offered for restoration and sold strictly as viewed, the car comes with its original buff logbook, factory workshop manual and parts book, old/current V5/V5C registration documents, a quantity of expired MoT certificates and a ring binder containing a large quantity of bills, photographs, magazine articles, etc. It should be noted that the V5C incorrectly records both the chassis and engine number.

£30,000 - 50,000
€36,000 - 61,000





202

**One owner from new
1991 ASTON MARTIN VIRAGE COUPÉ**

Registration no. To be advised
Chassis no. SCFCAM1S1MBR50204
Engine no. 89/50204/M



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

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

One of only 426 Virages produced between 1988 and 1995, '50204' was purchased new from Marshall, Cambridge Ltd by the current owner and has covered only 24,000-or-so miles from new. The car is a desirable manual transmission model finished in blue with Slate Grey leather interior, which has been fitted with ABS and up-rated rear suspension by Aston Martin Works Service. The service booklet is stamped to 1999 (at 15,515 miles) by Aston Martin Works Service, Keith Riddington and Chapman Spooner, and subsequently by Broughton's of Cheltenham. Exceptionally well cared for as part of the owner's private collection, the Virage is described as in generally very good condition, driving beautifully.

Offered without reserve, it comes with the aforementioned service history, an original Virage sales brochure, current MoT/tax and V5 registration document.

£15,000 - 20,000

€18,000 - 24,000

No Reserve



203

1984 ASTON MARTIN LAGONDA SALOON

Registration no. A92 SYV

Chassis no. 13360

Engine no. V/580/3360



Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which was constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor-edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor while breaking new ground in terms of electronic instrumentation and switch-gear.

Problems with the latter would delay production until April 1978, by which time a less radical design had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, deep Wilton carpeting and plentiful walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition. The Lagonda was face-lifted in 1987, acquiring a slightly softer, less hard-edged look and continued in production until May 1990, by which time a total of 645 had been built. Even today, almost 40 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

A right-hand drive model equipped with the almost universal automatic transmission, this example was first owned by HRH Princess Noof bint Abdul Aziz Al-Saud. The car was first registered on 4th July 1984 and then (from 20th August 1986) was registered for a while in Gibraltar as 'GG 51018' before being relocated to its owner's castle in Spain. The current vendor purchased the Lagonda on 3rd July 1990, at 19,054 miles, after it had passed - briefly - through the hands of one Gary Hamilton in St Andrews, Guernsey.

A full, detailed history relating to the vendor's period of ownership is available together with a continuous run of expired MoT certificates. In 2008 Aston Martin Works Service installed a new roof lining, rear curtains and dashboard top (bill on file) while the tyres were replaced just over 3,000 miles ago and the Exide battery is new. 'A92 SYV' currently displays a total of only 27,227 miles on the odometer and is described as in generally good/very good condition. The car is offered with the aforementioned service history, MoT to May 2015 and V5C registration document.

£20,000 - 24,000

€24,000 - 29,000

'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

Reproduced above is the opening paragraph with which *Autocar* magazine began its road test of the actual Aston Martin DB6 Vantage offered here, 'LBH 8C', which is the third production DB6 and the first built with the Vantage engine.

As one might imagine, *Autocar* found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80. 'For high-speed open-road touring this Vantage DB6 is practically ideal,' enthused *Autocar's* scribe, and few would disagree. *Autocar's* report appeared in its 25th February 1966 edition, some six weeks after *Motor* had published its own similarly laudatory test of 'LBH 8C'.

Its duties with the press fleet at an end, 'LBH 8C' was sold on in April 1967 having been fitted with a replacement engine at around 17,000 miles. The accompanying original logbook records Aston Martin Lagonda Ltd as the first owner, followed by a Mr G O Lambert of Burnley. Mr Lambert kept the car until 1969 when it passed to the quaintly named 'Universal Tufting Machinery Ltd' of Blackburn.

The logbook records two further owners, both, like their predecessors, in Lancashire followed in December 1976 by the current vendor, at that time resident in Cheshire. While in the vendor's care, 'LBH 8C' again featured in the motoring press: in *Collector's Car* (March 1981) and *Sporting Cars* (March 1984). Copies of both these articles are in the history file together with copies of the *Autocar* and *Motor* tests, the aforementioned logbook, an original instruction book and parts catalogue, and a V5C registration document.

For the last 34 years this most famous DB6 has been off the road in dry storage, hence the relatively low recorded mileage of 82,102. Un-restored, it remains in wonderfully original condition; indeed, the interior is one of the very best we have ever seen. The chassis requires some welding and the engine (last started five years ago) is not running, although it does turn over, while the bodywork is described as basically sound and complete. The interior leather has been regularly treated with hide food to preserve it but the Fiesta Red paintwork is no longer at its best and a full re-spray will be required. The Vantage no longer has its original Weber carburettors, having been fitted with easier-to-live-with SUs, the superior city and traffic driving characteristics of which were remarked upon by *Autocar*.

Offered for restoration and sold strictly as viewed, 'LBH 8C' represents a wonderful opportunity for the committed Aston Martin enthusiast to bring one of the marque's most widely publicised emissaries back to life.

£80,000 - 120,000

£97,000 - 150,000





205 * N

In current family ownership since 1968
1964 ASTON MARTIN LAGONDA RAPIDE
SPORTS SALOON

Chassis no. LR/155/R

Engine no. 400/155

Aston Martin revived the famous Lagonda name in 1961 with a luxurious four-door sports saloon – the Rapide – that took its appellation from one of the marque’s most exalted models of the late 1930s. Beneath the Rapide’s Superleggera aluminium coachwork (by Touring of Milan, the *carrozzeria* responsible for the Aston Martin DB4 sports car) was a lengthened (by 16”) DB4 platform-type chassis reconfigured to accept De Dion rear suspension, the adoption of which allowed rear compartment space to be maximised. Powered by a 4.0-litre (236bhp) version of the Aston Martin DB4’s twin-cam ‘six’ that would later power the DB5, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed. Dual circuit, servo assisted disc brakes restrained this excellent performance while fittings to the traditional ‘gentlemen’s club’ interior included electric windows, picnic tables to the rear, filler cap remote opener and a radio as standard. The Rapide’s price when new was £5,000, some 25 percent higher than that of the Aston Martin DB4, which itself was not exactly a cheap automobile. A mere 55 units, almost all of which were equipped with Borg Warner three-speed automatic transmission, were built before production ceased in 1964.

The last of the 55 hand built, special-order cars manufactured at Newport Pagnell, all slightly different, chassis number ‘LR/155/R’ was delivered to Brooklands of Bond Street on 16th January 1964. The factory build sheet lists its exterior colour as Goodwood Green and the upholstery as White Gold. It was fitted with the Motorola 818 radio bearing the inscription ‘Lagonda’, a genuine rarity, and registered ‘90 GYL’.



The car's first owner, as confirmed by the accompanying original registration document, was Edward Farr of Messers Edward Farr Ltd of Wickford, Essex. A mere four months later it was acquired by Guinness Breweries of Park Royal, London for the personal use of the General Manager, Sir Hugh Beaver, who became a passionate owner. He died in January 1967 and the car was kept in storage by the firm until 1968. In December of that year the Lagonda was bought from Park Royal Brewery by the current owner and his father, and in January 1970 was exported to Australia. Joining the family's private collection of classic cars, including eight other Lagondas and four Alvis, it was used sparingly by the new owners over the next ten years and has covered only 4,000 miles since it was last at the Works in 1969. The current odometer reading is 64,071 miles.

In 2010 the Rapide was taken out of storage and re-commissioned. All mechanical components were refurbished; a bare-metal re-spray undertaken in the original colour; all chrome work re-polished or re-chromed; and new stainless steel bumper bars fitted as well as seals for the bonnet, doors and boot. The interior has been left entirely original, including worn carpet and modest veneer lift on the dashboard, and lovely patination of the leather. Since then it has been driven only once, as a family wedding car.

Providing an almost unbeatable combination of luxury, refinement and performance in a four-door saloon, '155' is presented today in its elegant original livery of dark Goodwood Green. The styling, both inside and out, with four Carello lights at the front, is a perfect blend of sportiness and sophistication. The centre of the three-spoke steering wheel displays the initials 'DB' for David Brown, while the Smiths instruments provide the driver with all the information needed. The opulent varnished burr walnut dashboard is perfectly in keeping with the full magnolia leather upholstery. Other details, such as the walnut veneered picnic tables for the rear passengers, are further reminders of this car's luxury status in the early 1960s. Interestingly, there are groove marks in the underside of the boot lid when in an earlier life a Guinness beer barrel was squeezed in.

Here is an extremely rare opportunity to buy a highly original Rapide, the last in the series, with effectively two owners from new, the current for the last 46 years. Accompanying documentation consists of the original UK buff logbook, a current Australian roadworthiness certificate and copies of the factory build and service sheets, the latter itemising the extensive maintenance carried out under warranty and in its earlier years. The car also comes with its original jack, hub spanner, copper wheel hammer and original maintenance instructions (abridged), together with an original DB5 handbook and a Lagonda Rapide sales brochure. Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£60,000 - 80,000
€73,000 - 97,000

206

1989 ASTON MARTIN V8 ZAGATO VOLANTE

Registration no. E8 VOL

Chassis no. SCFCV8/Z0JTR30010

Engine no. V/585/0010



With the introduction of the V8 Vantage-based Zagato in 1986, Aston Martin renewed its association with one of Italy's most illustrious *carrozzeria*, Zagato having been responsible for that most celebrated and desirable of all post-war Aston Martins, the DB4GT. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston boss Victor Gauntlett and the Zagato brothers, and by 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 marred by an unsightly bulge necessary to clear the Vantage's quartet of Webers.

Predictably, given the success of the saloon, a Zagato Volante convertible was not long in coming. The very first example was made by converting a saloon - chassis number '20042' - which was first displayed publicly at the Geneva Salon in 1987. Intended only for the fuel-injected 320bhp engine, the production Volante avoided its sibling's bonnet bulge unless, of course, a customer specified an engine in Vantage tune.

The Volante was intended to be even more exclusive than its closed cousin - 25 were planned initially, as opposed to 50 saloons - and in the event a total of 37 had been built by the time production ceased in 1990, making this one of the rarest and most desirable of open supercars as well as an exceptionally collectible Aston Martin. Only 12 were built in right-hand drive configuration and few of those with manual transmission like the example offered here.

Possessing an impeccable history and with a guaranteed mileage of only 22,000, this is a car that has been scrupulously maintained, mostly by the leading specialists R S Williams and Aston Engineering. Often low mileage represents inactivity, which can make it difficult to maintain a car in reliable and roadworthy condition, but in this case the Zagato has participated in European tours with the AMOC where it performed faultlessly. Colours are always inherently personal but this car's combination of Chichester Blue with a Mushroom leather interior is universally admired and enhances the subtle lines of Zagato's unique design.

Offered from the collection of a well-known and long-time Aston Martin collector, the car is only for sale to make way for another significant Aston Martin. 'E8 VOL' is offered with owner's handbook, tool kit, recent MoT, V5C registration document and a comprehensive history file. Though all convertible Aston Martins are desirable, it is the very rare coachbuilt cars that have increasingly distinguished themselves with collectors and never more so than when the coachbuilder is Zagato.

£100,000 - 120,000
€120,000 - 150,000



207

First owned by Sir Peter Cadbury

**1979 ASTON MARTIN SERIES 4 SPORTS SALOON
TO VANTAGE SPECIFICATION**

Registration no. AMV 111T

Chassis no. V8SOR12200

Engine no. V/540/2200/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.

From 1977, the Aston Martin V8 had been available in high-performance 'Vantage' specification, propelling it back into the supercar league. In Vantage tune the 5,340cc engine breathed through a quartet of 48mm Weber carburettors rather than the standard 42mm instruments. The Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

Chassis number '12200' was supplied new to Sir Peter Cadbury, the entrepreneur and son of Egbert Cadbury of the eponymous chocolate manufacturing company. Eschewing a career in the family business, Peter Cadbury became a test pilot flying fast jets and then a barrister before his involvement as a company director in the establishment of Tyne Tees Television and Westward Television. His playboy lifestyle encompassed yachts, racehorses, houses all around the world and, naturally enough, fast cars including this 'Oscar India' Aston Martin V8. Sir Peter kept the car until 1986 and there have been six owners subsequently, including the current vendor (details on file).

It was in 1990 during the ownership of Mr Jeremy Hall that the Vantage upgrades were installed by renowned marque specialists Aston Engineering of Derby at a cost of over £23,000, the original automatic gearbox being replaced with a manual five-speed unit at the same time.

All these upgrades bring the car up to broadly 1989 Vantage specification with additional sympathetic cosmetic enhancements such as original Ronal wheels, the latest electric mirrors and a more modern sound system, subtle improvements to enhance its driver appeal. In addition, the brakes have been upgraded with four-pot callipers, the suspension up-rated and a sonorous large-bore stainless steel exhaust fitted. In 1996, when owned by one J G Montgomery, the Aston was subject to a bare metal restoration (supporting photographs on file). Prior to purchase by the current owner in September 2011, the car was personally inspected by Richard Williams of renowned marque specialists R S Williams Ltd, any issues noted being remedied before delivery.

'AMV 111T' was displayed recently on one of the stands at the NEC Classic Car Show and was pictured in *Motor Sport* magazine (November 2013) and 'Vantage' (Issue 4, winter 2013). Also included in sale are professional photographs from a recent photo shoot in Derbyshire, while the comprehensive history file also documents extensive maintenance and restorative works with expenditure in excess of £70,000. The car also comes with its original leather wallet containing the handbook and warranty card.

With only 40,000 miles covered since the Vantage upgrade and only 3,000 miles in the last the years, 'AMV 111T' is described as in generally good condition, attractively finished in Silver Birch with contrasting red leather interior. Last serviced in November 2013, this fast, useable and appreciating Aston Martin is offered with the aforementioned history file, current MoT/tax and V5C registration document.

£40,000 - 60,000
€48,000 - 73,000



208 * N

Ex-Sir David Brown, Peter Collins and Simon Draper

1953 ASTON MARTIN DB 2/4 'NOTCHBACK'

COACHWORK BY MULLINERS OF BIRMINGHAM

Chassis no. LML/515

Engine no. VB6J 286L



'David Brown had a good eye for styling; he even made his tractors look good. He was also one of the few people who could change the shape of the DB2 without detracting from its appearance.' – Chris Harvey, 'Aston Martin and Lagonda'.

The history of this unique prototype Aston Martin DB2/4 is well known and extensively documented. 'LML/515' is an early example – the production chassis number sequence commenced at 'LML/501' – built shortly after the DB2/4's introduction in October 1953. With the launch of the '2+2' DB2/4, Aston Martin had extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

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

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3-litre 140bhp 'VB6J' engine was installed, providing 118mph top speed and 60mph in around 11 seconds. This was one of the fastest cars then built in Great Britain – with 100mph achievable in third gear and around 120mph maximum – possessing impeccable handling plus a level of comfort rare in any high-performance car.

'LML/515' started life as a drophead coupé (one of approximately 102 made on the DB2/4 chassis). The accompanying copy guarantee form shows David Brown, Esq as the 'purchaser' and records the car as a 3.0-litre model fitted with engine number 'VB6J/50/28', noted as replaced with 'VB6J/286' in June 1958. The 'Service Work' section notes that the replacement engine was fitted with the original 'L' type (big valves and high-lift camshafts) cylinder head, which had been reconditioned. The body type is given as 'hard top' and the coachbuilder as Mulliners.



It is believed that at some time in 1954 David Brown had asked his body supplier Mulliners to convert 'LML/515' to fixed-head coupé configuration while retaining the overall shape of the erect soft-top. In its new form, this car became, in effect, the prototype of the forthcoming DB2/4 'notchback' coupé, which was launched at the 1955 London Motor Show alongside the rest of the 'Mark II' range. Registered '5341 H', 'LML/515' was used for publicity photographs for the Mark II fixed-head coupé and over the years has been pictured in numerous books about Aston Martin, copied extracts from which may be found in the most extensive history file. It is the only fixed-head coupé built on the DB2/4 'Mark I' chassis.

The second owner listed on the guarantee is Peter Collins, c/o Kidderminster Motors (13.7.55), the celebrated British racing driver who had already distinguished himself driving Aston Martins, taking the Newport Pagnell cars to victory at the Goodwood Nine Hours race in 1952 and the Tourist Trophy at Dundrod in 1953. Just three months after taking delivery of his DB2/4, Collins shared the winning Mercedes-Benz 300 SLR with Stirling Moss at the Targa Florio, a drive that earned him a place in Ferrari's Formula 1 team for 1956. It is said that Enzo Ferrari requested that Collins should not drive his Aston Martin to races, as the British company were Ferrari's rivals in sportscar racing at the time. The Aston Martin is mentioned in Chris Nixon's biography of Collins and his pal Mike Hawthorn *'Mon Ami Mate'*.

After Peter Collins' tragic death in 1958, 'LML/515' passed to the third owner listed on the guarantee form, one M O Bamberger of British Artid Plastics Ltd, Slough, Bucks (change undated). Its next known owner is one Christopher Harrison of Frome, Somerset, whose name appears as previous keeper on the copy V5 registration document recording His Majesty King Hussein of Jordan as owner (from 2nd August 1982).

A dedicated motoring enthusiast and avid collector of fine cars, King Hussein immediately sent 'LML/515' to Bristol Cars Ltd at Filton for a complete rebuild (bill on file). Bristol Cars' accompanying letter states that the rebuild was completed in March 1984 and that the car had subsequently been to Jordan before returning to the UK, where it was re-registered in King Hussein's name in August 1987.



PETER JOHN COLLINS (1931-1958)

Peter Collins is recalled today as having been the British pin-up boy racing driver who came within a whisker of winning the Formula 1 Drivers' World Championship with Ferrari in 1956, and who later tragically lost his life while fighting for the lead of the 1958 German Grand Prix – just two weeks after having won that year's British Grand Prix at Silverstone.

Born on November 6, 1931, Peter Collins was the son of Pat Collins, a prominent and successful motor trader and haulier in Kidderminster, England. At 16 he was expelled from school after being caught riding 'dodgem' cars during school hours at a local fairground. He began work as an apprentice in the family garage business and with encouragement from father Pat he soon began racing 500cc motor-cycle engined Formula 3 cars.

Fair-haired, handsome and outgoing, Peter Collins made friends easily and showed obvious promise as a future motor racing star. He was quickly snapped-up by Aston Martin as a works team sports car driver, co-driving their winning cars in both the 1952 Goodwood 9-Hour race and the 1953 RAC Tourist Trophy at Dundrod, Ulster. He earned a Formula 2 works team drive for HWM, and progressed via the Vandervell Products 'ThinWall Special' Ferrari to BRM for Formula 1 and Libre racing.

Peter Collins' career was jam-packed with diverse success. Driving Aston Martin DB3S sports cars in 1954-55 he won at Silverstone, twice finished 2nd in the Le Mans 24-Hours race (1955 co-driving with Paul Frere - 1956 with Stirling Moss), and he twice finished 2nd at Aintree and 3rd in Buenos Aires, Argentina. Moss requested him as co-driver in the Mercedes-Benz works team, resulting in shared victory in the 1955 Targa Florio, and early in 1956 he won the Giro di Sicilia for Ferrari, placed 2nd in the Mille Miglia and won the Supercortemaggiore race at Monza Autodrome with co-driver Mike Hawthorn.

He and Hawthorn became inseparable friends, sharing an extrovert love of the broader motor racing life – and of its female followers. In 1956 Peter became a firm favourite of Mr Ferrari's as he won the Formula 1 Belgian and French GPs before voluntarily surrendering his own great chance of World Champion victory at Monza to hand his car instead to Ferrari No 1 driver Juan Fangio.

Fangio recalled: "I was moved almost to tears by the gesture... Peter was one of the finest and greatest gentlemen I ever met in my racing career."

In January 1957 Collins married American actress Louise King and settled in their converted Brixham trawler in Monte Carlo harbour. For Ferrari he won the Caracas 1,000Kms in Venezuela and placed 2nd in the Swedish GP and the Nurburging 1,000Kms.

The 1958 season then saw Peter win the Buenos Aires 1,000Kms and Sebring 12-Hour sports car classics for Ferrari, plus the BRDC International Trophy F1 race at Silverstone, then the British GP there in mid-July. But at the following race – the German GP at the Nurburging on August 3, 1958 – Peter Collins was pushing desperately hard to catch rival Tony Brooks's leading Vanwall when he lost control and crashed, his Ferrari overturning and fatally throwing the 26-year-old Englishman against a trackside tree.

Doug Nye
Farnham, 2014



Bristol Cars Ltd appears to have sold 'LML/515' to a Mrs E Corke of London W8 (see invoice dated 22.6.87 on file) but the next (V5) registration record shows the next known owner (as previous keeper) to be Mrs Rosemary Aslett of Weybridge, Surrey. The owner is shown as Simon Draper of London W11, one of the co-founders, together with Richard Branson and others, of Virgin Records, who acquired 'LML/515', by this time carrying its present registration 'VMF 123', in February 1990.

An enthusiastic Aston Martin collector, Mr Draper kept 'LML/515' for the next 15 years (registration documents show brief ownership by a group of trustees during this period) spending in excess of £95,000 on its complete restoration by Aston Martin Lagonda at Newport Pagnell during the early/mid-1990s (see bills dated May 1991 and March 1994 on file). The extensive history file, close inspection of which is highly recommended, also contains a V5C registration document and a substantial quantity of old tax discs and expired MoT certificates for the period of Mr Draper's ownership. In 2005 'LML/515' was sold to its next owner, Mr Jan De Rue of Lembeke, Belgium (see registration documents and FIVA Identity Card on file), passing to the current owner in the USA in 2007.

An important and historic milestone in Aston Martin's post-war development, 'LML/515' brings with it the additional cachet of not only having belonged to a Formula 1 driver and a Head of State, but also the company's post-war saviour and patron, David Brown. Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£240,000 - 280,000

€290,000 - 340,000





209

1965 ASTON MARTIN DB5 SPORTS SALOON

Registration no. DCO 2C

Chassis no. DB5/1772/R

Engine no. 400/1750



'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.

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 cowled headlamps 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. 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 '1772/R' was first Registered on 15th April 1965 and first owned by one P J Conway. The copy guarantee form on file lists the original colour scheme as California Sage with black interior trim. Subsequently exported to the USA, the Aston was re-imported in 1988 by Marksdenes Classic Cars of Shepton Mallet, Somerset, by which time it had covered 85,629 miles. Marksdenes then sold the Aston to Mr Charles Henri Du Luart of London SW11, who commissioned Aston Engineering of Derby to carry out a complete 'last nut and bolt' restoration. Aston Engineering completed the rebuild in March 1991 (photographic record on file) at a cost well in excess of £40,000 and the car was then reunited with its original UK registration number, 'DCO 2C'. Aston Engineering's invoice (on file) details the extensive works carried out, which included fitting a new crankshaft, a 9½" Borg & Beck clutch/flywheel assembly and a stainless steel exhaust system together with a full interior re-trim, body repairs and re-spray by Castle Ward Coachworks, etc.





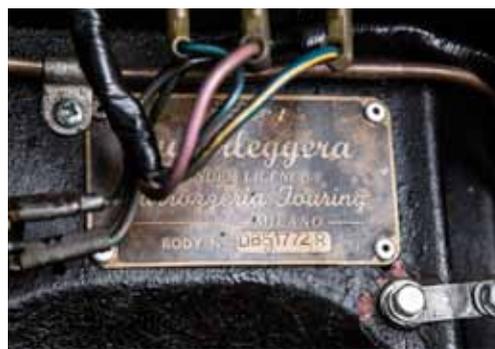
On 28th March 1995 Mr Du Luart sold 'DCO 2C' to the current vendor, who since acquisition has kept the car in a heated and dehumidified garage, protected by a fitted cotton car cover (included in the sale). A qualified fighter-jet technician during his time serving in the RAF, the vendor has lovingly cared for the Aston, carrying out minor mechanical works and attending to annual servicing, oil and filter changes, etc himself. While in his care the car's brake and clutch hydraulic systems have been upgraded by Automec to use DoT 5 silicone fluid, the brake servos and the clutch and brake master and slave cylinders being renewed at the same time. The fuel supply has been upgraded to DB6 specification and the car has also been fitted with seat belts, a contemporary Motorola radio and a vehicle tracker system. Also included in the sale is an owner's handbook, a workshop manual, a waterproof fitted car cover and a correct tool roll (obtained from Aston Martin Lagonda).

Only the best marque specialists have been allowed to work on 'DCO 2C', the most recent being Aston Martin Lagonda at Newport Pagnell. In short: this exemplary DB5 has been maintained to the highest standards and kept in the best possible condition since its restoration, cherished and cared for by its owner who, reluctantly, is only selling the car for health reasons.

Finished in Pearl Black with red leather interior, this much-loved DB5 has covered only some 20,000 miles since restoration and is described as in generally very good/excellent condition. The car is offered with aforementioned restoration records, current road fund licence, MoT to November 2014 and V5C registration document.

£350,000 - 400,000

€420,000 - 490,000



210

1952 ASTON MARTIN DB2 DROPHEAD COUPÉ

Registration no. VJB 377

Chassis no. LML/50/203

Engine no. VB6B/50/1080



'The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the "automatic transmission" carriages'. The foregoing paean of praise was written by *Autosport's* inimitable road-tester, John Bolster, who concluded his appraisal: 'Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.' When production ceased in May 1953, a total of 411 DB2s had been made, around 98 of them drophead coupés.

This rare, original DB2 drophead coupé has been in single ownership for over 30 years and has matching chassis and engine numbers. Chassis number '203' was built in 1952 and sold new in 1953 to a Jean de Lantsheere in Belgium, which explains the shape of the rear numberplate surround. The car is recorded as being returned to the factory in 1958 for an engine rebuild, including new valve guides, and a new clutch. In 1959 the gearbox, steering column gear change mechanism and steering box all received attention and the car was rewired. The odometer reading was recorded as 83,177 kilometres. It is not known when the car was shipped to the USA or when the central gear change was fitted. In the late 1970s, just prior to its ownership by Anthony Moody then Representative of the AMOC for the Mid-West USA, the Aston was repainted in its 'original' light blue and the engine subjected to a complete rebuild by the Aston specialist Charlie Turner, then Chairman of AMOC America. This included a top-end overhaul, new pistons and liners, new timing chains and a bottom-end rebuild with all new bearings. The mileage total was recorded as 13,556, so the speedometer must have been changed at some time.



In 1980 the current vendor purchased the car from Anthony Moody in the USA and brought it back to the UK. A previous owner was given as a Mr J Keeble of Ipswich, when it was registered 'EPU 672B', a Chelmsford number. In 1981/2 the engine was stripped again and new liners and high-compression pistons fitted, resulting in a major improvement in performance. The gearbox was not correct and was replaced with one of the correct type. This work was undertaken by well-respected specialists in Feltham-built Aston Martins, Four Ashes Garage of Stratford-on-Avon. All the subsequent major work on the car up to the present time has been entrusted to Four Ashes.

In 1983 the DB underwent major engine-out bodywork refurbishment and the chassis was repainted. The seats were re-upholstered in new beige leather and the body refinished in its present livery of Aston Martin Sierra Blue. Reregistered 'VJB 377', the car won the Denman Trophy at the AMOC Concours for the best Feltham car in 1987. During the 1980s and '90s the Aston was entered in a number of sprints and hill climbs and participated in several Euroclassic rallies to France and Germany, acquitting itself well. In 2001 a new hood was fitted by Gary Wright of Milton Keynes.

Last year the car was returned to Four Ashes Garage for general overhaul of the engine, including refurbished inlet manifold, new exhaust manifold, rebuilt fuel pump and rebuilt distributor, together with an overhaul of the brakes and a complete rewire. We are advised that 'VJB 377' is now running as well as, if not better, than ever before. The car is offered with sundry restoration invoices, current MoT/tax and V5 registration document.

£180,000 - 230,000
€220,000 - 280,000





211 N

Left-hand drive

1984 ASTON MARTIN V8 VANTAGE SPORTS SALOON

Registration no. EU Registered

Chassis no. SCFCV81VXFTL12455

Engine no. V580/2455V



An AMOC member since 1999 and currently one of the Club's representatives in Europe, this left-hand drive Vantage's owner first encountered the car when it was advertised for sale in Japan in 2003 'needing some cosmetic work'. Only 127 V8 Vantage saloons were produced in left-hand drive between 1977 and 1989 making them rare enough for him to jump at the opportunity. He also loved the specification of the car, which was finished in Royal Cherry with Magnolia trim, dark red piping and carpeting, and equipped with the later semi-automatic Coolaire Mk2 air conditioning. Having to partly restore the car meant that discreet upgrades could easily be incorporated while keeping the original appearance.

Chassis number '12455' was first registered on UK plates on 2nd December 1984 in the name of the Kuwaiti importer, Mr Jassim Boodai, then shipped to Safat in Kuwait. It later found its way to Japan where left-hand drive cars have a both curiosity value and desirability. After purchase the Vantage was first shipped to the UK where it received an EU registration. The owner then drove it home to Scandinavia via Belgium, Holland, Germany, Denmark and Sweden, the whole trip taking around 48 hours including the flight to Heathrow. The journey consists of about 1,500 miles of driving and three or four ferry crossings depending on the route taken through Denmark.

This turned out to be the first of many European trips undertaken with the Aston including two more to the UK and two longer trips around Europe in 2009 and 2012 taking in Alpine passes, Italian lakes, Croatia's Dalmatian coast, the Côte d'Azur and many other beautiful scenic routes. And, of course, the unforgettable AMOC Nordic Tour in 2006. Two of the vendor's experiences vividly illustrate the cachet of owning an exclusive Aston Martin.

When asked about possible wheel clamping in front of Harrods, the doorman replied: 'Oh, that car – you needn't worry about the parking wardens, let me take care of them sir.' And on leaving the car for valet parking at Le Casino Monte Carlo he was greeted: 'Welcome sir, this is a real Bond car!' The Aston was then given the best spot next to the entrance. The vendor's account of his ownership - '*A well-travelled V8 Vantage*' - is to be published in the AMOC Quarterly prior to sale.

The Vantage's restoration was completed in 2009 with the help of Rikki Cann in Essex, who undertook all the necessary panel work and preparation for the full re-spray; completely overhauled the engine to 'X Pack plus' specification; and fitted MSD ignition, a complete handling kit with rear anti-roll bar (making a big difference) and so on. A set of 16" Ronal type wheels and several upgrade parts had already been fitted, all bought from R S Williams and designed to take the power of their 7.0-litre conversions. An Alpine navigation system with DVD player has been fitted recently together with a digital TV, Bluetooth, rear-view camera, Infinity speakers and two extra amplifiers – all discreetly hidden.

A lot of the routine servicing has been done by local specialists using original parts, and the service book also has two stamps from Aston Martin Works Service in Newport Pagnell and three from Rikki Cann, all during the vendor's 11-year ownership. Related bills and a current MoT certificate come with the car, which currently displays a total of 147,000 kilometres (approximately 91,200 miles) on the odometer. The vendor has decided to develop his own business as an Aston Martin and classic car specialist, hence the decision to sell the Vantage. It is hoped that the new custodian will enjoy what is probably one of the best driving and best handling examples anywhere.

£130,000 - 150,000
€160,000 - 180,000



212

1970 ASTON MARTIN DB6 MK2 SPORTS SALOON

Registration no. WJU 3J

Chassis no. DB6MK2/4290/R

Engine no. 400/4686



In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed from its predecessors in having a longer wheelbase which, at 8' 5¼", was ¾" longer than that of the DB5. This meant more room for rear passengers, making the DB6 more of a family man's car, and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles.

First registered on 15th September 1970 this highly original DB6 Mk2 was first registered to Messrs Cook & Hurst Ltd of Wigston Magna, passing to the next registered owner, Pusey Street Garage of Oxford, a few years later. The Aston then had two further (private) owners before being acquired by the current vendors' family in April 1976. It has been a much loved companion ever since.

The DB6's late owner was a qualified motor engineer and a perfectionist, whose profession and temperament are reflected in the condition of this car, which he completely renovated during the 1980s to his own exactly high standards. Indeed, the vendor has many fond memories of travelling with her father to and from Aston Martin at Newport Pagnell to purchase parts for the car. In recent years, due to its owner's ill health, 'WJU 3J' has remained in storage but has been cherished nonetheless.

An automatic transmission model finished in Fiesta Red with black leather interior, the car comes with its original old-style logbook, sundry restoration invoices, V5 registration document and a quantity of expired MoTs for the period 1977-1996 verifying the recorded mileage of 90,227.

It is with great sadness that the vendors say goodbye to their beloved Aston Martin, which they hope will bring as much pleasure to its new owner as it did to him over the years. It is only fitting too, that it finds a new custodian via Aston's Martin's home at Newport Pagnell, a place its late owner held in high regard.

£150,000 - 200,000

€180,000 - 240,000

No Lot

213





214

Ex-Robin Hamilton/Marsh Plant
**1970 ASTON MARTIN DBS V8 6.0-LITRE
COMPETITION SALOON**

Chassis no. DBSV810071R/V8R003 (Marsh Plant)



The Aston Martin 'RHAM/1', known as 'The Muncher', was a highly modified Aston Martin DBS V8 racing car, developed by Robin Hamilton and built with the intention of competing at the Le Mans 24-Hour Race. After development by Hamilton, 'RHAM/1' competed in the 1977 and 1979 Le Mans races, finishing 17th overall and 3rd in the GTP class in the 1977 event. The car has also held the World Land Speed Record for towing a caravan, at the speed of 124.91mph.

Robin Hamilton subsequently built a second Le Mans-styled DBS V8 competition car based on the look of 'RHAM/1' as it had been in 1978. Offered here, that car was assembled for Peter Griggs, who wanted a replica of 'The Muncher'. Chassis number 'DBSV810071R' featured a glassfibre front end and Piper prepared V8 engine, but no turbocharger, while the fuel injection system was replaced by a quartet of Weber 48 IDA downdraft carburetors. The car had some success with Griggs, winning a race at the 1981 AMOC Brands Hatch meeting, even though it was quite heavy. In 1982 the car finished 2nd at Brands Hatch and 4th at an Intermarque race at Silverstone.

In 1987 the car was bought by Richard Williams with the intentions of upgrading it with an experimental 6.3-litre V8 engine and racing it in Intermarque events. However, the Aston was then sold to Marsh Plant Holdings where it was reassembled as 'V8R003' in 1991 and raced on many occasions by John Freeman, Gary Pearson and others in numerous races with great success. It is believed that the car was at least tested by the late, great Gerry Marshall, and may also have been raced by him on occasion.

Between 2007 and 2011, 'DBSV810071R' was stripped to a bare shell and completely rebuilt by Roxwell Racing, with limited running since. Now displacing 6.0 litres, the engine was rebuilt and upgraded and currently produces 570bhp, while other noteworthy features include a new AP triple-plate clutch; new Tex Racing T101A NASCAR-type four-speed dog gearbox; new bespoke prop shaft; overhauled differential; upgraded rear brakes; new AP Racing 6-pot Pro 5000+ front brakes; new driveshafts with competition CV joints; new up-rated rear hub shafts; new bespoke three-way adjustable remote canister shock absorbers; nine new BBS 3-piece split-rim 18" wheels; new lightweight fire system; new custom fuel tank; and new Perspex windows (full specification available on request).

Refinished in the Link Systems livery worn by 'RHAM/1' at Le Mans in 1979, the car was set up and track tested on completion. Highly competitive, it has been driven by Andy Jenkinson and John Young in the Heritage GT Series and AMOC Intermarque series with considerable success, and recently has been campaigned by Andrew Smith and Euan Marshall in AMOC Intermarque and Masters Historic Racing events.

£65,000 - 85,000
€79,000 - 100,000



215

1998 ASTON MARTIN V8 VOLANTE LWB

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.

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 five previous owners. 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 by its previous owner, the odometer reading at that time being circa 26,000 miles. Fewer than 2,000 miles have been covered since. Careful maintenance continued under Runnymede Motor Company's warranty programme ensuring that the Aston remained in outstanding order in all respects.

Purchased at Bonhams Aston Martin Sale in May 2013 (Lot 203) the current owner has used the Aston 'only once or twice' and is being sold because his allegiance has changed to Ferrari, with the recent purchase of two new cars. 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.

£60,000 - 70,000

€73,000 - 85,000



216

The factory Vantage prototype, 'DP217'

1963 ASTON MARTIN DB5 SPORTS SALOON PROJECT

Registration no. DMM 3A

Chassis no. DB5/1451/R

Engine no. 400/1738



'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*.

The car offered here, chassis number 'DB5/1451/R', is recorded in the AMOC Register as 'DP217' (Development Project 217), the prototype of the high performance Vantage model, which was fitted in 1963 with what was described as a 'GT engine'. Significantly, the copy guarantee form records the 'purchaser' as Aston Martin Lagonda Ltd and the engine number as '406/AMP/R', a non-production designation, while the accompanying old-style continuation logbook (issued June 1966) lists the model as 'DP217'. The engine number is recorded as '400/1738', so presumably the car had been fitted with a standard production engine prior to its sale by the factory. This logbook further states that it has been 'certified that chassis no. DB5/1451/R is original chassis renumbered but not changed' and it should be noted that the logbook has been stamped 'seriously damaged vehicle insurance total loss payment.' The last owner recorded in the logbook is Dr Raymond Arthur Cocks of Highworth, Wiltshire, who appears to have acquired the DB5 in 1976 (stamp smudged and indistinct).

Once its prototype duties were over, this car, registered 'DMM 3A', formed part of Aston Martin's press fleet and was road tested by *Autocar* magazine in 1964 (18th September edition). The only owner listed on the guarantee form is Mr Charles Baldwin of 'Charles of Mayfair', Bristol.

At some time in the late 1970s the Aston was acquired by the late owner, proprietor of the specialist motor body repair business Auto Clinic in Trowbridge, Wiltshire. It is worthwhile noting that Trowbridge is only some 45 miles by road from Dr Cocks' home at Highworth. On file is a list (on Auto Clinic headed notepaper) detailing the parts required to repair frontal damage, so it seems likely that, following its accident, 'DMM 3A' was purchased as a write off by Auto Clinic with a view to eventual restoration. However, the owner postponed the rebuild, intending that it should be his 'last job', but sadly his health deteriorated and it was never proceeded with after the engine and gearbox had been removed. Both these items are with car, which also comes with the numberplate, ignition key, correctly stamped chassis plate and the aforementioned continuation logbook.

Offered for restoration and sold strictly as viewed, this 'barn find' DB5 represents a wonderful opportunity for the dedicated Aston Martin enthusiast to bring one of the marque's historic 'DP' prototypes back to life.

£50,000 - 80,000
€61,000 - 97,000



217* N

1989 ASTON MARTIN V8 VANTAGE VOLANTE

Chassis no. SCFCV82V7KTL15811

Engine no. V/580/X/5811/LFM



With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune raised maximum output to around 375bhp: in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Chassis changes were minimal apart from the adoption of bigger ventilated disc brakes all round and low-profile Pirelli tyres. The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lipped boot lid.

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

This one-owner-from-new, left-hand drive Aston Martin V8 Vantage Volante has as unique and rare a specification as any that has been delivered to the United States. The car was ordered from main agent Miller Motorcars of Greenwich, Connecticut and delivered on 9th August 1989 to the sole registered owner, who at that time was an executive of the Ford Motor Company. Shortly before delivery, Aston Martin Works Service upgraded the original engine to 'X Pack' specification at the owner's request. This is the only car fitted with that high performance engine delivered as new to the United States. The 'X Pack' was not approved for use in the USA by the EPA/DoT at that time so the upgrade was done unofficially. No doubt the owner's position at the Ford Motor Company, Aston Martin's owners at that time, helped smooth the way. Contacts at Aston Martin North America, Miller Motorcars and Aston Martin Works have confirmed the history.

The owner drove a mere 4,980 miles before selling the car in May 2012. The Volante retains its original paint, interior trim, Everflex top, boot cover and owner's manual, while the radio has been upgraded. A manual transmission model finished in Cannock Black with matching leather upholstery, this car has been fully serviced by Aston Martin of New England and now wants for nothing except a new owner to enjoy it. Offered with it are copies of the factory build sheet, service records, original certificate of origin, registration and title. Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£130,000 - 150,000
€160,000 - 180,000



218

1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON

Registration no. 2581 K

Chassis no. DB4/331/R

Engine no. 370/347



Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled DB4 established a look that would survive, with only minor revisions, until 1970. A new design by Tadek Marek, the DB4's all-alloy, twin-overhead-camshaft six-cylinder engine featured 'square' bore and stroke dimensions of 92mm for a displacement of 3,670cc and developed its maximum output of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit. An immensely strong platform-type chassis replaced the DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's *Superleggera* body construction which employed its own lightweight tubular structure to support the aluminium-alloy body panels. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a well-located live axle equipped with Watts linkage location instead of its predecessor's Panhard rod.

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

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series as the model gradually metamorphosed into the DB5. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960 boasting a front-hinged bonnet, bigger brake callipers and an enlarged sump.

The current vendor purchased this Series II DB4 at Bonhams' sale at the National Motor Museum, Beaulieu in September 2010 (Lot 558) but has done little to it since. At that time we were advised by the then owner that he started stripping down the car some 30 years ago but then got side-tracked by less important matters: marriage, house building, etc. From 1979 to October 2009 the car was stored – on chocks – in a dry garage before being moved to the owner's new home in Devon. The engine last ran in 1980. Offered for restoration and sold strictly as viewed, '2581 K' represents an exciting opportunity for the dedicated Aston enthusiast to breathe life back into a long-neglected DB4. The car comes with a UK V5 registration document.

£100,000 - 150,000

€120,000 - 180,000



219

1954 ASTON MARTIN DB2/4 3.0-LITRE SPORTS SALOON

Registration no. RRH 888

Chassis no. LML/824

Engine no. VB6J/300



A late model fitted with the 3.0-litre engine, this particular DB2/4 was used as a road car up to 1988 and then purchased by one Mike Bilson with the aim of entering it in the extremely fast and equally challenging 'Carrera Panamericana'. Run over 2,000 miles of public roads in Mexico, the Carrera requires a car possessing stamina and a degree of practicality as well as sheer speed, so the DB2/4, with its 2+2 seating, generous luggage area and convenient hatchback rear door, was considered an ideal candidate. The Aston's preparation was entrusted to the highly respected Jim Stokes Workshops of Waterlooville, Hampshire and the car was ready in time for the 1989 Carrera from which it retired on the final day with oil pump problems while lying 10th overall.

'RRH 888' competed in the Carrera Panamericana for the next five years, winning its class four times with a best overall finishing position of 7th in 1995, no mean achievement considering that much of the opposition consisted of American cars with engines double the size, or bigger, than the Aston's. It would appear that the car changed hands during this period, as the AMOC Vehicle Identity Form on file is in the name of one Carol Spagg, and the AMOC Register records Spagg/Levy as participating in the 1990 Carrera. During this period 'RRH 888' also competed on the 'Tour de France' retrospective (in 1992) finishing 8th overall; the Mexican 'Ruta Maya' rally (7th overall); an endurance race at the Circuit Paul Ricard in France and numerous AMOC race meetings.

Bodywork damage inflicted while on the Circuit of Ireland Rally in 1998 saw the car return to Jim Stokes where it was treated to a body restoration together with a detailed check-over, which included the installation of new dampers. At the same time it was decided to change the colour scheme from British Racing Green to white with distinctive 'Cunningham' blue stripes flanking the body centreline. The Aston then competed in two further races, for which it was prepared by then owner's mechanic.

The current owner purchased 'RRH 88' at auction in December 2004. At that time it was stated that the engine had been up-rated, producing a reputed 260bhp courtesy of upgrades including a Phoenix crankshaft and con-rods and triple Weber 45 carburetors. As one would expect of a car prepared specifically for long-distance rallying, the interior is equipped with a sturdy roll cage, Sparco competition seats and five-point safety harnesses, while also present is a modern fire extinguishing system, Terratrip meter and an intercom system. While in the vendor's hands the Aston has enjoyed a quieter life, its use being confined to competing in the Tour Britannia in 2007 and various 'fun runs'.

Offered with V5 registration document, current road fund licence, old-style logbook and FIA papers, this well proven Aston Martin DB2/4 is eligible for a wide variety of the most prestigious historic events including the Tour Auto, Mille Miglia and Liège-Rome-Liège.

£120,000 - 150,000
€150,000 - 180,000



220

1969 ASTON MARTIN DB6 VOLANTE

Registration no. YPD 6G

Chassis no. DBVC/3737/R

Engine no. 400/4189



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

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

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.

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

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. Between 1965 and 1970 when production ceased a total of 1,575 DB6 saloons was completed. During this time the factory made only 178 of the long-wheelbase Volantes and today these rare cars are among the most sought after of David Brown-era Aston Martins.

The third from last of the 140 DB6 Volantes Mark 1s made, this beautiful right-hand drive example has the desirable ZF five-speed manual-transmission. '3737/R' was originally completed in June 1969 finished in Roman Purple - a very rare colour - with red Connolly hide interior. It was equipped with power assisted steering while other items of non-standard equipment fitted by the factory include chrome road wheels, three-ear hubcaps, power operated aerial, front seat belts, two detachable headrests and a Bray immersion heater. The Aston was supplied via H W Motors Ltd and registered 'YPD 6G'.



Its first owner was the distinguished parliamentarian the Rt Hon Sir Bryant Godman Irvine MP, at that time resident at Ote Hall, Burgess Hill, Sussex. Born in Canada, Bryant Godman Irvine practised as a barrister until WW2 when he enlisted in the Royal Naval Volunteer Reserve, serving as a Lieutenant Commander. Resuming his legal career at the war's end, he was elected the Conservative MP for Rye in 1955 and went on to occupy various junior governmental positions over the succeeding 27 years. His finished his parliamentary career as Deputy Speaker and, having left parliament, was knighted in 1986. He died in 1992 and the DB6 was inherited by his daughter, Mrs Carola Law. The history file contains some interesting correspondence between Sir Bryant Godman Irvine and HWM.

Mrs Law kept the Aston for the next 12 years, entrusting its care to local marque specialists Newlands Motors of Forest Row, East Sussex; she was clearly a most fastidious owner, as evidenced by the well over 30 invoices from Newlands contained within the history file. These invoices show the mileage total increasing from 32,713 in 1994 to 43,996 in 2004, a total of only 11,283 miles in ten years. Works carried out include a re-spray in the original colour in 1994.

In 2004 Mrs Law sold the Aston to the proprietor of Newlands, Mr Bill Goodall, who kept the car until December 2007 when it was sold to Mr Anthony Connolly of Carlton Village, Stockton-on-Tees. Mr Connolly concluded the deal at Newlands' premises, using the occasion to propose to his future wife, and in July 2008 'YPD 6G' was used for the Connolly's honeymoon trip around the Lake District and on to Edinburgh, performing without fault. The DB6 remained with the Connollys for the next five years, seeing relatively little use towards the end of their tenure as a result of poor summers and its owner's overseas work commitments. It passed to the current owner early in 2013 and currently displays a from-new total of only 51,000-or-so miles on the odometer.

£450,000 - 550,000
€540,000 - 660,000





221

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 preceding owner at his business address and effectively has had only two owners from new. The car 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.

The current vendor purchased the Vantage at Bonhams' sale at Aston Martin Works in April 2013 (Lot 235). Since then (in February 2014) the car has been to marque specialists Trinity Engineering of Cobham, Surrey to have all faults rectified including replacing the crown wheel/pinion and limited-slip differential unit, re-seating electrical switches, refurbishing the wheels, fitting new Pirelli tyres all round and general tidying. Now described as in generally excellent condition, 'M676 JPB' is only offered for sale because it is not to the owner's wife's taste. Finished in Sage Green with fawn leather upholstery, the car comes with the aforementioned service records, sundry invoices, current MoT/tax and V5C registration document.

£65,000 - 75,000

€79,000 - 91,000



222

'The Persuaders!' Lord Brett Sinclair
1970 ASTON MARTIN DBS SPORTS SALOON

Registration no. PPP 6H

Chassis no. DBS/5636/R

Engine no. 400/4665/S



1

Tony Curtis and Roger Moore pose with the DBS, in a publicity shot for the opening episode of *The Persuaders!*

2

Roger Moore as Lord Brett Sinclair, whose Aston Martin featured prominently throughout the TV series.



This famous Aston Martin DBS was manufactured in the spring of 1970, complete with special modifications specifically for its intended role in the British television series *'The Persuaders!'* in which it featured prominently in almost all of the 24 one-hour episodes, driven by Roger Moore. Moore had previously starred as the eponymous hero in the television adventure series *'The Saint'*, which had been produced by Robert S Baker, and was the latter's choice to play the role of Lord Brett Sinclair in *'The Persuaders!'* Baker invited Aston Martin to provide a car for Moore in the new television series, in which he would co-star with Hollywood legend Tony Curtis, playing the part of Danny Wilde. Wealthy playboys, the Englishman Sinclair and American Wilde were brought together by retired Judge Fulton (played by Laurence Naismith) to fight crime and corruption. Although 'chalk-and-cheese' opposites, the men became great friends and constantly risked their lives for one another. *'The Persuaders!'* was destined to be the most expensive television series filmed to date, using various glamorous locations around Europe.

Moore had expressed an interest in the Aston Martin DBS, which he felt would be ideally suited to the character of Lord Brett Sinclair. Curtis's character Danny Wilde was to drive a Ferrari (which proved to be a Dino 246GT) and the cars were always intended to be an important element of the new show and indeed central to much of the action. Naturally, Aston Martin were eager to provide a car for Roger Moore and even arranged for one of their mechanics to be present throughout the production to make sure the DBS was always at its best.

It made sense to provide their latest model, the recently unveiled DBS V8, in order to gain maximum benefit from the planned television exposure. However, production of the new V8-engined DBS was not yet in full swing and it proved impossible to provide one in time for the start of filming. The decision was made to provide a standard six-cylinder DBS but to build the car as a DBS V8 in all visual respects, as if 'wearing makeup' for its starring role. A standard DBS (chassis number '5636') was nearing completion on the Newport Pagnell production line in the rare colour of Bahama Yellow and seemed an ideal candidate for the role. The modifications were limited to V8-type hubs and wheels (15" GKN alloys) and V8 badging. The car was first registered in England on 15th May 1970 with the number 'PPP 6H'.



Filming commenced with the DBS featuring in a memorable race against Tony Curtis's Ferrari Dino from Nice Airport to the Hotel de Paris in Monaco. Later episodes were filmed in locations such as Rome, Paris and London. Although in its television role the car almost always carried the number plates 'BS 1' (for Brett Sinclair) there were two brief scenes in the episode 'The Gold Napoleon' where the film crew forgot to put the 'BS 1' plates on the car. As it proved logistically impractical to re-film those scenes, the car's true identity of 'PPP 6H' was revealed in the final edit. In real life the number 'BS 1' was owned by circus impresario Billy Smart, who had given permission for its use.

'The Persuaders!' was hugely popular worldwide and remains so to this day with regular satellite TV reruns. It was pure escapism and the on-screen chemistry between Moore and Curtis and their relaxed ad-lib style of acting always made for great entertainment. Roger Moore's DBS and Tony Curtis's Dino 246GT were major elements of the show and indeed, many Aston Martin fans can trace their love of the marque back to watching the TV series in their youth. After filming 24 episodes, Roger Moore was invited to take the role of James Bond and so 'The Persuaders!' was concluded. Incidentally, Moore played Bond seven times in total yet only ever starred in an Aston Martin in 'The Persuaders!'

The DBS had covered around 5,000 miles by this time and had taken a fair degree of punishment. It was returned to Aston Martin Works for servicing and then sold through London dealer H R Owen to its first private owner. The car has now had five owners in total and has only changed hands via private sale without any advertising and never via a dealer or auction.

After 24 years and 75,000 miles in the hands of the first three private owners (details on file) by 1995 the car was really 'showing its age' and the fourth owner, Mike Sanders, immediately commissioned an uncompromising restoration to concours standards by Aston Martin themselves, with no expense spared, requesting that the car be returned to the exact specification extant at the commencement of filming 'The Persuaders!'

The restoration at Newport Pagnell took two years and was completed in 1997. The original engine and transmission were fully rebuilt, all ancillary equipment replaced or overhauled as necessary and all electrical wiring renewed. 'PPP 6H' retains all of its original major components as well as the interior leather and headlining, which did not require replacement. The DBS also retains its original radio in working order, while an additional modern stereo unit has been installed by Aston Martin Works, concealed within the glove box.



3
Moore pauses for a publicity photo with the car during filming of the episode 'Powerswitch' in the Côte d'Azur.

4
Roger Moore with Billy Smart (the circus impresario) who had given permission for his number plate 'BS 1' to be used on the car in 'The Persuaders!'

5
Moore and Curtis in the DBS.

6
The action scene from the episode 'The Gold Napoleon' where the production crew forgot to affix the 'BS 1' plates on the car, thereby revealing the car's true identity 'PPP 6H'.



The car has been serviced without fail every year since 1997 by Aston Martin Works, except for the four years 2007-2010 when it was handled by ex-Aston Martin Works Service Manager and engineer David Eales at marque specialists Oselli. Only 6,000 miles have been covered since the restoration (out of 81,350 from new) and the car is described as in generally excellent condition. This year's routine service and MoT test will have been carried out at Aston Martin Works in May 2014, immediately prior to the sale, to ensure that the car is received by its new owner in perfect running condition.

All of the restoration and maintenance invoices dating back to 1995, twenty-eight MoT certificates and a full photographic record of the restoration work are contained within the most extensive history files, and the car also comes with FIVA registration, current MoT/tax and V5C registration document. Also included are numerous large format framed prints, bespoke illustrated albums, videos of important events, indoor and outdoor tailored car covers, the original jack, tool kit, instruction manual signed by 'The Persuaders!' executive producer Johnny Goodman, spare keys, period-correct 'BS 1' show plates, original DBS workshop manual and DBS parts manual, official Corgi 'The Persuaders!' model, official programmes for Villa d'Este and Salon Privé, and various spare parts supplied by Aston Martin Works.



Participating in the 2013 Concorso d'Eleganza Villa d'Este





7

Moore signing the car at Pinewood Studios in May 2002.

8

Curtis adds his signature in 2008 while in Cheltenham (UK) to promote his autobiography.

Period photographs are from the vendor's collection and are offered with the lot.



Both of the stars of *'The Persuaders!'* autographed the Aston - Moore in 2002 and Curtis in 2008 - in each case the moment of signing being captured in photographs or on video. In November 2010, Sanders sold the DBS privately to the current owner, a friend of his. Annual servicing continued to be entrusted to Aston Martin Works.

To the best of the owner's knowledge, the DBS had never been displayed in public prior to the Aston Martin Owners' Club's Spring Concours in May 2011. In 2013 *'The Persuaders!'* DBS was one of only 49 cars (and one of only five Aston Martins) invited to participate at the Concorso d'Eleganza Villa d'Este at Lake Como, Italy. It has also participated at Salon Privé in London in 2011 and 2013 and played a key role in several Aston Martin Centenary events.

Offered on the open market for the first time in its 44-year history, *'The Persuaders!'* Aston Martin DBS embodies the precious virtues of truly iconic status, unique original specification, impeccable restoration - by its own manufacturer, with whom it has also enjoyed a perfect maintenance record - eminent usability and superb running condition.

One of the most famous and desirable cars ever to carry the Aston Martin badge, 'PPP 6H' represents a once-in-a-lifetime opportunity to acquire a true automotive icon, which is also of popular cultural significance.

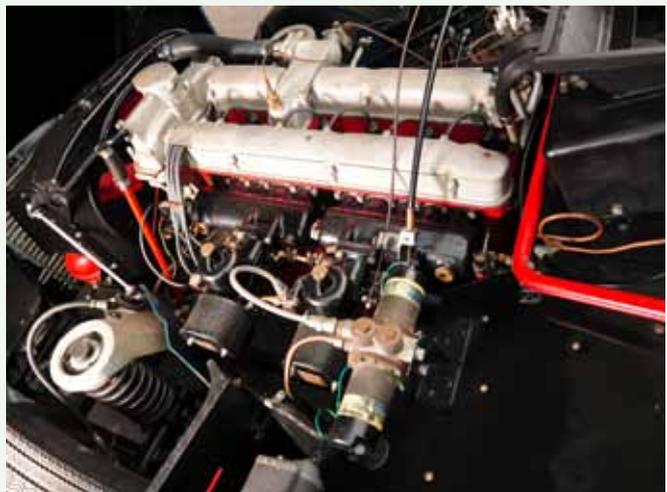
£350,000 - 550,000
€420,000 - 660,000



223 N

1956 ASTON MARTIN DB2/4 MARKII FIXED-HEAD COUPÉ COACHWORK BY TICKFORD

Chassis no. AM300/1241



David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. For the first time there was a third body type on offer: a fixed-head coupé in 'notchback' style. Very attractive, the latter afforded accommodation similar to that of the drophead version but was priced the same as the three-door sports saloon.

While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a $\frac{3}{4}$ " increase in roof height that afforded greater headroom. Flashing indicators and discreet tail fins made an appearance, as did chromed trim strips running from the front wheelarch tops to the door shuts, below which the bonnet sides were now fixed, thus lightening the bonnet assembly. Interior improvements included better seats and a proper fly-off handbrake. The Aston's six had been enlarged from 2.6 to 3.0 litres part way through production of the DB2/4 MkI and continued unchanged in the MkII, though a special series VB6J engine suffixed 'L' or 'L1' producing 165bhp was available as an option. Of the 199 DB2/4 MkIIs produced up to October 1957, saloons accounted for the majority with 24 built as drophead coupés, 34 as fixed-head coupés and four supplied as chassis only.

One of the 34 fixed-head coupés made, 16 of which were delivered in the UK, the car we offer is one of the rarest and thus most desirable of all post-war Aston Martins. Chassis number 'AM300/1241' was delivered on 22nd November 1956 to the well-known Aston Martin/Lagonda agent, Brooklands of Bond Street and subsequently was purchased by Ashtons Development, a steel fabrications company based in Essex.

Special features included non-polished aluminium castings, a wood-rim steering wheel and striking two-tone livery of Ice Blue with Peacock Blue hardtop and blue-grey interior, all of which the car retains today. The AMOC Register lists the original UK registration as 'ULM 333', though it should be noted that the car was pictured in Australia carrying 'ULH 33' (see press cutting on file).

The accompanying logbook records the next owner (from February 1960) as a Mr Maurice Goldman, an Essex resident who kept the Aston for some 20 months, selling it in October 1961 to Mr Anthony Percival Amato of London. Over the course of approximately the next 17 years the car passed through the hands of four owners in the UK before being sold to Australian resident Christopher A Green in April 1978. The AMOC Register records '1241' as winning a 1st place concours award at the Australian National Rally, Shepperton in 1982 and lists only one other owner in Australia – P de Janko – who entered it in the Melbourne Classic Car Show in 1987, winning another 1st place award.

Brought back to Europe via the Houtekamp Collection in 2010 and purchased subsequently by the current owner, the Aston is believed to have undergone a full restoration in Australia, appearing very presentable and possessing a nice patina. We are advised that all the gauges are fully functioning and the car starts easily, runs strongly and tracks well. A significant addition to any important private collection, this example of a most desirable 'factory coachbuilt' Aston Martin is offered with tool kit, sundry service invoices, an old Australian registration document and Netherlands customs papers.
£160,000 - 200,000
€190,000 - 240,000



224

**1962 ASTON MARTIN LAGONDA RAPIDE
SPORTS SALOON**

Registration no. 572 UYE

Chassis no. LR/108/R

Engine no. 400/108



'It has long been my ambition to produce a car which would be equally suitable to drive or to be driven in, great comfort, large luggage carrying capacity yet still be exhilarating to the owner driver and capable of effortless sustained high performance. There is such similarity between modern cars that one is fearful of the day when all will look, and be, alike.' - David Brown on the Lagonda Rapide.

Aston Martin revived the famous Lagonda name in 1961 with a luxurious four-door sports saloon – the Rapide – that took its appellation from one of the marque's most exalted models of the late 1930s. It has been David Brown's intention that the Rapide should be the 'most mechanically advanced car available', offering effortless acceleration to 130mph. Beneath the Rapide's Superleggera aluminium coachwork (by Touring of Milan, the *carrozzeria* responsible for the Aston Martin DB4 sports car) was a lengthened (by 16") DB4 platform-type chassis reconfigured to accept De Dion rear suspension, the adoption of which allowed rear compartment space to be maximised. Powered by a 4.0-litre (236bhp) version of the Aston Martin DB4's twin-cam 'six' that would later power the DB5, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed. Dual circuit, servo assisted disc brakes restrained this excellent performance while fittings to the traditional 'gentlemen's club' interior included electric windows, picnic tables to the rear, filler cap remote opener and a radio as standard. The Rapide's price when new was £5,000, some 25 percent higher than that of the Aston Martin DB4, which itself was not exactly a cheap automobile. A mere 55 units, almost all of which were equipped with Borg Warner three-speed automatic transmission, were built before production ceased in 1964.

Today, only 47 of the original 55 Rapides are known of, 'LR108R' being the 7th built. The car was sold new via Blakes of Liverpool to company director J P Dixon in 1962.

When ordering his Lagonda, Mr Dixon made a special request for a manual gearbox to be fitted - despite AML trying to talk him out of it - making this car rare, while it is also the only Rapide painted by the factory in classic Snow Shadow Grey, again at the original owner's request.

'LR108R' had recorded 25,000 miles up to 1972 and the odometer shows only 36,000 miles today, which is supported by its complete and extensive history file. It was owned during the mid-1970s by Robin Hamilton, Aston Martin dealer and Le Mans driver, who is one of only four previous owners. From 1989 to 2010 the car was laid up, after which it was re-commissioned and returned to the fine condition it is in today. Retaining its original engine and DB manual gearbox, 'LR108R' has been sensitively maintained and its originality respected, with almost every mechanical element being professionally rebuilt/ repaired as needed. It also benefits from stainless steel bumpers (copied by hand from the originals), stainless steel exhaust, refurbished braking system, new radiator and refurbished fuel tanks. The two Solex PHH 44 carburetors have been rebuilt, a new SU dual fuel pump installed and the head checked, and new seals and rubbers fitted throughout. New Wilton carpet has been hand copied from the original and repairs made to the interior as needed. The Lagonda is currently taxed and MoT'd and everything works as it should, while the only modernising modifications are an additional (discrete) cooling fan and integrated wiring for a modern stereo (if required). Accompanying paperwork consist of an old-style logbook, copy guarantee form, sundry restoration invoices, V5C registration document and the aforementioned history file.

Its provenance, unusual specification, low mileage and originality make 'LR108R' an extremely good example of this rare and wonderful car - a model which was the personal project of David Brown himself.

£80,000 - 120,000
€97,000 - 150,000



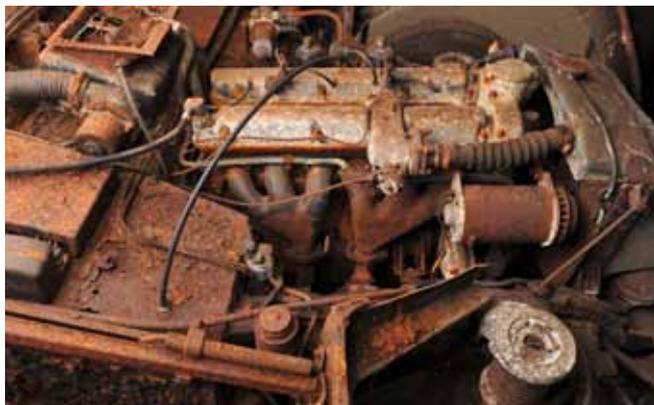
225

**1958 ASTON MARTIN DB MK III DROPHEAD COUPÉ PROJECT
COACHWORK BY TICKFORD**

Registration no. PUX 700

Chassis no. AM300/3/1430

Engine no. DBA/1068



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

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

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

Disc-braked chassis number '1430' is one of only 85 DB Mark III drophead coupés built. The accompanying copy guarantee form lists overdrive transmission as the sole non-standard feature and gives the original colour scheme as Peony with beige Connolly hide interior. Registered 'PUX 700', the Aston was retailed via Cyril Williams and first owned by one F C A Ransford of Lydbury North, Shropshire. Only two other owners are listed, the second being one J C Crowther of Shirley, Surrey while the third is the recently deceased vendor, who is believed to have acquired the car in the early 1970s. The 'Service Work' section lists an engine and gearbox overhaul in February 1967; further engine work, including a new water pump, in April 1968; and regular overhauls of the braking system. The final entry, dated February 1970, is for a 5,000-mile service (carried out at 61,221 miles) after which a further 21,000-or-so miles were covered before the car was taken off the road.

'PUX 700' is believed to have been in storage since the 1970s and there is a letter on file, written by the late owner in May 1993, stating that it had been his intention to restore it; clearly an ambition that was never realised. He also states that the car had been maintained by AM until it went into storage. In need of full restoration and sold strictly as viewed, this rare DB Mark III drophead is offered with an original workshop manual and expired MoT certificate (1970). There is no registration document with this Lot.
£40,000 - 60,000
€49,000 - 73,000





226

**1967 ASTON MARTIN DB6 4.2-LITRE
SPORTS SALOON TO VANTAGE
SPECIFICATION**

Registration no. OMU 16E

Chassis no. DB6/2877/R

Engine no. 400/3035

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

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



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, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

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

This example was upgraded in 1994 to full Vantage specification and 4.2 litres capacity by Beauxfield of Warrington, the cylinder head being rebuilt to unleaded specification, incorporating V8 cam followers and shims, in the process. The Aston had been bought by a Mr Steve Marsh in October 1987, and during 1989/90 was treated to a bare-metal body/chassis refurbishment and repaint by D&D Motors. In 1999 the interior was fully re-trimmed by Standish Car Trim and a set of Recaro seats re-covered to match (offered with car). A rebuilt ZF five-speed manual gearbox was fitted in 2003 together with a Powr-Lox limited-slip differential supplied and rebuilt by Beauxfield, while other noteworthy features include an original 'Aston Martin' radio, Cobra chromed wire wheels (supplied by MWS) and an Aston Engineering electric power steering rack (original differential and rack with car). Also included in the sale is an original DB6 instruction book, service manual, oil cooler, Helda rally odometer, Clifford alarm and an 'Aston Martin' car cover.

'OMU 16E' has various concours awards to its credit including 3rd at the 'Best of Bond' meeting in July 2012 and Car-Fest South's Aston Martin Seven class two years running. Currently MoT'd and taxed, the car is offered with all parts invoices dating from 1987 to date; all expired MoT certificates dating back to 1986; copies of all previous registration documents; and current V5C.

£130,000 - 170,000
£160,000 - 210,000

227 N

Left-hand drive

1987 ASTON MARTIN V8 VOLANTE

Registration no. German Registered

Chassis no. SCFCV81C7HTL15511

Engine no. V/585/5511



Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

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 Dag 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 previous owner. 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 German registration papers.

£75,000 - 85,000
€91,000 - 100,000



228 N

1969 ASTON MARTIN DBS SPORTS SALOON

Chassis no. DBS/5475/R

Engine no. 400/4294/S



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing: '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.

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

The early, six-cylinder DBS is a relatively rare car; only 790 were made (plus 70 AM Vantages) compared with 1,567 DB6 saloons. This example comes with a Certificate of Permanent Export dated 18th July 2002, issued when the car was sold to a new owner in Germany. The last UK keeper is recorded as one Kenneth Senior of Woburn Hill, Kent, who had acquired the Aston in December 2000. The registration is listed as 'EGC 570H', though it should be noted that the AMOC Register records 'UUB 740H' as belonging to this DBS.

The Aston's new owner was H M W Hieber of Munich, a leading restorer of Aston Martins in Germany, who purchased it for their own use and restored the car (to German specification) between 2005 and 2011 before selling it, following a recommendation by Aston Martin Munich, to the current owner. Works carried out include restoration of the chassis and bodywork, a re-spray, renewing the interior and the installation of a new Getrag five-speed manual gearbox. A German Classic Data Insurance Appraisal, with an evaluation of the car's condition being 2+, on file (dated June 2011) lists further works undertaken: overhauled rear axle and wheel bearings, reworked SU carburettors, complete overhaul of instruments, re-chromed wheels and reinstalled chrome trim, while parts renewed include the water pump, thermostat, power steering, starter motor, exhaust sections, front lights and the prop shaft. The engine shows excellent compression on all cylinders, diagram on file.

Finished in dark British Racing Green with dark grey leather and Alcantara interior, the car currently displays a total of approximately 89,000 miles on the odometer and is described as in generally very good condition. The only notified fault, for this non-smoker car, is a defective cigar lighter. Regretfully offered for sale only because the demands of an expanded family require something with four doors and seat belts, this restored DBS is offered with a quantity of expired MoT certificates (mostly from the 1990s), German registration papers and TÜV. An original Aston Martin luggage set (two suitcases and a vanity case) is included in the sale.

£60,000 - 80,000
€73,000 - 97,000



229 * N

**1959 ASTON MARTIN DB MKIII SPORTS SALOON
COACHWORK BY TICKFORD**

Registration no. AM300/3/1673

Chassis no. DB/D/1287



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

Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, *'Goldfinger'*. It was also the last Aston Martin produced with the W O Bentley-designed six-cylinder engine. Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose give 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 3.0-litre engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'.

Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 horsepower with the twin exhausts. This engine was fitted to 47 cars, including that offered here: left-hand drive chassis number '1673'.

Its accompanying copy guarantee form shows that '1673' was sold via BMCD to its first owner Jyrle V Moore of Prineville, Oregon, USA. The listed specification includes the DBD engine, twin SU carburetors, twin exhausts, chromed road wheels and a wood rimmed steering wheel, while the colour scheme is recorded as black with matching interior. The engine is now on triple SUs so presumably was upgraded after delivery. The AMOC Register (published in 2000) records one F Dreier in the USA as the car's owner at that time, while the guarantee form indicates that it was with Aston Martin DB specialists Kevin Kay Restorations of Redding, California in 2002. Purchased relatively recently as a restoration project, the car is offered for sale following a change of the vendor's plans and is sold strictly as viewed.

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

£90,000 - 110,000

€85,000 - 120,000





230

One owner, 5,300 miles from new
1984 ASTON MARTIN LAGONDA
TICKFORD SALOON

Registration no. To be advised

Chassis no. LOOR13193

Engine no. V/580/3193





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.

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

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 638 had been built. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

Nevertheless, for those who considered the appearance of the standard model too conservative, Aston Martin offered a Tickford conversion, which took its name from the factory's in-house coachbuilder (actually Salmons & Sons) that had been absorbed in 1955.

Tickford's conversion consisted mainly of a striking looking body kit, complete with side skirts, deeper rear valance and an aggressive front air dam, while some cars also had their wheelbase extended (this example is on the standard wheelbase).

The original factory invoices show that the vendor paid £59,499.76 for the car, which came fitted with rear air conditioning, plus another £25,500.24 for the Tickford conversion, making the final purchase price £85,000. At the same time the vendor specified the supply and installation of a radiotelephone with automatic aerial, the telephone dial unit being recessed in the centre console, at a further cost of £3,815.70 (all bills on file).

'13193' comes with comprehensive service history dating from 1986 to present day, consisting of bills totalling circa £52,000. Professionally stored by recognised experts Storacar since September 1990, the Lagonda has been serviced and MoT'd regularly, always by Works Service at Newport Pagnell, the last service and MoT being completed in April 2014 (see bill for £6,566.24 on file). MoT certificates on file showing the mileage total increasing from 3,956 in April 1989 to 5,184 miles in April 2014.

Finished in its original factory colour scheme of Cannock Black with Magnolia hide interior, this ultra-rare variant of an already exclusive model is offered with the original owner's manual, service book, tool kit, car cover, battery conditioner, V5 registration document and a comprehensive history file relating to both its maintenance and storage.
£45,000 - 55,000
€55,000 - 67,000

231

1963 ASTON MARTIN DB4 'SERIES V' VANTAGE SPORTS SALOON

Registration no. 748 HYT

Chassis no. DB4/1207/R

Engine no. 370/1208/SS



'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.' - *The Motor*.

Manufactured between October 1958 and June 1963, Aston Martin's Touring-styled 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 II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. As always, a 'Special Series' Vantage engine was available as an option; this unit, equipped with larger valves, raised compression ratio and triple SU carburettors, produced no less than 266bhp at 5,700rpm, an increase of 26bhp over standard. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT.

Chassis number '1207/R' was delivered via Brooklands Motors on 30th July 1963 and first owned by one E J Burrell of Chorleywood, Hertfordshire. The accompanying copy guarantee form records the original colour scheme as Caribbean Pearl with dark blue Connolly leather interior trim, while the only non-standard feature listed – apart from the desirable Vantage engine – is a Motorola radio.

The green logbook lists a further two registered keepers, Ms. Margherita Hurst of London E10 (1970) and Aston Martin Lagonda Ltd (1974). '748 HYT' was first acquired by its current owner in May 1976 and kept by him until September 2000 when it was sold to one David Dalrymple of Cambridge. The car was bought back from Mr Dalrymple in October 2009, such was the DB4's attraction.

There are bills on file issued by David Wall Vintage & Classic Cars of Wroxham, Norfolk detailing extensive refurbishment, mostly dating from the late 1980s plus some from 2009. One, dated September 1987, is for extensive body repairs and a repaint in Aston Martin Warwick Blue. The most recent bill, dated December 2009, is for a major service and five new tyres, but the car will have been back to David Wall immediately prior to sale for routine servicing and MoT test. Well stored in recent years in an impressive motor house alongside numerous other Astons and other quality British marques, '748 HYT' is described as in generally good running condition and offered with the aforementioned service records, logbook and guarantee form; a quantity of expired MoT certificates and old tax discs; current MoT/tax and V5 registration document.
£250,000 - 280,000
€300,000 - 340,000





232

1964 ASTON MARTIN DB5 SPORTS SALOON PROJECT

Registration no. DBP 582B

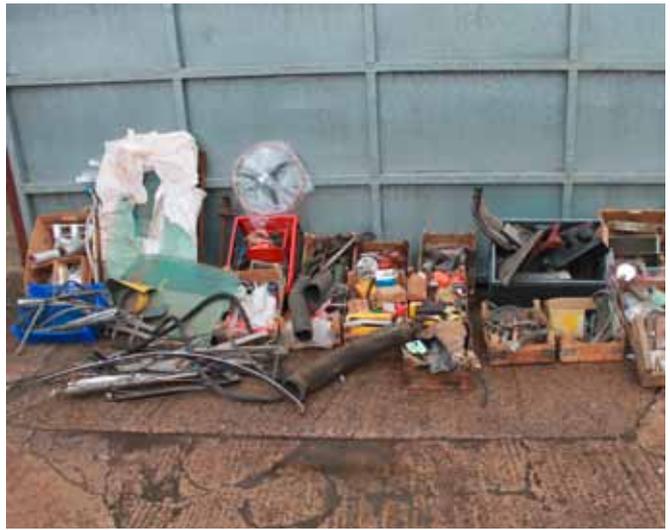
Chassis no. DB5/1497/R

Engine no. 400/1492

Undoubtedly one of the 'must-have' cars as well as James Bond's iconic vehicle, the DB5 continues to generate immense interest among car collectors, owners and users. Understandably so, as the total production of all DB5s over a two-year period was only a little over 1,000 cars.

Born of the frustration that Harold Beach had encountered with the DB4, which he claimed was rushed into production ahead of proper development, the DB5 remains the pinnacle of his achievements as a designer. Styled by *Carrozzeria* Touring of Italy, it used their patented Superleggera body construction and an engine reworked by Tadek Marek, which had been increased in capacity to 4.0 litres and now produced 282bhp on triple SU carburetors. Harold Beech had already had some practice for his magnum opus with the DB4GT and Series V DB4s, using faired-in headlamps to further enhance the appearance. The extra engine power attracted attention like never before despite the 'half the price' competition from the E-Type Jaguar. Later cars, this one included, were fitted with a ZF five-speed gearbox. There had not been, and would not be for some years, a car, let alone an Aston, quite as good as the DB5.

Many of the DB5s surviving today have been subject to complete restorations, often two or three; it is hard to believe that the older examples are now in their 51st year. Consequently, it has become harder to find cars with matching numbers and a continuous record of activity; or inactivity, as is the case with 'DB5/1497/R'.



Registered as 'EAF 2', this DB5 was delivered to its first owner on 9th April 1964 via Brooklands of Bond Street. The car is said to have been subject to frontal collision damage in the early 1970s and was bought as a rebuild project. It was almost completely dismantled and the parts dry-stored. Work has been carried out on it since but there is no accurate record of what has been done and when. However, a record of the original purchase and many other documents related to the car come with it, together with a Works Manual, V5 registration document and a series of photographs which may be of early repair work.

There is evidence of repair to the nose and near-side area of the chassis. This and the rest of the frame and floor have been painted in a gloss black finish. The cockpit and boot floors appear sound. The car is rolling, with the suspension and brakes in place front and rear. It is not known if the brakes, suspension and Selectaride mechanisms have been refurbished but the brake pipes appear to have been renewed recently. The four chromed wire wheels appear to be original but are in need of renovation. Tyres appear to be 1970s in origin.

There are two front-end body assemblies. One, for a DB5, appears to be new and made relatively recently. The other, for a DB6, is old with some poor repair work. The rear coachwork and sills have been cut away as an assembly. There is no roof.

A bonnet, said to be from another DB5, is included but has not been measured against the new nose. The boot lid is included together with both doors complete with winder mechanisms, motors, handles and chromed window surrounds. One door is missing its skin but a new repair skin is included.

Both fuel filler caps are included, albeit disassembled. Door and quarter-light windows (including quarter-light catches) and what appears to be a new rear screen are included. There is no windscreen or seals.

The correct engine (according to the AMOC Register and the accompanying British Motor Industry Heritage Trust certificate) has been refitted but is said not to have been looked at since the car's acquisition in 1974. The manifolds, starter motor, dynamo, carburettors and other ancillaries have been removed. The ZF gearbox is installed and the prop shaft turns when the car is pushed.

The dashboard is in place and appears complete, while the handbrake lever and control pedals are present also. The original green front seats and rear squab were treated with hide food recently. The rest of the original trim, including door liners, is present together with the original black carpets (marked for use as templates). There is no headlining. There is a box of what are almost certainly new trims and door/window seals - possibly a complete set.

The wiring loom has been replaced with a period-correct item. Headlamps and nacelles appear to be missing; the tail lamps though are present. Several ancillaries remain in place on the bulkhead. Sold strictly as viewed, this is a challenging project but nevertheless one that, once completed, will give immense satisfaction to the car's fortunate new owner.

£100,000 - 150,000
€120,000 - 180,000

233

Ex-Sir David Brown

1969 ASTON MARTIN LAGONDA 4-DOOR PROTOTYPE

Registration no. JPP 5G

Chassis no. MP/230/1

Engine no. V/540/008/EE

Four photographs accompanying the 1970 AML Press Release for MP/230/1.



This unique and well-known Lagonda was created in 1969 as the prototype for a new four-door saloon based on the existing two-door DBS V8. It represented the first use of the Lagonda name since the demise of the Lagonda Rapide in 1964. A four-door DBS variant had been envisioned back in October 1966 when the project had first been proposed to Aston Martin chairman, Sir David Brown. The new Lagonda was 305mm (12") longer in the wheelbase than the two-door V8 whose engine and running gear it shared and to which it bore an understandably strong resemblance, both cars being the work of stylist William Towns. Unlike the seven production models that followed later, which had only two headlamps, 'MP/230/1' featured a four-headlamp front end identical to that of the contemporary two-door DBS V8. Also unique is the boot arrangement, the lid being combined with the between-the-lights vertical panel for easier loading of heavy objects.

After completion, 'MP/230/1' was reserved for the personal use of Sir David Brown but the project would not come to fruition until after his departure and Aston Martin's acquisition by Company Developments. Priced at £14,040, including Purchase Tax, at the time of its launch in 1974, the Lagonda cost 24% more than the contemporary V8 and thus was one very expensive motor car. An exclusive model even by Aston Martin standards, it was catalogued until June 1976, by which time only seven had been made. Chassis numbers ranged from '12001' to '12007', while a further example - chassis '12008' - was sanctioned at a later date.

Dudley Gershon's book 'Aston Martin 1963-1972' contains a wealth of information about this Lagonda. Gershon was the engineering director at Newport Pagnell at the time and was personally responsible for the Lagonda's development. Copies of the relevant extracts from the book are contained within the car's file. The Lagonda was announced by press release with photographs in January 1970. Copies are included in the car's file together with a copy of the article published in the May 1970 edition of 'Road & Track'.

An interesting anecdote in Gershon's book concerns the disagreement within the factory over whether the car should be badged as an Aston Martin or a Lagonda. Gershon confesses that only an hour before the press and distributors were to view the car he took the decision to badge it as a Lagonda, ignoring a written instruction he had just received from on high to badge it as an Aston. The decision to resurrect the Lagonda name was much praised at the viewing and the badges remained.

The car was originally finished in Sir David Brown's favoured colour of Roman Purple with seats and door cards in crimson velour, creating something of an 'Odeon Cinema' look. The V8 power plant was too much for the original wire wheels, which were soon replaced with GKN alloys, while the velour interior was replaced with blue hide and the coachwork refinished in blue metallic. Originally the car was fitted with a prototype 5.0-litre fuel-injected V8 engine but the factory quickly changed this for a very early production 5.3-litre four-carburettor unit, which remains in the car today.



The Lagonda was a personal favourite of Sir David Brown and in the early 1970s it was a familiar sight in and around Newport Pagnell, usually with Sir David in the back and his faithful chauffeur, George, at the wheel. Included with the file is a transcript of a 1970 interview with Sir David Brown where he discusses his current wheels: this Lagonda prototype.

The Lagonda remained with the factory until it was sold to Peter Biggs after Sir David Brown's departure in 1972. Peter Biggs retained the car for the next 36 years, selling it in 2010 to the current owner, an Aston Martin collector. In 2011 the Lagonda featured in 'Classic & Sports car' magazine (April edition).

A distinguishing feature of the Lagonda prototype is that it remains to original specification and has not been updated like some of the production cars. The body and paintwork are very good, with no dents and even panel gaps, while the leather interior is excellent and free from damage. Marque specialists Desmond Smail Ltd have gone through the car thoroughly to ensure it is in top mechanical condition (see bill for £13,725 on file). The car has also had an engine bay restoration and looks in top condition under the bonnet. We are advised that it runs sweetly and is free from faults, and currently shows a mileage reading of approximately 14,000, which is believed to be correct.

Currently MoT'd, the car comes with V5C registration document the aforementioned history file containing the buff logbook, old-style V5, SORN paperwork, sundry service/maintenance invoices and a substantial quantity of expired MoT certificates and old tax discs. The four-door Lagondas are rare cars; this one, however, is very much more special.

£320,000 - 380,000

€390,000 - 460,000







234

**1955 ASTON MARTIN DB2/4 'MARK I'
3.0-LITRE SPORTS SALOON
COACHWORK BY MULLINERS OF
BIRMINGHAM**

Registration no. ROC 926

Chassis no. LML/866

Engine no. VB6J/323





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

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed, providing 118mph top speed and 60mph in around 11 seconds. This was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car. In 1955 the factory entered three DB2/4s in that year's Monte Carlo Rally, securing the Team Prize; but for a navigational error, one would have won outright.

This particular DB2/4 was purchased new by Girling Ltd of Tyseley, Birmingham and used by them as a test bed for disc brake development. Disc brakes did not become standard equipment on an Aston Martin road car until part way through 1957 when they appeared on the DB Mark III, which makes '866' possibly the first Aston Martin to be fitted with this superior form of braking system. The accompanying copy guarantee form lists another prominent British motor industry company, Vandervell Products, as the second owner. Three subsequent owners are listed, all in the UK.

In 1995 the Aston was offered for sale at auction and purchased there by the current vendor. At that time the car was said to have been bought in Somerset in 1987 by the then owner, who had it rebuilt and upgraded by Four Ashes Garage with the aim of competing in AMOC competitions. In order to comply with the regulations, the Girling disc brakes were removed and drums reinstated (the original Girling discs are included in the sale). Between 1988 and 1991 the car competed in eight races, winning the AMOC road-going class twice. The AMOC Register records a 2nd place award at the Lime Rock Concours in 1993, the then owner's name being given as Perlman.

The Aston is currently resident in Finland where it has been kept in heated storage since 1995. Accompanying documentation consists of the aforementioned guarantee, an AMOC Vehicle Identity Form, expired MoT certificate and tax disc (1996), sundry restoration invoices, an old-style logbook and V5 registration document.

£120,000 - 140,000
€150,000 - 170,000

235

One owner, 9,000 miles from new

1986 ASTON MARTIN V8 AUTOMATIC SPORTS SALOON

Registration no. D477 BJB

Chassis no. SCFCV8155HTL12534

Engine no. V/585/2534



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 re-introduced on the Series 5, this time a Weber system rather than the earlier Bosch. 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: 'A well-equipped car with magnificent stride for long journeys,' while *Performance Car*, also 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.'

This fuel-injected left-hand drive Aston Martin V8 was purchased new by Mr Antonio Veiga of Rio de Janeiro, Brazil and supplied for use in France. The car was delivered to him at Claridge's Hotel in London on 20th November 1986 and a few days later was driven to Paris. Used throughout 1987, the Aston was then placed in dry storage at a Paris chateaux where it remained for the next 25 years, forgotten about by its owner who had returned home to Brazil. The vendor's son had no knowledge of the car until 2013 when he received a telephone call from the chateaux's owners, who wanted the car removed.

It has recently returned to the UK and been issued with an age-related registration number. Some re-commissioning has been carried out: the fuel tank has been removed and flushed out; all fuel lines cleaned; engine oil and filter changed; air filters replaced; brakes serviced and fluid changed; and the handbrake repaired. However, it should be noted that the fuel filter, automatic gearbox fluid and rear axle oil have not been changed. After re-commissioning the car was driven for 40 kilometres. Notified faults are as follows: defective fuel gauge and radio aerial; Cobra alarm disconnected; and front brake efficiency not up to standard.

Currently displaying a total of only 14,570 kilometres (approximately 9,000 miles) on the odometer, this '*chateaux find*' Aston Martin V8 is offered with current MoT/tax and V5C registration document.

£50,000 - 70,000
€61,000 - 85,000



236

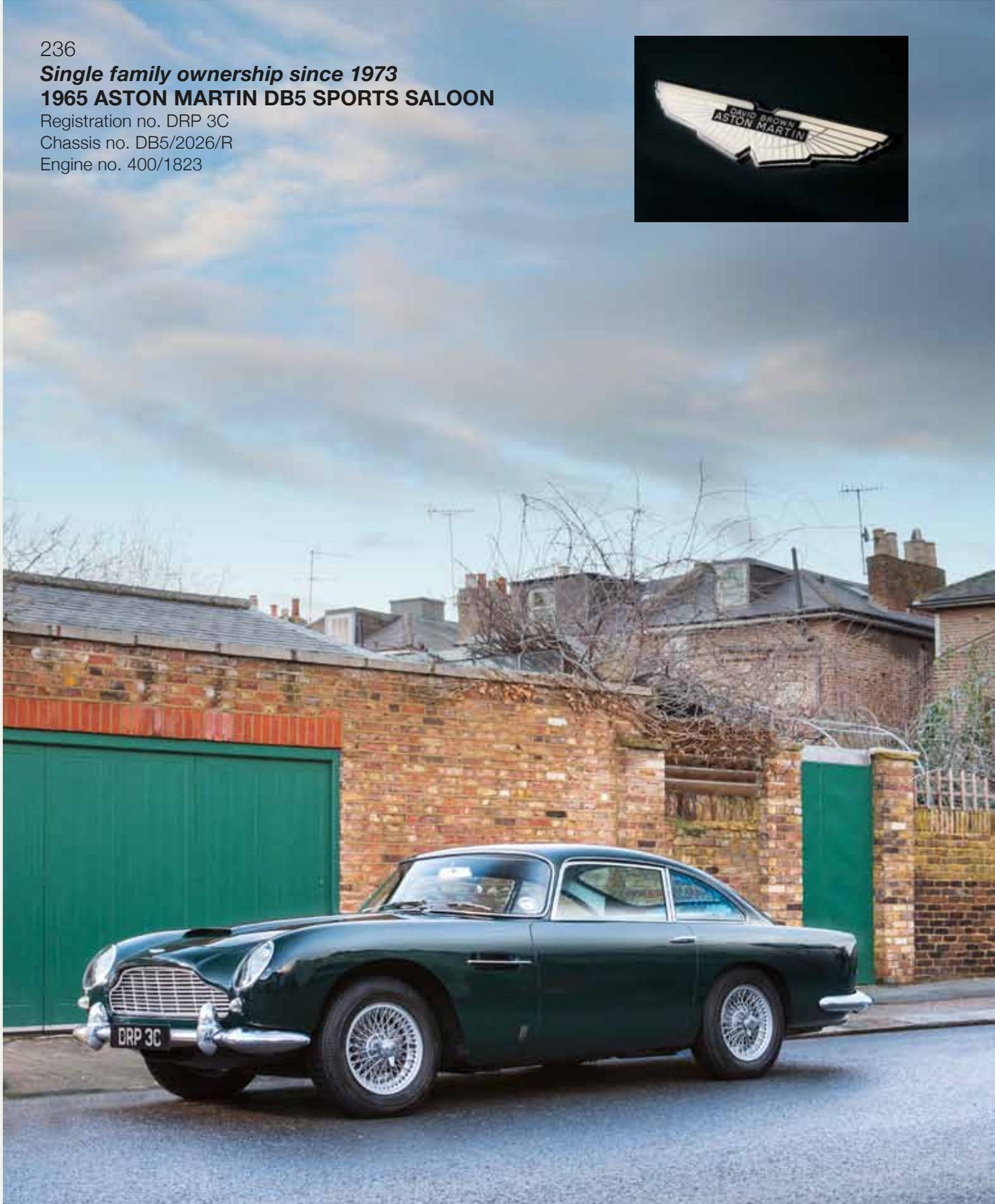
Single family ownership since 1973

1965 ASTON MARTIN DB5 SPORTS SALOON

Registration no. DRP 3C

Chassis no. DB5/2026/R

Engine no. 400/1823



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

Aston Martin's post-war evolution 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. 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 '2026/R' was retailed via Francis Motors (Moto Baldet) and first owned by a Mr Cyril Parry of Lloyds Bank Chambers, London N10. The accompanying copy guarantee form records the original colour scheme as Goodwood Green with black Connolly hide trim, and lists a heated rear screen and Marchal fog lamps as the only items of non-standard equipment. The original registration was 'DRP 3C'.



Purchased by the current vendor's father from a Mr Elwell in August 1973 (receipt on file), the Aston was next owned by his mother and thus has been in the family's possession for some 40-plus years. 'DRP 3C' comes with one of the biggest and most comprehensive history files we have ever seen, containing every bill since 1973 and even some relating to Mr Elwell's ownership (close inspection recommended). There are also 28 expired MoTs, showing the recorded mileage increasing from 76,000 in January 1973 to 89,682 (actually 189,682) in January 2014, a distance of a little under 114,000 miles in 40 years.

Many of the bills are from Aston Martin Lagonda, including one for an exchange engine in March 1974 and overhaul of same engine the following year. Of particular historical interest is a letter from Mr R Handley, AML's Chief Executive, Parts & Service, assuring the owner 'that the Service & Parts Division of Aston Martin Lagonda has resumed operations under the direction and authority of the Receiver and the full range of facilities is once more available backed by a very extensive stock of spares.' Although undated, this letter would have been written in the aftermath of Aston Martin's rescue from bankruptcy by Company Developments.

Many of the other bills on file were issued by marque specialists R King & E Meakins of Wolverton, Milton Keynes, who were entrusted with the Aston's maintenance for many years. One of the most significant of these relates to a bare-metal re-spray, full interior re-trim and other works carried out in September 1990 at a cost in excess of £24,000. Subsequently the car was looked after by marque specialists Aston Engineering, whose works included converting the cylinder head to 'lead free' specification and fitting electronic ignition, while in more recent times its maintenance has been entrusted to Nicholas Mee. The latter's most recent bill, dated February 2014, is for various engine works, a carburettor overhaul, replacing the fuel pump and various related operations at a cost of £15,087. Apart from the aforementioned 'lead free' conversion and electronic ignition, the only notified deviation from factory specification is an electric cooling fan.

Benefiting from uncompromising 'no-expense-spared' stewardship of over 40 years, this exceptionally well-documented DB5 is presented in generally excellent condition and offered with old-style logbook, current MoT/tax and V5 registration document.

£340,000 - 380,000
€410,000 - 460,000





237 * N

1966 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Chassis no. DB6/2516/L

Engine no. 400/2521/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. The wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance, but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

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

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.'

Currently in the hands of only its third owner, who purchased it at Bonhams' Monaco sale in May 2011 (Lot 124), this left-hand drive DB6 Vantage was sold new in France via Aston Martin agent Garage Mirabeau to Compagnie Francaise De Produits Metallurgiques in Paris. The accompanying copy build sheet reveals that the car was delivered with various options that included the 3.73:1 limited-slip differential, 3-ear hubcaps, chromed wheels, heated rear screen and power-operated aerial.

The Aston is offered in essentially un-restored condition, although the preceding owner carried out various works and fitted numerous new parts. The latter include a complete clutch assembly, stainless steel exhaust, stainless steel fuel tank, all braking system hydraulics, Weber carburettor kits (x3), fuel pump, alternator belt, battery and an electronic ignition system. In addition, the windscreen wiper and fuel tank sender have been overhauled. Works still to be carried out include re-upholstering the front seats, repainting the body, fitting new front/rear windscreen seals, re-trimming the interior and making final adjustments to the carburettors. A full list of the above plus some helpful operating instructions comes with the car. Finished in Burgundy with black leather interior, '2516/L' is offered with sundry service invoices and French *Carte Grise*.

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

£120,000 - 150,000

€120,000 - 170,000





238* N

**Factory prototype, FEV06
1995 ASTON MARTIN DB7 VOLANTE**

Chassis no. SCFAA3112FEV06

Engine no. AM10100023



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 TWR Group. 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.

Prototype DB7 Volantes known as 'FEVs' (Fully Engineered Vehicles) had been undergoing tests on UK roads from the second half of 1994, the car offered here being the last of the six built. Unusually, some of these prototypes, instead of being destroyed when they had served their purpose, as is usually the case, were retained by TWR Engineering and eventually sold off. Thus, in early 2001, 'FEV06' passed via X K Engineering Ltd to Profile Executive Cars of Warwick, who owned it from March 2001 to November 2002.

The next owner, from November 2002 onwards, was Mr John Hartigan of Redditch, who sold the Aston to the current vendor in January 2008. Since 2011 the DB7 has been in Hong Kong (see registration document on file), seeing regular use until around a year ago when the vendor switched to another car. Since then the ECU has developed a fault and thus the Volante, which is currently a non-runner, is sold strictly as viewed.

A manual transmission model finished in Cheviot Red with Ivory Connolly leather interior, 'FEV06' is described as in generally good condition, the ECU fault notwithstanding, with fair paintwork and interior and excellent transmission. The only non-factory modification notified is a Quicksilver sports exhaust system, with walnut steering wheel and titanium pedals the current odometer reading of this desirable soft-top Aston Martin is approximately 54,000 miles. Representing a rare opportunity to acquire a genuine prototype Aston Martin, the car is offered with DVLA Vehicle Record extract and the aforementioned HK registration document.

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

£17,000 - 22,000

€21,000 - 27,000

No Reserve



239

C. 1964 ASTON MARTIN DB5 SPORTS SALOON PROJECT



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 four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later. Outwardly there was little to distinguish the DB5 from the final Series 5 DB4 apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. Famously featured in the James Bond movie, *'Goldfinger'*, the DB5 was immensely popular, with demand swiftly outstripping the factory's ability to supply following the film's release in 1964. In total, 1,021 examples were built between 1963 and 1965.

This incomplete DB5 was purchased in the late 1970s by its late owner to assist with the restoration of another of the DB5s in this sale ('DMM 3A', Lot 216). The owner was the proprietor of Auto Clinic, a car body repair business in Trowbridge, Wiltshire. Apparently, he was waiting for a train at Paddington Station in London and to kill time went for a walk, discovering the Aston at a local car repair facility. A deal was struck and he was able to purchase the complete rolling chassis/body (minus engine and gearbox) together with a number of other parts. However, the owner postponed the rebuild, intending that it should be his 'last job', but sadly his health deteriorated and it was never proceeded with. Sold strictly as viewed.

£10,000 - 20,000

€12,000 - 24,000

No Reserve



240

The property of Orlando Bloom

**1958 ASTON MARTIN DB MKIII SPORTS SALOON
COACHWORK BY TICKFORD**

Registration no. NCH 888

Chassis no. AM300/3/1690

Engine no. DBA/1319



Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, 'Goldfinger'. It was also the last Aston Martin produced with the W O Bentley-designed six-cylinder engine. Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gave the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowed panel ahead of the driver.

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

If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburettors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.

For the last two years this DB MkIII has belonged to film star Orlando Bloom, arguably best known for his role as Will Turner in the immensely successful 'Pirates of the Caribbean' series of motion pictures. Forever busy in the USA, Orlando has found little time to visit the UK but has enjoyed driving his DB MkIII whenever circumstances have allowed. However, he is about to embark on the restoration of a DB4 and so the MkIII is for sale.

Its accompanying copy guarantee form shows that chassis number '1690' was sold to Swift Motor Services of Derby for use as a demonstrator. Two subsequent owners are recorded: Mr Norman Jordan of Wirksworth, Derbyshire and one J L Bostock of Darton, Yorkshire, though neither change of ownership is dated. The original colour scheme was Deep Carriage Green with matching interior trim, while an overdrive unit is the only item of non-standard equipment listed. In August 1971 the Aston passed from one D C Fieldhouse of Bradford to the immediately preceding owner, the late Sydney Benson, and was cherished as part of his private collection for the next 40 years.

Accompanying documentation consists of a V5C registration document, old-style continuation logbook (issued 1971), a quantity of expired MoT certificates, current MoT and a file of bills, mostly from marque specialists Post Vintage Engineers of Otley, West Yorkshire.

Produced for only two years, the DB MkIII represents the culmination of Aston Martin's first post-war design, which had succeeded in establishing the British company as one of the world's foremost producers of fine GT cars. 'NCH 888' is an exceptionally original example of this rare landmark model and one which any serious collector would be proud to own.

£120,000 - 150,000
€150,000 - 180,000



241

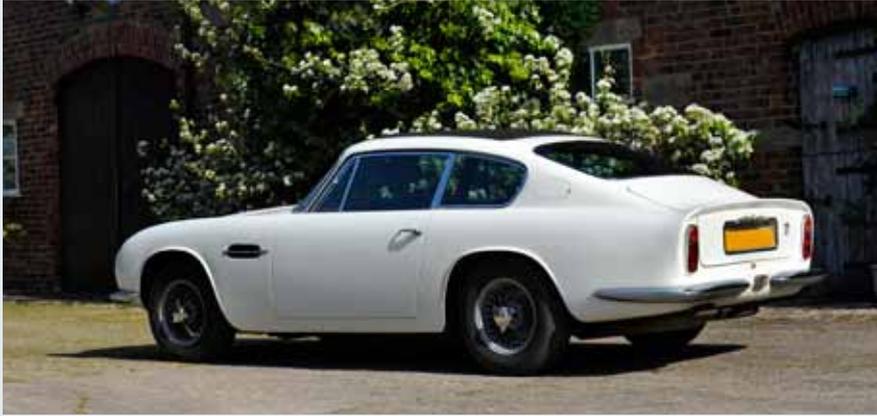
One owner from new

1971 ASTON MARTIN DB6 MK2 SPORTS SALOON

Registration no. To be advised

Chassis no. DB6/4294/R

Engine no. 400/4696



In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed principally from its immediate predecessor by having a longer wheelbase. This meant more room for rear passengers, making the DB6 more of a family man's car and helping it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail. Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles.

This particular DB6 was purchased new for the vendor's wife, being considered a more practical replacement for her Vintage-era Vauxhall 30/98, the registration number of which ('DJB 1') was transferred to it. Wilmslow Garages in Wilmslow, Cheshire were the nearest agents, and the Aston was purchased from them in March 1971. The owners were told that it was the last unregistered, white, manual transmission DB6 Mk2 in the factory. A factory approved Webasto sunroof was fitted to the owners' order.

Used sparingly, as evidenced by the expired MoT certificates on file, the car has covered only 70,728 miles from new, mainly on longer business journeys and touring holidays. In the late 1960s the vendors had the chance to buy their family business and the car was transferred to it as an asset (see original logbook on file). It was insured and driven by the vendor (and very occasionally by his wife). During this period the company purchased one of the first Aston Martin V8 Vantages for the vendor's use and so the DB6 was 'retired'.

The owner, a member of both the VSCC and BDC, has kept the car well stored. The garage is equipped with a four-post ramp and the owner has used the services of a highly respected ex-Rolls-Royce (Crewe) engineer for routine maintenance and other work on the Aston. The car has been SORN'd in recent times but was MoT'd recently in order to remove the cherished registration 'DJB 1'. It comes complete with tools, jack and the aforementioned original logbook, and is expected to possess a V5C registration document by time of sale. A change of brake servo from Girling to Lockheed is the only notified deviation from factory specification.

Boasting 43 years of 'same family' ownership, '4294' represents a rare opportunity to acquire an unmolested, low-mileage and well cared-for DB6 possessing continuous history from new.

£200,000 - 220,000
€240,000 - 270,000



242

One owner since 1971, one of only 21 examples
1970 ASTON MARTIN DB6 MK2 VOLANTE

Registration no. YAH 666J

Chassis no. DB6MK2/VC/3783/R

Engine no. 400/4682



As one would expect of a low-mileage, well cared-for car offered from long term ownership of over 43 years, 'YAH 666J' is exceptionally original and an excellent example of the marque, hence its selection for inclusion in a forthcoming book by Simon Clay - 'The Original Series - Aston Martin DB4/5/6' - for which it was photographed last year.

Offered with the documentation detailed below, this very rare beautiful DB6 Mark 2 Volante represents a unique opportunity to acquire one of the most exclusive and highly sought after of post-war Aston Martins offered from careful long-term ownership of over 43 years.

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

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

With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.



The DB6 differed principally from its immediate predecessor by having a longer wheelbase. This meant more room for rear passengers, making the DB6 more of a family man's car and helping it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets and an electrically operated hood. After 37 Volantes had been completed on the shorter-wheelbase chassis of the outgoing DB5, the convertible model adopted the DB6 chassis in 1966 and was first displayed in this form at that year's London Motor Show in October.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles (140 Mark 1 versions and only 38 Mark 2s).





Manufactured in April 1970 and one of only 38 DB6 Mk2 Volantes made, this beautiful right-hand drive example was sold when less than a year old to the current vendor's company and for the next ten years served as his 'company car', hence there are no bills on file relating to this early period of its life. The accompanying guarantee form and service record shows that the Aston was retailed via Botwoods of Norwich and intended for a local customer, but was in fact sold to a company in Essex, the warranty being transferred in September 1970. The original colour scheme is recorded as Silver Birch with dark blue Connolly leather, trim, matching carpets and Everflex hood, while the only items of non-standard equipment listed are Borg-Warner automatic transmission and front seat belts.

Transferred from company ownership to the vendor's private ownership in July 1981, the DB6 was his pride and joy and arguably the love of his life. A much loved possession he looked after very well. Prior to the Mark 2 he owned a DB6 Mark 1 Volante (which he part exchanged for the Mark 2) and he normally had a second Aston Martin as his main car, eventually ending up with a DB9. He proudly kept the DB6 for special occasions, including chauffeuring his daughter to her wedding at Lulworth Castle, as a long term member he attended local Aston Martin Owners Club events in his home county of Dorset or just to enjoy on local trips on fine days.

There are bills on file from Aston Service Dorset dating from 1984 to the present day (the most recent dated March 2014 for an MoT test). Also, Westover Jaguar Ltd of Poole has been responsible for some recent works and servicing.

The Aston was repainted in 1987. Between 2010 and 2013, marque specialists Wren Classics of Shaftesbury completed an inspection and report (list and bill on file) and carried out various works, mainly mechanical, during this period at a cost of around £5,000. The current odometer reading is circa 90,000 miles and there are numerous expired MoT certificates on file dating back to mid-1980s (at 83,000 miles) confirming that the car has covered only 7,000-or-so miles over the course of the last 30 years. The car also comes with a current MoT certificate (valid until March 2015) and V5C registration document.

Also included in the sale are the original keys and Aston Martin key fob, an original DB6 sales brochure, and a fitted car cover. The original tools are included in very good original condition.

£700,000 - 800,000
€850,000 - 970,000







243 * N

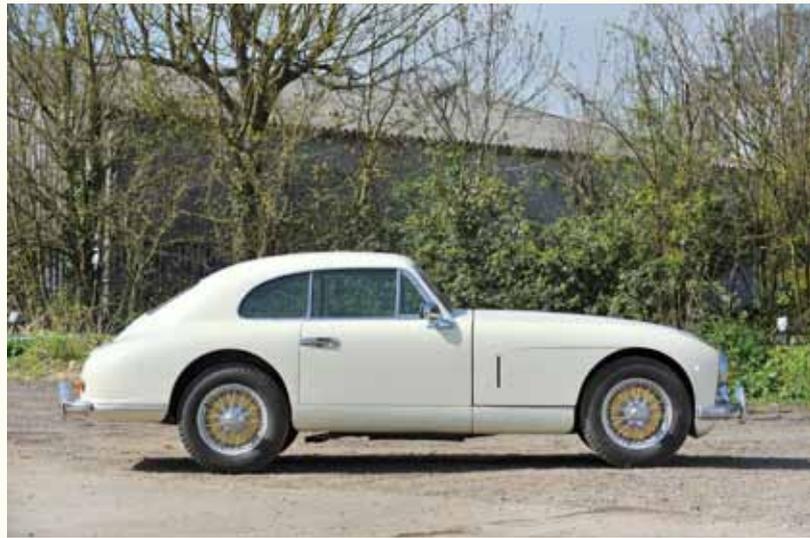
**1952 ASTON MARTIN DB2
SPORTS SALOON
COACHWORK BY MULLINERS
OF BIRMINGHAM LTD**

Chassis no. LML/50/264

Engine no. VB6B/50/1100

'The fruits of the company's post-war competition experience are now to be seen in a new model, the DB2, which is a 100mph touring car of really individual design. It is designated a sports saloon but is really a streamlined two-three-seater coupé with space for a considerable amount of luggage.' – *The Autocar*, 21st April 1950.

Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Announced in April 1950, with production commencing the following month, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor. Writing in 1952, Autosport's John Bolster enthused: 'The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved.'



(The model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the “automatic transmission” carriages.’ Bolster enjoyed the DB2’s outstanding performance, particularly that of the 120mph Vantage version, and remarked on the car’s inherent safety and versatility: ‘Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.’

The body of the DB2 afforded its two occupants a generous amount of interior space and the considerable convenience, from the maintenance and accessibility point of view, of a forward-hinging entire front section. DB2 bodies were coachbuilt in the traditional manner, a situation that resulted in numerous differences between individual examples, most obviously in the treatment of the front grille. A drophead coupe version was announced towards the end of 1950. When production ceased in April 1953 a total of 411 DB2s had been made, of which 98 were drophead coupés.

This left-hand drive DB2 sports saloon was delivered via Autos Europeos in Mexico in December 1952. The accompanying copy guarantee form records the colour scheme as Bottle Blue with red-piped grey interior, and shows that the car was delivered complete with a ‘km/h’ speedometer and Smiths ‘Bijou’ cigar lighter. Three owners are listed: Guy Fontaine Calle, Albert Donneaud and Emilio Cruz, all in Mexico. Purchased relatively recently as a restoration project, the car is offered for sale following a change of the vendor’s plans and is sold strictly as viewed.

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

£70,000 - 90,000
€85,000 - 110,000

244

1987 ASTON MARTIN V8 VANTAGE ZAGATO COUPÉ

Registration no. E78 BBB

Chassis no. 20039

Engine no. V/580/0039/X



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

With the introduction of the Vantage Zagato, Aston Martin renewed its association with one of Italy's most illustrious *carrozzeria*, Zagato having been responsible for that most celebrated and desirable of all post-war Astons, the DB4GT Zagato. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston Martin chairman, Victor Gauntlett and Elio and Gianni Zagato, and by the following year the project had progressed sufficiently for Aston to accept deposits on the 50 cars planned. Part of Zagato's brief was to shed some of the standard Vantage's not inconsiderable weight, which was achieved by shortening the wheelbase and deleting the rear seats, thus creating Aston's first production two-seater since the DB4GT. The proven 5.3-litre four-cam V8 was to Vantage specification, producing 432bhp at 6,200rpm and 395ft/lbs of torque at 5,100 revs. Production involved shipping the rolling chassis - complete with engine and drive train - to Zagato in Milan for bodying, trimming and painting, following which they were returned to Newport Pagnell for final inspection.

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

One of only 52 cars eventually constructed, this right-hand drive, manual transmission Vantage Zagato was delivered new via Aston Martin dealers Reg Vardy Ltd of Houghton-le-Spring to one Peter Clark, Esq and since 2008 has formed part of an exclusive private collection. 'E78 BBB' is finished in Valiant Blue with fawn Connolly hide upholstery, dark blue Connolly leather dashboard and steering wheel trim, and dark blue Wilton carpets. The odometer shows some 30,000 miles while the original service book has been stamped six times. This rare and desirable British thoroughbred supercar is offered with the aforementioned original service book, the original deposit receipt, and UK V5 registration document.

£120,000 - 160,000

€150,000 - 190,000



245

**Left-hand drive, 9,000 miles from new
1988 ASTON MARTIN V8 VANTAGE VOLANTE 'X-PACK'**

Registration no. E652 NUW

Chassis no. 15689

Engine no. V/580/5689/XA

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

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



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

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

A total of approximately 167 V8 Vantage Volantes had been completed by the end of production in December 1989. Of these, some 58 left-hand drive cars were exported, mostly to the USA where they were delivered fitted with the less powerful fuel-injected V8 engine.

The car offered here is one of the remaining 109-or-so true V8 Vantage Volantes, of which around 32 were left-hand drive like '15689'. It is also one of only 14 of these left-hand drive cars equipped with automatic transmission, only two of which were finished in Dove White.

'15689' was delivered new to Aston Martin, Paris in 1988 and passed to its second owner in December 1998. The car was UK registered but kept in Monaco. The current (third) owner, a UK-based collector, acquired the Aston in December 2000. Since acquisition the car has been maintained in-house using fully qualified Aston Martin engineers.

Benefitting from a particularly raucous example of the 580/X-pack engine. This pampered example is described by its owner as in first class condition mechanically, structurally and cosmetically, with no known faults or issues.

It has covered only 14,365 kilometres (approximately 8,900 miles) to date. The only notified deviation from factory specification is a change of hood colour from Burgundy to black. Offered with V5 registration document and MoT to April 2015, '15689' represents a wonderful opportunity to acquire one of these rare and highly desirable soft-top Aston Martins, completed by the factory to an almost unique specification.

£150,000 - 200,000
€180,000 - 240,000





246

**1961 ASTON MARTIN DB4 'SERIES 3'
SPORTS SALOON**

Registration no. 380 CBP

Chassis no. DB4/666

Engine no. 692

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

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

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



The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings.

Manufactured between September 1961 and October 1962, the fourth series was readily distinguishable by its shallower bonnet intake, recessed rear lights and new grille with seven vertical bars. The final, fifth, series was built on a 3.5" longer wheelbase (allowing for increased legroom and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

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. Those wishing to race the latest Aston Martin but unable to obtain a limited-edition DB4GT or its even more exclusive Zagato-bodied variant were forced to use the 'ordinary' road car, and today modified DB4s remain a mainstay of Aston Martin Owners Club and other important historic sports car events.

This particular DB4 was delivered new via Brooklands Motors to one Peter Howe of Mead House, Reigate, Surrey. The accompanying copy guarantee form records that the car was originally finished in Snow Shadow Grey with dark blue Connolly hide interior, and lists overdrive as the only item of non-standard equipment.

'380 CBP' was purchased in 1980 as a stalled restoration project. Very little work has been done apart from to the interior, which has been stripped out and the seats re-upholstered. It is believed that the engine was replaced in the 1970s with very few miles covered since, and we are advised that the camshafts show no wear. The body, which appears very straight, was repainted in the 1970s. Dry stored since acquisition, the car comes with what is believed to be all parts required to complete it, plus twin stainless steel exhaust boxes and an AM workshop manual. There is no registration document with this Lot, which is sold strictly as viewed.

£120,000 - 150,000
€150,000 - 180,000



247

1997 ASTON MARTIN V8 COUPÉ

Registration no. P248 SPU
 Chassis no. SCFDAM2SXVBR79043
 Engine no. 95/79043/A



After spearheading the Aston Martin V8's transformation for the 1990s, the Virage was dropped during 1994, its place as the 'standard' model being taken by the Vantage-style V8 Coupé. 'We wanted a car that was a new form. Fresh, exciting, purposeful but unquestionably Aston Martin,' explained Aston Martin Chairman and Chief Executive Victor Gauntlett on the announcement of the Virage, while stressing: 'It was important that, although new in virtually every way, the Virage was of evolutionary, rather than revolutionary, design. It has to be a car that could stand in line with every post-war Aston Martin and be the self-evident successor to that tradition.'

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

Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the supercharged 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, with only 101 examples built.

Finished in Avon Black with Charcoal-piped Parchment leather interior, this particular V8 Coupé was first registered in April 1997 to Aston Martin Lagonda Limited, Newport Pagnell as the company demonstrator. The car has Works Service history up until September 1997 when it was sold, while subsequent servicing has been carried out by main dealers up to 30,800 miles. 'P248 SPU' has now covered 38,300 miles from new and is described as in generally very good order. The car comes complete with service book/handbook, full tool kit, car cover, sundry invoices, build record and V5 registration document.

£35,000 - 45,000
€42,000 - 55,000



248

1966 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. LLN 166D
 Chassis no. DB6/2709/R
 Engine no. 400/2706/V



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

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

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

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

This DB6 is offered from a private collection that has housed and cherished Aston Martins of various types over the last 30 years. 'LLN 166D' was in the previous owner's possession for over 15 years and there are numerous bills and expired MoTs on file detailing maintenance and the recorded mileage during this period of its life. Somewhat unloved and neglected when acquired by the vendor, the DB6 has been nurtured and is now described by him as a reliable and highly rated example. The automatic gearbox benefits from recent overhaul by a specialist and the engine is said to perform strongly.

Undertaken over the last 3-5 years, the partial restoration involved a complete strip down and repaint in the car's original Aston racing colour of Olive Green metallic. The original black leather upholstery is described as nicely patinated and the Wilton carpeting is said to be excellent. Currently displaying a genuine odometer reading of 78,612 miles from new, the car is offered with sundry restoration invoices, MoT/tax to 2015 and V5C registration document.

£35,000 - 45,000
€42,000 - 55,000



249

**1961 ASTON MARTIN DB4GT ZAGATO RE-CREATION
COACHWORK BY BODYLINES**

Registration no. TBA

Chassis no. DB4/404/R

Engine no. 370/432



Fashioned in the style of the legendary DB4GT Zagato, this is a no-expense-spared project designed to re-create one of the 1960s' most beautiful and desirable cars. Of the many models in Aston Martin's 90-year history, and of the DB series of six-cylinder cars in particular, the DB4GT Zagato is arguably the best loved and most respected. The original collaboration between Aston Martin and Zagato of Milan resulted in a production run of only 19 constructed between 1961 and 1963 out of a total of 75 DB4GTs, although the factory did in fact set aside 23 chassis numbers. It is an indication of the affection felt for these beautiful cars that all 19 are still in existence, many in the UK.

The DB4GT Zagato made its racing debut at the Goodwood Easter meeting in 1961 in the capable hands of Stirling Moss, who brought the car home in third place. Two months later two DB4GT Zagatos, registered '1 VEV' and '2 VEV' and destined to become the most famous of them all, were entered at Le Mans by John Ogier's Essex Racing Stable. Regrettably this attempt at a second Le Mans victory for Aston Martin ended in less than three hours, both cars retiring with gasket trouble.

The Tourist Trophy at Goodwood in September of that year proved far more successful when the two cars, driven by Roy Salvadori, one Aston Martin's Le Mans-winning drivers of 1959, and the legendary Jim Clark came home third and fourth, scooping the Team Prize.

With so few cars produced, future demand exceeded supply to such an extent that the Newport Pagnell company authorised the construction of six more official DB4GT Zagatos in the late 1980s: the Sanction II/III cars, themselves highly prized by discerning collectors. Nevertheless, even this additional limited series came nowhere near meeting demand for the DB4GT Zagato; in any case, their prohibitive cost placed them well out of the reach of all but the wealthiest enthusiasts. It is, therefore, not surprising that certain enterprising individuals have turned to converting original DB4s, DB5s and DB6s to Zagato-style coachwork.



This DB4 Zagato re-creation started life as a standard DB4 sports saloon, chassis number 'DB4/404/R'. It was purchased in 1998 and subsequently completely stripped of every component, and the chassis sent away for sandblasting. On return the car was entrusted to renowned Aston Martin restoration specialists Bodylines of Olney for conversion to DB4GT Zagato specification. The aluminium body was built to lightweight specification with the 'deep nose' considered by many to be the best looking.

Entrusted to the highly respected and world famous engineers Crosthwaite & Gardiner, the engine was built up around a newly cast cylinder block, topped by a 'new', correct, twin-spark cylinder head supplied by Aston Martin. The unit was assembled by ex-Aston Martin Lagonda engine builder Alan Shackell, a craftsman with over 50 years of experience at AML, who worked on and built some of the original GT engines in the 1960s. All the correct manifolds, carburettors, etc were supplied and fitted.

An original David Brown WR gearbox was purchased for the car and fitted together with a modified Borg & Beck clutch and an up-rated prop shaft, while the rear axle was fully rebuilt by renowned specialists BPA, incorporating a limited-slip differential.

The front suspension has been fully rebuilt, using up-rated springs, new Koni shock absorbers and an up-rated anti roll bar, while the rear suspension has been fitted with up-rated springs and telescopic rear shock absorbers. Original DB4 GT brake callipers have been fitted to ensure that stopping power matches the straight-line performance. The wheels are new Borrani wires.

All trimming was carried out in-house at marque specialists Desmond J Smail Ltd, the seats being exact copies of the original design. The trimming was carried out by Joe Dorrill, who trimmed the original cars at AML in the 1960s, so with over 40 years of experience he knows how it should be. Final finishing was completed by long-term AML employee Paul Hodgkinson, another man with 40 years experience of building Aston Martins, who is also an AMOC concours judge. Clearly, only the most experienced people were used for this project.



Built to the highest possible specification, the Zagato took several years to construct and on its completion in 2010 was sold to a gentleman in New York, who used it sparingly. The car was then sold and scheduled for return to the UK, but while on its way to the docks was sold to a collector in Tokyo where it has resided in a private collection for two years. It has only recently been repatriated to the UK and is expected to be MoT'd, taxed and to possess a V5C registration document by time of sale.

Stunning to look at and exciting to drive, this unique car combines timelessly elegant coachwork in Zagato style with sensational roadability and performance. A truly versatile classic equally at home on the Grand Tour or in the concours enclosure, it is capable of excelling in either role and worthy of the closest inspection.

£800,000 - 900,000
€970,000 - 1,100,000



250

1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON

Registration no. FBO 306L

Chassis no. V8/10720/RCA

Engine no. V/540/594



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

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

This automatic transmission model, chassis number '10720' was acquired by the current vendor in April 1998. It has benefitted from considerable expenditure on an extensive and thorough refurbishment. There are detailed bills, in excess of £50,000, on file from highly regarded marque specialists Aston Workshop and more recently, Trinity Engineering. These bills cover works from 2006 to 2014 and are available for inspection.

Areas addressed include conversion to quadruple Weber carburettors, suspension, brakes, steering, refurbishment of wheels, new tyres, new electrics throughout, a stainless steel exhaust assembly and, most importantly, a complete restoration of the chassis to remove all corrosion that these cars develop within the sills, radius arms and outriggers. The full restoration was completed in 2012/2013 and photographs of the works are available.

This regularly exercised V8 is finished in silver grey with luxurious deep red leather upholstery. It also benefits from a recently fitted hide roof lining and deep grey carpets. The car also has a walnut dash and door cappings. It comes with an original and rare, factory fitted sunroof which has recently been fully restored by Trinity Engineering (April 2014).

This superb, yet highly original example of an early V8 is offered with the aforementioned restoration invoices, old-style logbook, original service book and history, current MoT certificate and V5C registration document.

Fast emerging from the shadow of their DB predecessors, the Aston Martin V8, is a highly desirable and appreciating classic Aston Martin.
£35,000 - 45,000
€42,000 - 55,000



GOODWOOD FESTIVAL OF SPEED SALE

Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2014 is already destined to be another outstanding auction with many desirable motor cars already consigned. To secure your place into this landmark sale, please contact the department.

Further entries invited

Friday 27 June, 2014



Bonhams

The Factory Prototype and unique
1939 Aston Martin Atom
Estimate upon request

1959-type Aston Martin DBR4/250
Formula 1 Racing Single Seater
£350,000 - 400,000

Works Service Restored,
20 years in current ownership,
1963 Aston Martin DB4 Convertible
£700,00 - 900,000



For further enquiries
please contact:

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

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

USA
+1 415 391 4000
usacars@bonhams.com

Greenwich Concours d'Elegance
A FESTIVAL OF SPEED AND STYLE

Bonhams



Greenwich Concours d'Elegance Auction

Sunday 1 June
Greenwich, CT



For further information, please contact:
+1 (212) 461 6514, East Coast
+1 (415) 391 4000, West Coast
motors.us@bonhams.com

*Single owner since 1978,
fewer than 16,500km from new
1975 Lamborghini Countach LP400
'Periscopica'*

Photo credit: Jasen Delgado

*Ex-Team Roosevelt,
1959 Sebring 12 Hours entry
1959 Fiat-Abarth 750 Record Monza
Zagato Bialbero*

Bonhams



The Michael **BANFIELD** Collection

13 - 14 June, 2014

Bonhams is delighted to announce that in June the Michael Banfield collection will be offered for sale by auction on location in Kent.

The important collection of Veteran, Edwardian and Vintage Motor Cars, Historic Commercial Vehicles and automobilia has been carefully curated over many decades and will provide a rare opportunity for collectors' to acquire items which rarely come onto the market.

For further information please contact the Department.

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

Automobilia:
+44 (0) 8700 273 617
automobilia@bonhams.com

Catalogue: £25 (+p&p)
+44 (0) 1666 502 200
subscriptions@bonhams.com



Originally delivered to Señor Carlos Braun Menendez, Buenos Aires
1914 Rolls-Royce 40/50hp Landaulette
Estimate: £350,000-500,000

Main
Only two long-term family ownerships since 1938
1904 Mors 24/32hp Roi des Belges
Estimate: £500,000-600,000

GEORGE DANIELS

A fine and very rare 18ct gold automatic
'Millennium' wristwatch Made in 1999.

Estimate: £100,000 - 120,000

CONTACT

Paul Maudsley
+44 (0) 20 7447 7412
watches@bonhams.com



Bonhams

LONDON

FINE WATCHES AND WRISTWATCHES

New Bond Street
Wednesday 11 June at 2pm

bonhams.com/watches



Bonhams

Modern Sporting Guns, Rifles and Vintage Firearms

Wednesday 30 July 2014
Knightsbridge, London
Entries now invited

Closing date for entries
Friday 6 June

+44 (0) 20 7393 3815
patrick.hawes@bonhams.com

A fine pair of 12-bore (2 5/8in) self-opening sidelock ejector guns by J. Purdey & Sons, no. 24108/9 Formerly the property of H.L. Visser
Sold £49,250

International Auctioneers and Valuers - bonhams.com/guns
Prices shown for sold lots include buyer's premium. Details can be found at bonhams.com

THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 15, 2014 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



*Gabriel
Malin*

CALLING ALL CARS!

The Quail, A Motorsports Gathering is excited to announce its 2014 featured classes! We invite you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your collection.

2014 CELEBRATED THEMES:

100th Anniversary of Maserati | Competition Mustangs | A Tribute to India | Rock 'n' Roll | Additional to be announced!

TRADITIONAL CLASSES:

Super Cars | Pre-War Sports and Racing | Post-War Racing | Post-War Sports | The Great Ferraris | Sports and Racing Motorcycles

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

THE PENINSULA
SIGNATURE EVENTS

Polygon

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



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

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

- > **Polygon Transport**
Unit 2H, Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

Tel +44 (0)2380 871555
Fax +44 (0)2380 862111
Email polygon@polygon-transport.com
Web www.polygon-transport.com

Valued Polygon clients



The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Spa Classic; Dix Mille Tours; Grand Prix de l'Age d'Or; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar; The Grand Tour; Kop Hill Climb; Shelsley Walsh Hill Climb; Warren Classic & Concours; London to Brighton Run; Gstaad Classic; EFG DolderClassics; Zurich Classic Car Award.

www.efgmotorracing.com



[facebook.com/EFGInternational](https://www.facebook.com/EFGInternational)

Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Bogotá and Montevideo. www.efginternational.com



Aston Martin Owners Club

A Club for Aston Martin Enthusiasts

The Aston Martin Owners Club (AMOC) is delighted to once again support the Bonhams Auction at Aston Martin Works.

If you are an Aston Martin enthusiast but not a Member of the AMOC, we invite you to come along to any of our events to meet fellow aficionados and find out more about the activities organised by the Club.

We hold a variety of events: from regional monthly pub meetings, displays at nearby events, drives out to lunch locations, to those organised centrally: race meetings, Concours D'Etat, day rallies, tours and dinners.

If you would like more information, please either come and talk to us today at our stand in the Heritage Workshop or look at the Club website on www.amoc.org.

Below are some of the events being held during 2014. Everyone is welcome at any event, whether a Club Member or not.

June

- 7th Donington Race Meeting, East Midlands
- 8th Polo at Ham Polo Club, London
- 28th Informal Dinner at Brands Hatch
- 28-29th Brands Hatch Race Meeting, Kent

July

- 4-6th Classic Le Mans, France
- 6th Boat trip at Henley Regatta, Oxfordshire
- 25-27th Silverstone Classic, Northamptonshire

August

- 22nd Goodwood Horse Racing, Sussex

September

- 7th Rally around Warwickshire and Buckinghamshire
- 21st Curbrough Sprint, Staffordshire
- 27th Snetterton Race Meeting, Norfolk

October

- 4th Concours Dinner
- 5th Autumn Concours



SUNDAY, 10th AUGUST 2014

WILTON

CLASSIC SUPERCAR

WITH



SUPERCARS DISPLAYED

HEAD TO HEAD

CLASSIC SUPERCARS VERSUS
TODAY'S NEW RIVALS

GROUP B
RALLY CAR
DEMONSTRATION

OVER 200
SUPERCARS

A DISPLAY OF
EXCEPTIONAL CLASSICS

FABULOUS ARENA
DISPLAY AREA

SAVE MORE THAN 10%

ON ADVANCED TICKETS

wiltonclassicandsupercars.co.uk

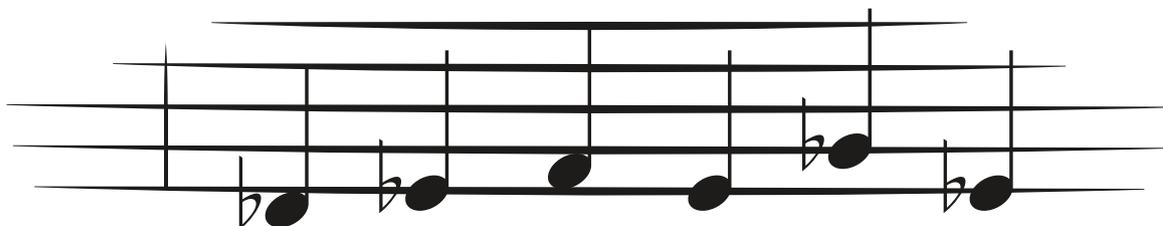
BOUGHT ONLINE BEFORE 30th JUNE 2014



154 | THE ASTON MARTIN SALE



Wilton Classic and Supercar, Wilton House, Wilton, Salisbury



SYMPHONY IN D \flat

YOUR ASTON MARTIN IS A SYMPHONY OF PARTS

WHY RE-WRITE A CLASSIC?

Every Aston Martin is a masterpiece, precision engineered to give you the ultimate driving experience. We are dedicated to ensuring your masterpiece continues to achieve that perfect harmony, without compromise. To settle for anything less would be to re-write a classic. That is why we supply over 70,000 genuine parts for models from 1959 to present, supplied through our global network of Aston Martin Dealers. So whether you drive a DB5 or a DB9, your Aston Martin can always remain a symphony of parts.

Aston Martin Genuine Parts – your orchestra awaits.



GENUINE PARTS

WWW.ASTONMARTIN.COM/DEALERS

AT THE CENTRE OF THINGS FOR 80 YEARS



JOIN US IN OUR ANNIVERSARY YEAR!

AS A COMPETITOR OR SPECTATOR AT OUR RACE, HILL CLIMB AND SPRINT EVENTS IN YOUR PRE AND POST WAR CARS

12-13 APR	SILVERSTONE 'SPRING START' RACE MEETING	6 JULY	SHELSLEY WALSH HILL CLIMB
4 MAY	CURBOROUGH SPEED TRIALS	19 JULY	DONINGTON PARK RACE MEETING
11 MAY	WISCOMBE PARK HILL CLIMB	1-3 AUG	PRESCOTT SPEED HILL CLIMB Featuring 80th Anniversary Hill Climb (Fri)
7 JUNE	CADWELL PARK RACE MEETING	7 AUG	SANTA POD RACEWAY 80th ANNIVERSARY STRAIGHT-LINE SPRINT
8 JUNE	HAREWOOD HILL CLIMB (VSCC Classes at BARC Hill Climb)	13-14 SEPT	LOTON PARK HILL CLIMB
14-15 JUNE	BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL including VSCC Speed Trials at Mercedes Benz World (Sat)	28 SEPT	SNETTERTON RACE MEETING
28-29 JUNE	PEMBREY SPRINT AND PRE-WAR TEAM RACE (Sat) RACE MEETING (Sun)	5 OCT	CASTLE COMBE AUTUMN CLASSIC (Pre-war Sports-Cars)
		25 OCT	GOODWOOD AUTUMN SPRINT

FOR MORE INFORMATION AND TO JOIN,
VISIT www.VSCC.co.uk



THE VINTAGE
SPORTS-CAR CLUB

The Old Post Office
West Street Chipping Norton
Oxfordshire OX7 5EL

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

SUPPORTED BY

Bonhams





The Endurance Rally Association
Home of the Peking to Paris Rally



Join us on the 2015 Trans America

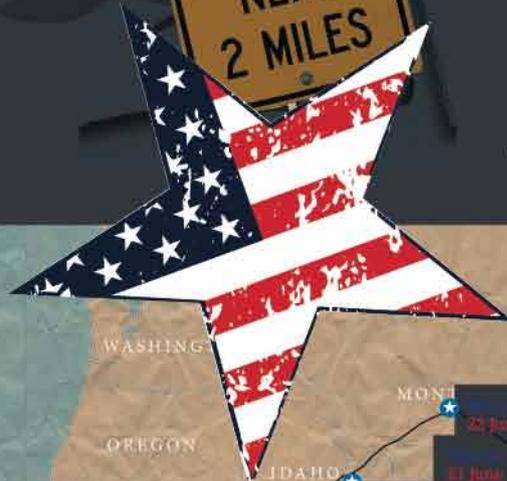
7-28 June 2015 - NOVA SCOTIA TO SAN FRANCISCO

Entries to our second **Trans-America** are now firming up. We welcome Lord Steel and wife Judy in a Jaguar XJS – David drove our Monte Carlo Challenge three times and also drove a Ford Zephyr to Marrakesh with us on the first ever classic rally to enter Morocco. We have entrants from Belgium, Holland, Switzerland, Germany and America – a great start! Our all new route drives from Halifax, Nova Scotia, Canada and finishes driving through the Nevada Desert into San Francisco – a route of terrific variety and contrasts.

Drive from sea to shining sea, through the spectacular sights of the 'land of the free and the home of the brave'.

Contact Philip Young or visit our website and begin the adventure

T: 01235 831221 E: admin@endurorally.com www.endurorally.com



Supported by:

Bonhams

1793

NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams’* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

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

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone (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% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

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

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

8. VAT

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

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

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

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

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

9. PAYMENT

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

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

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

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

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

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

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> .				
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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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>):			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
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
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	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	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;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

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

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: The Aston Martin Sale		Sale date: 17 May 2014													
Sale no. 21900		Sale venue: Newport Pagnell													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s														
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send you marketing material and news concerning Bonhams and partner organisations. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:	Date:
-----------------	-------

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

The Bonhams Motoring Network

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham

Stephen Cleminson
New Hummerbeck
Farm

West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
veterancars@orange.
net

Cheshire & Staffordshire

Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
astondb@hotmail.co.uk

Somerset / Dorset

Mike Penn
The Haynes
Motor Museum
Sparkford, Nr. Yeovil
BA22 7UI
Tel: (01963) 440 804
Fax: (01963) 441 004

Devon / Cornwall

Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire

Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
veryoldmj@gmail.com

East Anglia Motorcycles

David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars

Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
rhadfield10@gmail.com

Midlands

Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 856 024
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
rheauction@btinternet.
com

Home Counties

Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks

Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancashire, Cumbria & Yorkshire

Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Gloucestershire

George Cohen
Manor Farm
Chillington
Ilminster
Somerset
TA19 0PU
Tel: (01460) 526 46
george.cohen@
bonhams.com

Wales

Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris

4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European

Representatives

Germany

Am Kuechengarten 2
Domaene Rotenkirchen
D-37574 Einbeck
Germany
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@bonhams.com

Hans Schede

An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Italy

Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

Denmark

Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@
bonhams.com

The Netherlands

Saskia Magnin
de Lairessestraat 123
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
saskia.magnin@
bonhams.com

Norway / Sweden

Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco

Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 391 4000
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles

Nick Smith
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 323 436 5470
Fax: +1 323 850 5843
nick.smith@
bonhams.com

New York

580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California

Christine Eisenberg
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544
christine.eisenberg@
bonhams.com

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and East Coast

Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest

Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

Northwest

Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227
tom.black2@
comcast.net

Rest of the World

Australia

Damien Duigan
Unit 14,
888 Bourke Street
Waterloo
NSW 2017
T: +61 (0) 2 8412 2232
damien.duigan@
bonhams.com

Argentina

Daniel Clarmunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.clarmunt@
bonhams.com

Japan

Akiko Tsuchida
1-10-13 Tenjincho,
Fujisawa-shi
Kanagawa, 252-0814
Japan
Tel: +81 466 82 6842
Fax: +81 466 82 6809
akiko.tsuchida@
bonhams.com

Hong Kong

Suite 1122
Two Pacific Place
88 Queensway
Admiralty
Hong Kong
Tel: +852 2918 4321
Fax: +852 2918 4320
hongkong@
bonhams.com

Beijing

Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore

11th Floor,
Wisma Atria,
435 Orchard Road,
Singapore 238877,
Singapore
Tel: +65 6701 8000
Fax: +852 2918 4320
singapore@
bonhams.com

Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

UK
Philip Keith
+44 2920 727 980
U.S.A
Fredric Backlar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A
Frank Maraschiello
+1 212 644 9059

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+1 415 861 7500

Books, Maps & Manuscripts

UK
Matthew Haley
+44 20 7393 3817
U.S.A
Christina Geiger
+1 212 644 9094

British & European Glass

UK
Simon Cottle
+44 20 7468 8383
U.S.A.
Suzy Pai
+1 415 503 3343

British & European Porcelain & Pottery

UK
John Sandon
+44 20 7468 8244
U.S.A
Peter Scott
+1 415 503 3326

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
Mark Dance
+44 8700 27361
U.S.A.
Hadji Rahimipour
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art

UK
Gareth Williams
+44 20 7468 5879
U.S.A
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

UK
Stephanie Connell
+44 20 7393 3844
U.S.A
Catherine Williamson
+1 323 436 5442

Football Sporting Memorabilia

Dan Davies
+44 1244 353118

Furniture & Works of Art

UK
Fergus Lyons
+44 20 7468 8221
U.S.A
Jeffrey Smith
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
Deborah Allan
+44 20 7468 8276
U.S.A
Tanya Wells
+1 917 206 1685

Islamic & Indian Art

Alice Bailey
+44 20 7468 8268

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A
Jeff Olson
+1 212 461 6516

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A
Susan Abeles
+1 212 461 6525
AUSTRALIA
Anellie Manolas
+61 2 8412 2222
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

UK
Veronique Scorer
+44 20 7393 3962
U.S.A
Gregg Dietrich
+1 917 206 1697

Mechanical Music

Jon Baddeley
+44 20 7393 3872

Modern, Contemporary & Latin American Art

U.S.A
Alexis Chompaisal
+1 323 436 5469

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

UK
Tim Schofield
+44 20 7468 5804
U.S.A
Mark Osborne
+1 415 503 3353
EUROPE
Philip Kantor
+32 476 879 471

Automobilia

UK
Toby Wilson
+44 8700 273 619
U.S.A
Kurt Forry
+1 415 391 4000

Motorcycles

Ben Walker
+44 8700 273616
Automobilia
Adrian Pipiros
+44 8700 273621

Musical Instruments

Philip Scott
+44 20 7393 3855

Native American Art

Jim Haas
+1 415 503 3294

Natural History

U.S.A
Claudia Florian
+1 323 436 5437

Old Master Pictures

UK
Andrew Mckenzie
+44 20 7468 8261
U.S.A
Mark Fisher
+1 323 436 5488

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

U.S.A
Judith Eurich
+1 415 503 3259

Portrait Miniatures

Jennifer Tonkin
+44 20 7393 3986

Prints

UK
Rupert Worrall
+44 20 7468 8262
U.S.A
Judith Eurich
+1 415 503 3259

Russian Art

UK
Sophie Law
+44 20 7468 8334
U.S.A
Yelena Harbick
+1 212 644 9136

Scientific Instruments

Jon Baddeley
+44 20 7393 3872
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

UK
Michael Moorcroft
+44 20 7468 8241
U.S.A
Aileen Ward
+1 800 223 5463

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Toys, Dolls & Chess

Leigh Gotch
+44 20 8963 2839

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Paul Maudsley
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530
HONG KONG
Nick Biebuyck
+852 2918 4321

Whisky

UK
Martin Green
+44 1292 520000
U.S.A
Joseph Hyman
+1 917 206 1661
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A
Doug Davidson
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street •
London W15 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street •
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

South East England

Brighton & Hove
19 Palmeira Square
Hove, East Sussex
BN3 2JN
+44 1273 220 000
+44 1273 220 335 fax

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight
+44 1273 220 000

Representative:
Kent
George Dawes
+44 1483 504 030

West Sussex
Jeff Burfield
+44 1243 787 548

South West England

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro
36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter
The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Winchester
The Red House
Hyde Street
Winchester
Hants SO23 7DX
+44 1962 862 515
+44 1962 865 166 fax

Tetbury
22a Long Street
Tetbury
Gloucestershire
GL8 8AQ
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

East Anglia

Bury St. Edmunds
21 Churchgate Street
Bury St Edmunds
Suffolk IP33 1RG
+44 1284 716 190
+44 1284 755 844 fax

Norfolk

The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle
The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford •

Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

Yorkshire & North East England

Leeds
30 Park Square West
Leeds LS1 2PF
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
New House
150 Christleton Road
Chester, Cheshire
CH3 5TD
+44 1244 313 936
+44 1244 340 028 fax

Carlisle
48 Cecil Street
Carlisle, Cumbria
CA1 1NT
+44 1228 542 422
+44 1228 590 106 fax

Manchester
The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey
39 Don Street
St.Helier
JE2 4TR
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

Edinburgh •
22 Queen Street
Edinburgh
EH2 1JX
+44 131 225 2266
+44 131 220 2547 fax

Glasgow
176 St. Vincent Street,
Glasgow
G2 5SG
+44 141 223 8866
+44 141 223 8868 fax

Representatives:
Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Cardiff
7-8 Park Place,
Cardiff CF10 3DP
+44 2920 727 980
+44 2920 727 989 fax

EUROPE

Austria - Vienna
Tuchlauben 8
1010 Vienna
Austria
+43 (0)1 403 00 01
vienna@bonhams.com

Belgium - Brussels
Boulevard
Saint-Michel 101
1040 Brussels
+32 (0)2 736 5076
+32 (0)2 732 5501 fax
belgium@bonhams.com

France - Paris
4 rue de la Paix
75002 Paris
+33 (0)1 42 61 1010
+33 (0)1 42 61 1015 fax
paris@bonhams.com

Germany - Cologne
Albertusstrasse 26
50667 Cologne
+49 (0)221 2779 9650
+49 (0)221 2779 9652 fax
cologne@bonhams.com

Germany - Munich
Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
+49 (0) 89 2420 7523 fax
munich@bonhams.com

Greece - Athens
7 Neofytou Vamva Street
10674 Athens
+30 (0) 210 3636 404
athens@bonhams.com

Ireland - Dublin
31 Molesworth Street
Dublin 2
+353 (0)1 602 0990
+353 (0)1 4004 140 fax
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 (0)2 4953 9020
+39 (0)2 4953 9021 fax
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Rome
+39 (0)6 48 5900
+39 (0)6 482 0479 fax
rome@bonhams.com

Netherlands - Amsterdam
De Lairessestraat 154
1075 HL Amsterdam
+31 20 67 09 701
+31 20 67 09 702 fax
amsterdam@bonhams.com

Spain - Madrid
Nuñez de Balboa no.4 - 1A
Madrid
28001
+34 91 578 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
Switzerland
+41 76 379 9230
geneva@bonhams.com

Representatives:
Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

Spain - Marbella
James Roberts
+34 952 90 62 50
marbella@bonhams.com

Portugal
Filipa Rebelo de Andrade
+351 91 921 4778
portugal@bonhams.com

Russia - Moscow
Anastasia Vinokurova
+7 964 562 3845
russia@bonhams.com

Russia - St Petersburg
Marina Jacobson
+7 921 555 2302
russia@bonhams.com

MIDDLE EAST

Israel
Joslyne Halibard
+972 (0)54 553 5337
joslyne.halibard@bonhams.com

NORTH AMERICA

USA

San Francisco •
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles •
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York •
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362

California
Central Valley
David Daniel
+1 (916) 364 1645

District of Columbia/ Mid-Atlantic
Martin Gammon
+1 (202) 333 1696

Southern California
Christine Eisenberg
+1 (949) 646 6560

Florida
+1 (305) 228 6600

Georgia
Mary Moore Bethea
+1 (404) 842 1500

Illinois
Ricki Blumberg Harris
+1 (312) 475 3922
+1 (773) 267 3300

Massachusetts
Boston/New England
Amy Corcoran
+1 (617) 742 0909

Nevada
David Daniel
+1 (775) 831 0330

New Mexico
Leslie Trilling
+1 (505) 820 0701

Oregon
Sheryl Acheson
+1(503) 312 6023

Texas
Amy Lawch
+1 (713) 621 5988

Washington
Heather O'Mahony
+1 (206) 218 5011

CANADA

Toronto, Ontario •
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 341 9238
info.ca@bonhams.com

SOUTH AMERICA

Argentina
Daniel Claramunt
+54 11 479 37600

Brazil
Thomaz Oscar Saavedra
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Hongyu Yu
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya Central Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8757 2897 fax
summer.fang@bonhams.com

AUSTRALIA

Sydney
76 Paddington Street
Paddington NSW 2021
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Cnr Williams Road
& Lechlade Avenue
South Yarra VIC 3141

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com



Index

Lot No Model

210	1952 Aston Martin DB2 Drophead Coupe
240	1958 Aston Martin DB MkIII Sports Saloon
208	1953 Aston Martin DB 2/4 'Mark I' Fixed-head Coupe
219	1954 Aston Martin DB2/4 'Mark I' 3.0-Litre Sports Saloon
201	1954 Aston Martin DB2/4 'Mark I' 3.0-Litre Sports Saloon
234	1955 Aston Martin DB2/4 'Mark I' 3.0-Litre Sports Saloon
233	1969 Aston Martin Lagonda 4-Door Prototype
225	1958 Aston Martin DB Mark III Drophead CoupÉ Project
240	1958 Aston Martin DB MkIII Sports Saloon
229	1959 Aston Martin DB MkIII Sports Saloon
218	1960 Aston Martin DB4 Series II Sports Saloon
249	1961 Aston Martin DB4GT Zagato Re-creation
246	1961 Aston Martin DB4 'Series 3' Sports Saloon
224	1962 Aston Martin Lagonda Rapide Sports Saloon
231	1963 Aston Martin DB4 'Series V' Vantage Sports Saloon
216	1963 Aston Martin DB5 Sports Saloon Project
232	1964 Aston Martin DB5 Sports Saloon Project
239	1964 Aston Martin DB5 Sports Saloon Project
205	1964 Aston Martin Lagonda Rapide Sports Saloon
204	1965 Aston Martin DB6 Vantage Sports Saloon
237	1966 Aston Martin DB6 Vantage Sports Saloon
248	1966 Aston Martin DB6 Vantage Sports Saloon
226	1967 Aston Martin DB6 4.2-Litre Sports Saloon
220	1969 Aston Martin DB6 Volante

Lot No Model

233	1969 Aston Martin Lagonda 4-Door Prototype
228	1969 Aston Martin DBS Sports Saloon
212	1970 Aston Martin DB6 Mk2 Sports Saloon
222	1970 Aston Martin DBS Sports Saloon
214	1970 Aston Martin DBS V8 6.0-Litre Competition Saloon
241	1971 Aston Martin DB6 Mk2 Sports Saloon
242	1971 Aston Martin DB6 Mk2 Volante
250	1973 Aston Martin V8 Series 2 Sports Saloon
207	1979 Aston Martin V8 Series 4 Sports Saloon
203	1984 Aston Martin Lagonda Saloon
230	1984 Aston Martin Lagonda Tickford Saloon
211	1984 Aston Martin V8 Vantage Sports Saloon
235	1986 Aston Martin V8 Sports Saloon
235	1986 Aston Martin V8 Sports Saloon
244	1987 Aston Martin V8 Vantage Zagato Coupe
227	1987 Aston Martin V8 Volante
245	1988 Aston Martin V8 Vantage Volante
217	1989 Aston Martin V8 Vantage Volante
206	1989 Aston Martin V8 Zagato Volante
202	1991 Aston Martin Virage Coupe
221	1994 Aston Martin Vantage Coupe
238	1995 Aston Martin DB7 Volante
247	1997 Aston Martin V8 Coupe
215	1998 Aston Martin V8 Volante LWB



1793

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax



ASTON MARTIN
WORKS