

Aston Martin and Lagonda  
Motor Cars and Related Automobilia  
Saturday 2 June 2018  
AMOC International Concours D'etat  
Englefield House, Reading

# THE ASTON MARTIN SALE



## Bonhams















# THE ASTON MARTIN SALE

## Aston Martin and Lagonda Motor Cars and Related Automobilia

Saturday 2 June 2018 at 11:00 and 14:00  
Englefield House, Reading

### VIEWING

Friday 1 June 15:00 - 18:00  
Saturday 2 June from 09:00

### SALE TIMES

Automobilia 11:00  
Motor Cars 14:00

### SALE NUMBER

24875

### CATALOGUE

£30.00 + p&p

### BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
bids@bonhams.com

To bid via the internet please visit  
www.bonhams.com

### 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.

Please note that bids should be  
submitted no later than 16:00 on  
Friday 1 June. Thereafter bids  
should be sent directly to the  
Bonhams office at the sale venue.  
bids@bonhams.com

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

### ENQUIRIES

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

Automobilia  
+44 (0) 8700 273 619  
automobilia@bonhams.com

### ENQUIRIES ON VIEW AND SALE DAYS

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

### IMPORTANT INFORMATION

**The United States Government  
has banned the import of ivory  
into the USA. Lots containing  
ivory are indicated by the  
symbol  $\Phi$  printed beside the  
lot number in this catalogue.**

### CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00  
+44 (0) 20 7447 7447

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

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

### ILLUSTRATIONS

Front cover: Lot 231  
Back cover: Lot 218

#### Bonhams 1793 Limited

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

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

#### Bonhams International Board

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

#### Bonhams UK Ltd Directors

Colin Sheaf Chairman,  
Harvey Cammell Deputy Chairman,  
Antony Bennett, Matthew Bradbury,  
Lucinda Bredin, Simon Cottle, Andrew Currie,  
Jean Ghika, Charles Graham-Campbell,  
Matthew Haley, Richard Harvey, Robin Hereford,  
David Johnson, Charles Lanning, Grant MacDougall

Gordon McFarlan, Andrew McKenzie,  
Simon Mitchell, Jeff Muse, Mike Neill,  
Charlie O'Brien, Giles Peppiatt, India Phillips,  
Peter Rees, John Sandon, Tim Schofield,  
Veronique Scorer, Robert Smith, James Stratton,  
Ralph Taylor, Charlie Thomas, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.



# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter.

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

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

## Damage

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

## NOVA (Notification of Vehicle Arrivals)

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

## EU Imports

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

Successful purchasers should contact the Mark Gold post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

## Non-EU Imports

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

## Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a \*) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

## 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.

Bonhams' preferred payment method is by 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 Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.  
Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank Account  
Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after 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. Payment may also be made by one of the following methods:

- **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

- **Card:** You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. Limits are in place for payments by telephone, please contact us for further information

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

## 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.  
\* VAT on imported items at 5% on hammer price.

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

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

## 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.



# 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, and provide identification, photographic (passport or driving licence) and address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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 +/- 60 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 vehicles. It is also advised that the vehicles is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

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

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

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

Yes, we should have every vehicles file available for inspection during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff

## Keys and Documents

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

## Important changes to V5C Registration Document procedures

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.

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.

All registration document enquiries should be directed to Harriet Gillett.

## 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.

We accept the following methods of payment.

### 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

### Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. Limits are in place for payments by telephone, please contact us for further information

### Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins or notes.

## Are there any other charges?

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

For Automobilia the Buyer's Premium is 25% on the first £175,000 of the Hammer Price, 20% from £175,001 to £3,000,000 of the Hammer Price, and 12.5% on the balance thereafter. Storage and handling charges may also be payable by the Buyer as detailed on the specific "Collections" page.

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

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon on Monday. 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.

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 the department.



# 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

Richard Stafford  
+44 (0) 20 7468 5800  
richard.stafford@bonhams.com

### Business Manager

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

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

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

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

### Administrator

Harriet Gillett  
+44 (0) 20 7468 5806  
harriet.gillett@bonhams.com

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## USA Motor Cars

### East Coast

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

### West Coast

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

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

### Business Manager

Gordan Mandich  
+1 (323) 436-5412  
gordan.mandich@bonhams.com

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

Malcolm Barber  
+1 (323) 850 5405  
malcolm.barber@bonhams.com

Michael Caimano  
+1 929 666 2243  
michael.caimano@bonhams.com

Gregory Coe  
+1 (212) 461-6514  
gregory.coe@bonhams.com

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

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## Mainland Europe Motor Cars

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

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

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

### Administrator

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

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

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

Paul Gaucher (France)  
+33 (0) 6 61 80 15 56  
paul.gaucher@bonhams.com

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## Additional contacts

### Automobilia

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

### Motorcycle Department

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

### Motorcycle Administrator

Kristi Lavis  
+44 (0) 20 8963 2817  
kristi.lavis@bonhams.com

### Catalogue subscriptions

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

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

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

### Press Office

Poppy McKenzie Smith  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax

### Buyers/Sellers Accounts UK

Cheryl Uggle  
+44 (0) 20 7468 8292  
+44 (0) 20 7447 7430 fax

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

### Motor Car Presentation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333

### Buyers/Sellers Accounts US

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

# Collections

## Automobilia

All purchased lots must be collected from the sale venue by 6pm on the day of sale.

All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:  
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Tuesday 5 June 2018

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

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

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

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

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

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

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Monday 4 June. 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 Polygon Transport Store:

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

### Vehicle Removal charges

£250 + VAT per vehicle

### Vehicle Storage charges

First 14 days  
£15 + VAT per motor car per day

### Thereafter

£10 + VAT per motor car per day

## Transport and Shipping

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

### Transporter

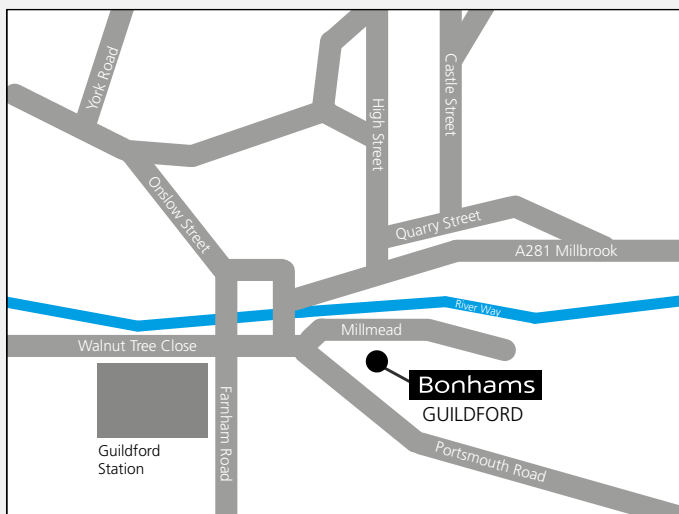
Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
[polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)

## Motor Car Preparation

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

## Photography

Simon Clay  
Tom Wood  
Roger Dixon  
Neil Fraser





# Timetable for Saturday 2 June

09:00	VIEWING OPENS
11:00	AUTOMOBILIA
13:00 - 14:00	LUNCH INTERVAL
14:00	MOTOR CARS

## Directions



**Address**  
Englefield  
Reading  
RG7 5EN

**Parking**  
Access via Lodge Gates  
off the A340. There will  
be no access via The  
Street, Englefield Village

# AUTOMOBILIA

11.00

Lots 1 - 154

Further images of each lot can be found at:  
[www.bonhams.com/24875](http://www.bonhams.com/24875)







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

comprising Volume 1 by Wyer & Nixon and Volume 2 by Nixon, each hard-backed with dust jacket, 4to

(2)

£250 - 350

€280 - 400

2 •  
**AN ASTON MARTIN 1913-2013 CENTENARY YEARBOOK,**

hard covers, unopened, in carton packing box, offered together with associated booklet, in card slip-case.

(2)

£250 - 300

€280 - 340

3 •  
**ASTON MARTIN BOOKS AND EPHEMERA,**  
comprising Chris Nixon & Richard Newton: Aston Martin Virage published by Osprey, 1989, 160 pages, leather bound; various Aston Martin V8 and V8 Volante brochures, a DBS V8 Warranty card from DBS V8/10188/R, two 1988 Aston Martin full range brochures and a 1988 Aston Martin Virage brochure.

(Qty)

£250 - 350

€280 - 400

4 •  
**ASTON MARTIN BOOKS AND LITERATURE,**

including an author signed paperback edition of Dave Worrall: The Most Famous Car in the World; Henry Rasmussen: Aston Martin - The Postwar Road Cars; Chris Harvey: Aston Martin and Lagonda; Robert Edwards: Aston Martin - Ever the Thoroughbred; other publications, and several issues of Vantage magazine.

(Qty)

£250 - 350

€280 - 400



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5 •  
**JOHN WYER & CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUMES 1 AND 2;**

with dust jackets, each with previous owner's name hand-written to first page.

(2)

£250 - 350

€280 - 400

6 •  
**ASSORTED ASTON MARTIN PUBLICATIONS AND MAGAZINES,**

including an author signed edition of Ian Callum: Aston Martin DB7; an edition of Newport Pagnell - A Celebration, nine issues 8-16 (2006-2014) of Aston - The Journal of the Aston Martin Heritage Trust, nine issues of AM Aston Martin Magazine 2007-2009, DB7 publicity ephemera, and seven Bonhams Aston Martin auction catalogues.

(Qty)

£250 - 350

€280 - 400

7 •  
**ALAN ARCHER, TED CUTTING & NEIL MURRAY: ASTON MARTIN - THE COMPLEAT CAR;**

numbered 392/1500, bound in maroon cloth hard covers, a well-illustrated history of the marque, 336 numbered pages, some slight fading to spine, complete with dark green cloth slip-case.

£300 - 400

€340 - 450

8 •  
**JOHN WYER & CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUMES 1 AND 2;**

each with dust jacket, together with John Wyer: The Certain Sound - Thirty Years of Motor Racing; with dust jacket (torn); Geoff Courtney: The Power Behind Aston Martin; and issue 7 of the Aston Martin Heritage Trust Journal.

(5)

£300 - 400

€340 - 450



14

9 •  
**ALAN ARCHER, TED CUTTING & NEIL MURRAY: ASTON MARTIN - THE COMPLEAT CAR;**

published by Palawan Press, 1994, limited edition (371/1500), maroon cloth-bound hard covers, 336 numbered pages, a well-illustrated history of the marque, contained in green cloth slip-case.

£300 - 400

€340 - 450

10 •  
**JOHN WYER & CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS, VOLUMES 1 AND 2; SIGNED BY ROY SALVADORI,**

comprising Volume 1, signed to opposite title page by Salvadori and with dedication "Many thanks for the ride", in appreciation of the loan of an Aston Martin V8 Vantage driven by Salvadori for a film commissioned by Victor Gauntlett, and Volume 2 signed by the author to title page and by Salvadori to opposite page, each with dust jacket, and in good order, together with John Wyer: The Certain Sound - Thirty Years of Motor Racing; with dust jacket.

(3)

£400 - 600

€450 - 680

11 •  
**AN ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL,**

hole-punched pages in green Rexine hardback cover, 4to, together with a letter from A H Sloan Aston Martin Parts and Service manager regarding oil for a DB6 Vantage, dated 14 July 1967, a page of hand-written notes and an engine test for a DB4GT Zagato.

(Qty)

£400 - 600

€450 - 680



16

12 •

**ALAN ARCHER, TED CUTTING & NEIL MURRAY: ASTON MARTIN - THE COMPLETE CAR; AND OTHER BOOKS,** numbered 841/1500, bound in maroon cloth hard covers, a well-illustrated history of the marque, 336 numbered pages, with First Edition certificate, complete with dark green cloth slip-case, offered together with 19 other titles including two Aston Martin Road Tests books by AMF, Michael Frostick: Aston Martin and Lagonda; Chris Harvey: Aston Martin & Lagonda; Paul Chudecki: Aston Martin V8 Race Cars; and other mainly Aston Martin related books.

(Qty)

**£400 - 600**

**£450 - 680**

13 •

**A RARE MULTIPLE SIGNED COPY OF PETER MILLER: THE FAST ONES,**

published 1964, 240 pages, signed by David Brown, Stirling Moss, Carroll Shelby, Paul Frere, Roy Salvadori, Ted Cutting, Jack Fairman and Rex Woodgate.

**£1,000 - 2,000**

**£1,100 - 2,300**

These autographs were collected by the vendor at the 1989 Monterey Historics, when Aston Martin was the featured marque.

14 •

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

published by Palawan Press 1998, bound in navy blue calf leather, numbered 0041 of 175, a used fair/good copy of this rare and sought-after title, 408 numbered pages, an illustrative history of the car and its 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, and in original card packing box. The book is a little worn on the cover but the prints and poster are in very good order. The presentation box has some signs of library use and wear.

**£3,500 - 4,500**

**£4,000 - 5,100**



17

15 Ω

**ASTON MARTIN SALES PUBLICATIONS AND EPHEMERA,**

comprising Aston Martin DB6 Saloon original brochure, Aston Martin Volante Press Release News Letter & DB6 Warranty Card for Chassis Number DB6/3277R, John Bolster DB6 Vantage reprint, A Living Legend' sales brochure, commemorating Queen Elizabeth II's visit to the Newport Pagnell Works Service on 4th April 1966 (original), Aston Martin DB5 Brochure, Top Secret Specification of the James Bond Aston Martin, a monochrome photograph of James Bond's DB5 NY World's Fair, three Aston Martin Lagonda brochures 1975, a colour print, two Aston Martin range folded brochures, and three reproduction brochures printed in 1988 for DB2/4 MKII, DB3S and DB4 Convertible.

(Qty)

**£250 - 350**

**£280 - 400**

16 •

**AN ASTON MARTIN DBS V8 SALES BROCHURE AND A DBS INSTRUCTION BOOK,**

the 2-page sales brochure with vertical crease, one small tear to left edge, 4to, the Instruction Book for DBS Saloon models, tan card covers, ring-bound with vinyl cover, some light wear 8vo. (2)

**£250 - 350**

**£280 - 400**

17 •

**THREE SALES BROCHURES FOR ASTON MARTIN DB2, DB2-4 AND DB MARK III MODELS,**

comprising DB2 brochure, one for the DB2-4 Mark III Sports Saloon, and another for the DB Mark III Sports Saloon, some creasing in places. (3)

**£250 - 350**

**£280 - 400**



18

18 •

**ASSORTED ASTON MARTIN AND LAGONDA SALES LITERATURE AND EPHEMERA,**

including a Lagonda Rapide sales brochure, sales literature for V8 models including one German and two Japanese brochures, and other related ephemera.

(Qty)

**£250 - 350**

**£280 - 400**

19 •

**A SALES BROCHURE FOR THE ASTON MARTIN MARK II SPORTS CAR,**

2-page brochure, with vertical crease, offered together with an edition of Dudley Coram: Aston Martin 1921-58 Autobook; published by Autopress Ltd, a workshop manual for models of the period.

(2)

**£250 - 350**

**£280 - 400**

20

**A COLLECTION OF ASTON MARTIN SALES BROCHURES AND OTHER EPHEMERA,**

comprising 1963 DB4 sales catalogue and leaflet, 1964 DB5 Convertible leaflet, "L'Aston Martin DB5" leaflet, French text, 1964 DB5 sales catalogue with specifications sheet to rear, "Stop Press" October 1966, and Lagonda Rapide, various conditions, together with four Aston Martin reference books, four typed sheets of Aston Martin anecdotes, four blueprints, an Aston Martin winged badge and a DB4 ceramic mug.

(Qty)

**£300 - 400**

**£340 - 450**



19





21

21 •  
**FIVE SALES BROCHURES FOR ASTON MARTIN DB4, DB5 AND DB6 MODELS,** comprising a DB4 Convertible sales brochure, one for DB5 Saloon and Convertible, and another for DB6 Saloon, together with a DB6 and Volante sales booklet, and a Radford bodied Shooting Brake brochure.

(5)  
£300 - 400  
€340 - 450

22 •  
**A SALES BROCHURE, WORKSHOP MANUAL AND PARTS CATALOGUE FOR ASTON MARTIN DB5,** the sales brochure with card covers, 4to, the workshop manual and parts catalogue in black vinyl ring-bound folders, used, offered together with five marque related books including Paolo Tumminelli: The Aston Martin Book; Jonathan Wood: Aston Martin DB4, DB5 & DB6; Geoffrey Seaton: Lagonda - An Illustrated History 1900-1950; and two other Aston Martin titles.

(8)  
£300 - 500  
€340 - 570

23 •  
**AN ASTON MARTIN DB2-4 MKIII INSTRUCTION BOOK AND A DB MARK III SPARE PARTS LIST,** the DB2-4 Mark III instruction book, green card covers, plastic ring binding, in generally good order, with fold-out lubrication and engine diagram sheets, 8vo, the DB Mark III Spare Parts list, green card covers, plastic ring binding, worn with front covers and the first few pages detached but present, 4to, and with SU carburettor service sheet.

(3)  
£250 - 350  
€280 - 400

24 •  
**A WORKSHOP MANUAL AND A PARTS CATALOGUE FOR ASTON MARTIN DB4/DB4GT,** each black vinyl ring-bound folders, in good clean order, offer together with an Aston Martin DB5 Instruction Book, black vinyl hard covers, front cover detached and ring-binding corroded, 8vo.

(3)  
£250 - 350  
€280 - 400

25 •  
**AN ASTON MARTIN DB5 WORKSHOP MANUAL,** A4 black ring-back binder with white lettering, with pages inserted, formerly the property of Aston Service Dorset.

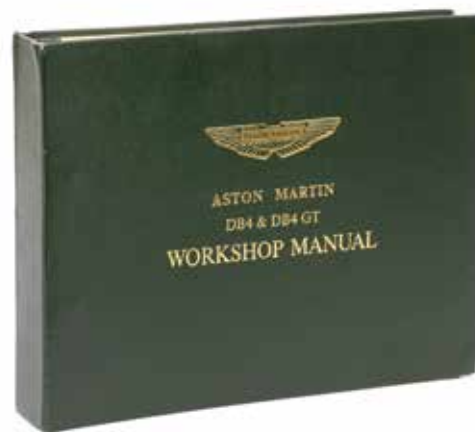
£250 - 350  
€280 - 400

26 •  
**AN ASTON MARTIN DB4 INSTRUCTION BOOK,** green leather covers with embossed gilt lettering, bound with supplement, some light thumbprint stains to several pages but otherwise generally good order, 8vo.

£300 - 400  
€340 - 450

27 •  
**AN ASTON MARTIN DB4 & DB4GT WORKSHOP MANUAL,** stud-bound in green Rexine hard covers with gilt tooling, pages in generally good clean order, 4to.

£300 - 500  
€340 - 570



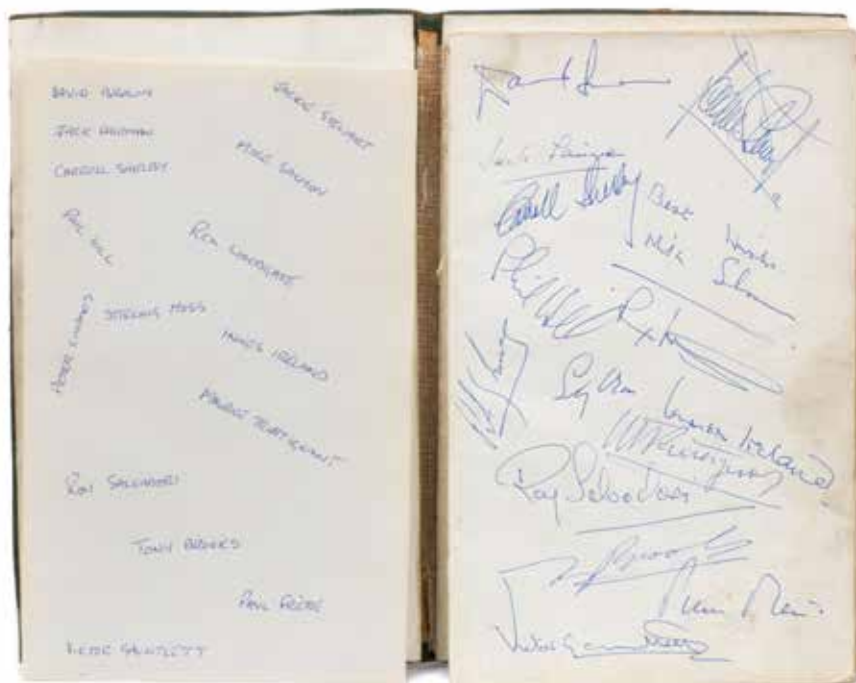
27

28 •  
**TWO INSTRUCTION BOOKS FOR ASTON MARTIN DB5 AND DB6 MK2,** both with plastic ring bindings, black card covers and with black vinyl protective covers, the DB5 example in good clean order, some wear to DB6 Mk2 example, offered together with a DB5 Workshop Manual, first reprint, plastic ring-bound card covers, and a sales brochure for Aston Martin DB5.

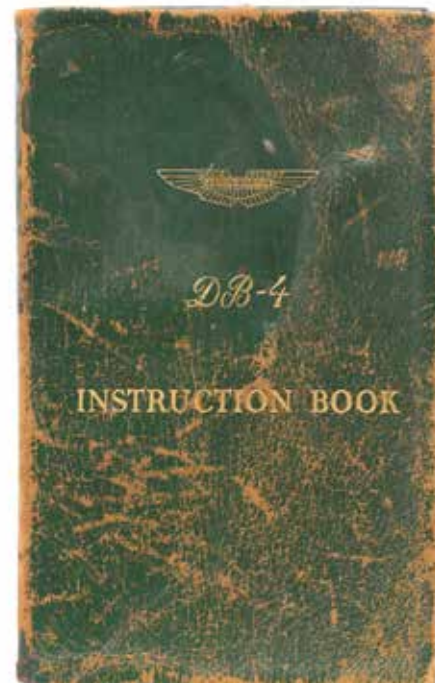
(4)  
£320 - 400  
€360 - 450

29 •  
**AN ASTON MARTIN DB4 INSTRUCTION BOOK, SIGNED BY ASTON MARTIN DRIVERS AND PERSONALITIES,** the instruction book with green leather embossed covers, 8vo, signed in blue ink to opening page by Aston Martin and other race drivers including Le Mans winners, and other team members, comprising; David Brown, Jack Fairman, Carroll Shelby, Jackie Stewart, Mike Salmon, Phil Hill, Rex Woodgate, Peter Livanos, Stirling Moss, Innes Ireland, Maurice Trintignant, Roy Salvadori, Tony Brooks, Paul Frere and Victor Gauntlett, all obtained personally by the vendor in 1989 at the Pebble Beach Concourse d'Elegance and Laguna Seca historic race meeting, some wear and scuffing to front cover and spine partially detaching, with separate paper sheet outlining the signatories.

(2)  
£1,200 - 1,500  
€1,400 - 1,700



29



29

30 Ω

# **ASTON MARTIN ADVERTISING AND PRESS EPHEMERA,**

comprising assorted Aston Martin dealer press kits ranging from 1994 DB7 Coupe & Volante, 1988 Alfred Dunhill Limited Edition, 1998 / 2000 Vantage Coupe & Volante, 1998 Works Service A Car for Life, Project Vantage 1998, 1998 DB7 Driving Dynamics Package, assorted Accessory brochures, Aston Martin Collection items, Christmas cards, 1993 Geneva Autoshow Lagonda Vignale 35mm slides, and an Aston Martin Dealer Advertising Materials box with sample letter from Peter Sprague 1977.

(Qty)

£250 - 350

€280 - 400

31

# **A QUANTITY OF ASTON MARTIN OWNERS CLUB MAGAZINES,**

including a Spring 1955 issue, various issues for late 1950s-60s, and later news sheets, a monochrome photograph of the DB4GT Zagato '2 VEV' at Le Mans 1962, two publicity images of the DB2/4 Mk3 Sport Saloon and DB6 & Volante, and other modern publicity ephemera.

(Qty)

£250 - 300

€280 - 340

32

# **TWO ASTON MARTIN CAR COVERS FOR VIRAGE AND ZAGATO MODELS,**

by Specialised Car Covers, one in red cloth for Aston Martin Zagato and with emblem patch, the other in dark green cloth for Virage with Aston Martin winged emblem, both used.

(2)

£250 - 350

€280 - 400

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

33

# **AN ASTON MARTIN DB2 AND DB2/4 STARTING HANDLE,**

crank handle, used, 86cm long overall.

£250 - 350

€280 - 400

34

# **A PAIR OF WING MIRRORS FOR AN EARLY ASTON MARTIN DBS,**

chromed stems and surrounds, with cast numbers '101093 L' and '101093 R' respectively, in seemingly good order with blue tint mirrors, one with rubber seal to stem mount.

(2)

£250 - 350

€280 - 400

35

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

by Bradville Ltd, chromed, marked Aston Martin Lagonda, 13cm long, some wear to case, with mounting clip.

£250 - 350

€280 - 400

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

36 †

# **ACCESSORIES FOR ASTON MARTIN V8 MODELS,**

comprising a pair of bumper over-riders for V8, with rubber protector strips, an ashtray by Sidler for V8 Coupe/Volante/Vantage models, a pair of front indicator lenses for Virage with rubber seals, and a 1984 Aston Martin V8 Owners Handbook, in green vinyl ring-binder.

(4)

£300 - 500

€340 - 570

37 †

# **AN ALTERNATOR AND A STARTER MOTOR FOR ASTON MARTIN DB9,**

both reportedly unused, the alternator by Denso, 12V, Part Number 4G43-10300-AC, the starter motor 12V, Part Number 8G43-11000-AA.

(2)

£300 - 400

€340 - 450

38

# **FOUR DIALS AND GAUGES REMOVED FROM AN ASTON MARTIN DBS V8,**

comprising Smiths fuel, oil and water gauges, and a Lucas ammeter, all with black dials, together with various switches for believed earlier Aston Martin model, two enamel David Brown Aston Martin winged bonnet badges, in good order, and a used fire extinguisher by Bradville for DB4/DB5 models, scratched and worn, containing fluid.

(Qty)

£250 - 350

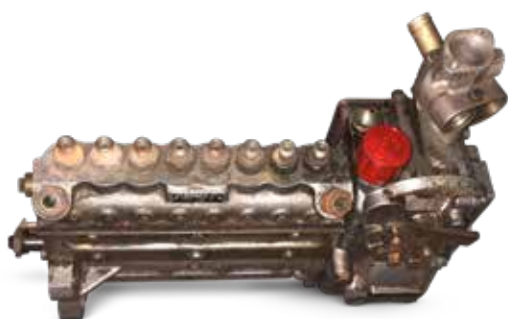
€280 - 400

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





45



51

39  
**AN ORIGINAL SMITHS REV COUNTER FOR ASTON MARTIN DB5/6 MODELS,**  
black dial, part number 2038/125, measuring 0-60 x 100rpm, with fuel/reserve warning light, 10.5cm diameter.  
£600 - 800  
€680 - 910

40 \*  
**AN OIL SUMP CASTING FOR ASTON MARTIN V8 ENGINE,**  
used.  
£250 - 350  
€280 - 400

41 \*  
**AN OIL SUMP CASTING FOR LAGONDA V8 ENGINE,**  
used.  
£250 - 350  
€280 - 400

42 \*  
**TWO ASTON MARTIN LAGONDA V8 ENGINE CAMSHAFT COVERS,**  
two top castings with raised lettering, one fitted with engine builder's plaque, together with one end casting, all in used condition.  
(3)  
£300 - 400  
€340 - 450

43 \*  
**AN ASTON MARTIN V8 AIRBOX (US SPECIFICATION),**  
cast with Aston Martin lettering.  
£250 - 350  
€280 - 400

44 †  
**A PAIR OF EXHAUSTS FOR ASTON MARTIN V8 COUPE/VIRAGE,**  
with chromed outlets, used but in seemingly good order.  
(2)  
£250 - 350  
€280 - 400

45  
**AN ALLOY RADIATOR TO FIT ASTON MARTIN DB2/4 OR MKIII,**  
with core, used but in seemingly sound condition, 48cm wide.  
£250 - 350  
€280 - 400

46 †  
**A PAIR OF EXHAUSTS FOR 1980S ASTON MARTIN V8,**  
used condition.  
(2)  
£250 - 350  
€280 - 400

47 \*  
**AN AIRBOX TO SUIT ASTON MARTIN DB4, DB5 AND DB6 TO FIT TRIPLE WEBER CARBURETTORS,**  
used.  
£300 - 400  
€340 - 450

48 †  
**ASTON MARTIN DB9 SUSPENSION PARTS,**  
comprising believed right rear lower and upper wishbone arms, Part Numbers 4G43-5B531-BE and 4G43-5K742-BC RH respectively, and two control arms, both Part Number 5B551.  
(4)  
£300 - 400  
€340 - 450

49 †  
**AN ASTON MARTIN DB9 CARBON PROP SHAFT,**  
used but in reportedly good order. 164cm long.  
£300 - 500  
€340 - 570

50 †  
**EXHAUST PARTS FOR ASTON MARTIN V8,**  
used condition, believed complete set of stainless steel exhaust parts, to suit V8 or DBS V8 upgrade.  
£300 - 500  
€340 - 570

51 \*  
**A BOSCH FUEL PUMP TO SUIT ASTON MARTIN V8 CARS,**  
used.  
£450 - 550  
€510 - 620

52  
**A RARE PAIR OF ASTON MARTIN DB3S EXHAUST MANIFOLDS AND A FRONT CHAIN COVER,**  
the steel manifolds with some surface corrosion, the black painted alloy front chain cover with casting number 'BA 58936', the other number indistinct, 30.3cm wide, together with cap.  
(4)  
£500 - 600  
€570 - 680

See Nick Walker: Aston Martin DB2, DB2/4 and DB3 in Detail; illustration on Page 143 for arrangement.

53  
**TWO RARE ORIGINAL WEBER 45DCOE4 CARBURETTORS FOR ASTON MARTIN DB4GT,**  
reconditioned, largely complete with fittings and butterfly valves, one further numbered 409, the other numbered 413.  
(2)  
£1,000 - 1,500  
€1,100 - 1,700



52



54

54 † ♦♦♦

**AN AUTOMATIC 3-SPEED CHRYSLER GEARBOX FOR 1980S V8 ASTON MARTIN,** main casing and bell housing, seemingly complete with internals, flywheel and fittings, reported by the vendor as being in working order at time of recent removal, inspection advised, offered together other associated parts for installation.

(Qty)

£1,000 - 2,000

€1,100 - 2,300

55 \*

**A SET OF FOUR LINKED WEBER 42DCNF CARBURETTORS AND INLET MANIFOLDS,** to suit all Saloon and Volante (non-Vantage) V8 Aston Martin Lagonda cars, twin-choke carburettors complete with butterfly valves, fittings and linkages, fitted with manifolds with casting numbers, used.

£1,200 - 2,000

€1,400 - 2,300

The Weber DCNF is a narrow cast lightweight synchronous-opening, 2-barrel, down-draft carburettor, available in a variety of throttle bore sizes. Despite its compact size, it is capable of high rates of flow. Interchangeable venturi and accelerator pump cams add to the versatility of these units, which are particularly useful in applications where engine compartment limitations dictate a compact-size carburettor. Other features include ball bearing throttle shafts.

56

**A SET OF FOUR LINKED WEBER 42DCNF CARBURETTORS WITH MANIFOLDS AND AIR BOX, FOR ASTON MARTIN V8 MODELS,** twin-choke carburettors complete with butterfly valves, fittings and linkages, fitted with manifolds with casting numbers 'BA84427' and '095-08-0101', complete with air box assembly, in used condition, believed to suit post 1973 V8 models.

£2,000 - 3,000

€2,300 - 3,400

57 \* ♦♦♦

**A ZF 5-SPEED GEARBOX,** bearing maker's plate number 1801, to suit Aston Martin DB5 and DB6, used condition, with bell housing, gear lever and gear knob.

£8,000 - 10,000

€9,100 - 11,000

58 †

**A SET OF FOUR WIRE WHEEL HUB CENTRES FOR ASTON MARTIN DB5/6,** two right side and two left side, used, believed for German market, together with tool.

(5)

£250 - 350

€280 - 400

59 ♦♦♦

**A SET OF FOUR RUOTE BORRANI RW3802 RECORD WIRE-SPOKED WHEELS WITH TYRES FOR ASTON MARTIN DB4, DB5 AND DB6,** used, 15 x 5½K chromed wheels, fitted with Avon CR6 ZZ Sport 205/70R15 96V tubeless radial tyres.

(4)

£2,000 - 3,000

€2,300 - 3,400

Please note: Bonhams is unable to determine the condition, integrity and lifespan of previously used wheels. We recommend the Buyer carries out the usual safety and compliance checks with a professional service before road use.



55

60 \*

**AN ASTON MARTIN VIRAGE STEERING WHEEL,** two spoke with black leather cover and central boss with Aston Martin winged logo, used.

£250 - 350

€280 - 400

61 \*

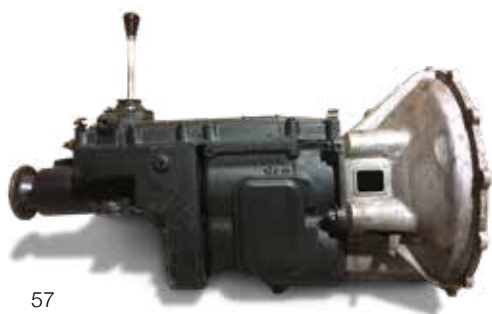
**AN ASTON MARTIN VIRAGE STEERING WHEEL,** two spoke with cream leather cover and central boss with Aston Martin winged logo, used.

£250 - 350

€280 - 400



56



57



59



70



74



75

62 \*  
**AN ASTON MARTIN V8 LHD STEERING RACK,**  
used.  
£300 - 400  
€340 - 450

63 \*  
**TWO ASTON MARTIN V8 STEERING WHEELS,**  
each black painted metal three spoke, lacking centres, with stitched leather rim cover, used.  
(2)  
£300 - 400  
€340 - 450

64 †  
**AN ASTON MARTIN DB7 VOLANTE WIND DEFLECTOR,**  
used, black with mesh netting, 115cm wide.  
£250 - 350  
€280 - 400

65 †  
**AN ASTON MARTIN DB6 LEFT WINDOW FRAME,**  
chromed, some surface rust and pitting in places, complete with quarter light window frame, with label bearing Part Number 055-065-0011R.  
£250 - 350  
€280 - 400

66 †  
**AN ASTON MARTIN V8 VANTAGE GEAR KNOB,**  
black obsidian leather, 6-speed, offered together with a pair of V8 Vantage carpet overmats in Black Cherry, driver and passenger side, Part Number 1R12-834518-ABW, unused condition.  
(3)  
£250 - 350  
€280 - 400

67 †  
**AN ASTON MARTIN VANTAGE LE MANS FRONT GRILLE PANEL,**  
fibreglass, finished in dark blue, with meshes, used with some light surface scratches, 81cm wide.  
£250 - 350  
€280 - 400

68  
**AN INTERIOR ASHTRAY AND TWO DASHBOARD LIGHTERS FOR ASTON MARTIN DB2, DB2/4 AND MKIII,**  
swivel mounting metal ashtray with ridged case, together with two Smiths Bakelite push lighters with illuminating green lenses, used, one with filament surround damaged.  
(3)  
£250 - 350  
€280 - 400

69  
**AN ASTON MARTIN DB2 AND DB2/4 REAR NUMBER PLATE SURROUND WITH LIGHT,**  
chromed, fitted with number plate light with ribbed lens and wiring, used with some wear and pitting throughout, 38cm wide.  
£250 - 350  
€280 - 400

70  
**ASTON MARTIN DB6 BADGES AND SCRIPT,**  
comprising two 'DB6' chromed and black enamel shield badges, and accompanying boot script chrome letters/number combination.  
(5)  
£250 - 350  
€280 - 400

71 †  
**A FIBREGLASS BOOT PANEL FOR ASTON MARTIN DB5,**  
in black, used, some drilled holes and small surface holes, requiring some finishing work, 95cm wide, together with a washer bottle for DB models, and a pair of Aston Martin seat belts by Britax with anchor brackets.  
(4)  
£300 - 500  
€340 - 570

72  
**AN ORIGINAL ASTON MARTIN DB6 HORN PUSH CENTRE BOSS,**  
Bakelite surround with Lucas backing plate assembly and wiring, with clear plastic push centre bearing the David Brown Yorkshire/Lancashire Roses emblem, 9cm diameter.  
£350 - 450  
€400 - 510

73 ♦♦  
**A SET OF SEATS AND INTERIOR TRIM FOR AN ASTON MARTIN DBS V6,**  
in beige leather, for restoration, comprising front seats and rear seat unit, door and side panels, arm rests and hand-brake gaiter, worn and stained.  
(Qty)  
£400 - 600  
€450 - 680



74

**A NEW/OLD STOCK FACTORY ASTON MARTIN DB4 AND DB5 RHD DRIVER'S DOOR,**

believed unused but with some long term storage wear and light surface corrosion in places, possibly also suit DB6, 118cm wide, offered together with a used chrome window frame for DB4 and possibly DB5 models, some wear and pitting, and two door/window seal strips.

(4)

£800 - 1,000

€910 - 1,100

75

**AN ASTON MARTIN DB4 RHD DASHBOARD UNIT WITH INSTRUMENTS,**

steel panelled full dashboard, in black with black trim, used condition, complete with driver's instrument cluster fitted with Smiths speedometer measuring 0-260Km/h, Smiths rev counter 0-60 x 100rpm, Oil/Fuel gauge and Ammeter/Temperature gauge, and with central dashboard clock, complete with push-knobs and switches, glove-box surround and key, approximately 130cm wide.

£3,000 - 4,000

€3,400 - 4,500

76

**A TANGYE-SHELLEY ROLLALIFT JACK FOR ASTON MARTIN V8 MODELS,**

painted black with crank handle with wooden grip, 53cm long, believed suitable for DBS V8, AMV8, and Zagato V8 models.

£250 - 350

€280 - 400

77

**A SMITHS JACK FOR ASTON MARTIN DB2/4 MK2 AND DB MK3 MODELS,**

restored, A-frame jack, painted red, 62cm long, together with ratchet handle, painted black.

(2)

£300 - 500

€340 - 570

78

**A SMITHS SJS BEVELIFT JACK FOR ASTON MARTIN DB4 AND DB4 GT,**

restored, A-frame jack, painted black, with crank handle, 64cm long, offered together with a modern black leather bag with Aston Martin embroidered patch.

(2)

£400 - 600

€450 - 680

79

**A SMITHS SJS BEVELIFT JACK FOR ASTON MARTIN DB4 AND DB4 GT,**

restored, A-frame jack, painted black, with crank handle, 64cm long, offered together with a modern black leather bag with Aston Martin embroidered patch.

(2)

£400 - 600

€450 - 680



80

**A LAKE & ELLIOT MILLENNIUM M1DL JACK FOR ASTON MARTIN DB2/4,**

1-Ton bottle jack, in unrestored condition, together with steel bar handle with wooden grip.

(2)

£250 - 350

€280 - 400

81

**A LAKE & ELLIOTT MILLENNIUM S723 JACK FOR ASTON MARTIN DB2,**

1 Ton bottle jack, restored, painted green, together with black painted handle with wooden grip and original instruction plate.

(2)

£250 - 350

€280 - 400

82

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

type 12-MSB-1½, 30cwt lifting capacity, restored condition, 57cm high, complete with handle and bar.

(2)

£700 - 900

€790 - 1,000

83

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

type 12-MSB-1½, 30cwt lifting capacity, restored with reproduction label, 57cm high, complete with bar handle, offered together with a modern black leather bag with embroidered Aston Martin patch.

(3)

£800 - 1,200

€910 - 1,400



85



86



87

84  
**A LAKE & ELLIOT MILLENNIUM  
HYDRAULIC JACK FOR ASTON MARTIN  
DB5/6 AND DBS,**

type 12-MSB-1½, 30cwt lifting capacity, unrestored condition, 57cm high, complete with handle and bar, contained in wooden box with reproduction label to inside of hinged lid.

(4)

£700 - 900

€790 - 1,000

85  
**VARIOUS TOOLS TO SUIT ASTON MARTIN  
DB2 AND DB2/4,**

comprising a Kismet "Car" model 'JZ' foot-pump, a Tecalemit No.621173 grease gun, a wooden-handled screwdriver, a pair of Shelley pliers, three Shelley spanners, a spark-plug box spanner with bar, a radiator drain key, a Kismet tyre pressure gauge, and a Lockheed bleeder drain tube in original tin.

(12)

£250 - 350

€280 - 400

86  
**A TOOL SET FOR ASTON MARTIN DB2/4  
OR MKIII,**

for centre console armrest fitting, near complete (one piece missing), sloped rubber tray fitted with single spanner, pliers, wooden-handled screwdriver, spark plug remover with handle, feeler gauge, and a Kismet "Special" tyre pressure gauge, the tray 36 x 11cm.

£250 - 350

€280 - 400

87  
**A CAST ALLOY ASTON MARTIN SIGN,**  
painted green with polished letters, 52cm wide, depicting the late 1920s winged badge.

£500 - 800

€570 - 910

88♦  
**AN 'ASTON MARTIN LAGONDA SERVICE'  
ILLUMINATING GARAGE SIGN,**

modern, single-sided, green painted alloy frame with Perspex panel, 61 x 122cm, wired for illumination.

£300 - 500

€340 - 570

89♦  
**AN 'ASTON MARTIN ZAGATO MILANO  
CARROZZERIA' ILLUMINATING SIGN,**

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

£300 - 500

€340 - 570

90♦  
**A 'CARROZZERIA ZAGATO' LIGHT-BOX  
SIGN,**

modern, single-sided, with hand-painted Perspex panel, wired for illumination, 41 x 41 x 11cm.

£300 - 400

€340 - 450

91  
**A SIGNED PHOTOGRAPH OF SEAN  
CONNERY AS JAMES BOND WITH THE  
'GOLDFINGER' ASTON MARTIN DB5,**  
monochrome image depicting Connery as '007' with the famed 'Goldfinger' DB5 at the Furka Pass, signed by Connery in black marker, 29 x 20cm, presentation mounted, framed and glazed, 44 x 33cm overall, with certificate of authenticity.

£250 - 350

€280 - 400

92 Ω

**TWO ASTON MARTIN PHOTO-PRINTS,** comprising Aston Martin Factory "Finishing Line" monochrome image of Aston Martins on factory floor, 41 x 66cm, mounted, framed and glazed, and Aston Martin Factory "Vanquish #425", monochrome image Vanquish on factory floor with number tag 425, 41 x 66cm, mounted, framed and glazed.

(2)

£250 - 350

€280 - 400

93

**A PHOTOPRINT IMAGE OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5 WITH SIGNATURE OF SEAN CONNERY,**

monochrome photoprint image of the famed '007' 'Special Equipment' DB5 depicting the car at a publicity event, with machine guns deployed, and featuring a promotional standee of Sean Connery, 19 x 24cm, display mounted together with signature of Sean Connery with dedication 'Best Wishes...', framed and Perspex glazed, 43 x 38cm overall, with certificate of authenticity.

£250 - 350

€280 - 400

94

**A JAMES BOND 'CASINO ROYALE' PUBLICITY STILL SIGNED BY DANIEL CRAIG,**

a Columbia Pictures colour still featuring an image from the 2006 film, depicting Craig as '007' with Caterina Murino as Solange Dimitrios in the Aston Martin DB5, initialled by Daniel Craig 'DC' in black marker, 19 x 25cm, display mounted, framed and Perspex glazed, measuring 46 x 56cm overall, with Certificate of Authenticity.

£250 - 350

€280 - 400

95

**A JAMES BOND 'GOLDFINGER' PHOTOGRAPH WITH SIGNATURES OF SEAN CONNERY AND DESMOND LLEWELYN,**

an original monochrome still image from the film and bearing Pinewood Studios stamp to reverse, featuring Connery as '007' and Llewelyn as 'Q' with the famed Aston Martin DB5, 26 x 35cm, mounted together with signatures of Desmond Llewelyn with dedication 'Best Wishes....."Q"' in black ink, and Sean Connery in blue ink, framed and glazed, measuring 44 x 46cm overall, with certificates of authenticity to rear of frame.

£300 - 500

€340 - 570



91

96

**A FRAMED JAMES BOND 'GOLDFINGER' PHOTOGRAPH WITH SIGNATURE OF SEAN CONNERY,**

colour image of Sean Connery as '007' with the 'Goldfinger' Aston Martin DB5 at the Furka Pass, 25 x 19cm, display mounted together with signature of Connery in black marker, framed and glazed, measuring 41 x 29cm overall, together with Certificate of Authenticity.

£300 - 400

€340 - 450

97

**A SIGNED PHOTOGRAPH OF ROGER MOORE WITH THE 'PERSUADERS' ASTON MARTIN DBS,**

monochrome image of Roger Moore as Lord Brett Sinclair with the 'BS 1' DBS as featured in the TV series, with signature in blue ink to upper left corner, 20 x 25cm, display mounted, framed and Perspex glazed, measuring 33 x 43cm overall.

£300 - 400

€340 - 450

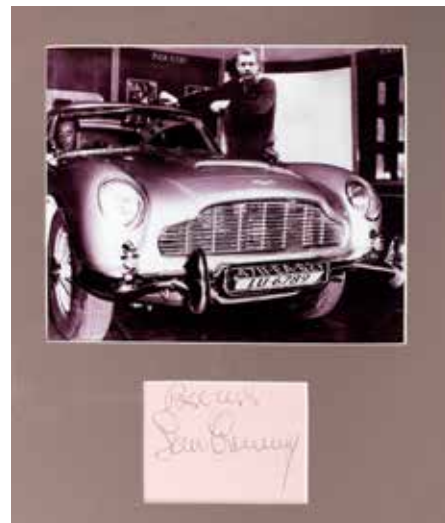
98

**AN 'ITALIAN JOB' PUBLICITY PHOTOGRAPH WITH SIGNATURE OF MICHAEL CAINE,**

monochrome still image from the film featuring Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the Aston Martin DB4 Convertible, 37 x 48cm, mounted together with signature in black marker, framed and glazed, 54 x 61cm overall, with certificate of authenticity card to rear of frame.

£300 - 500

€340 - 570



93



95



97

99

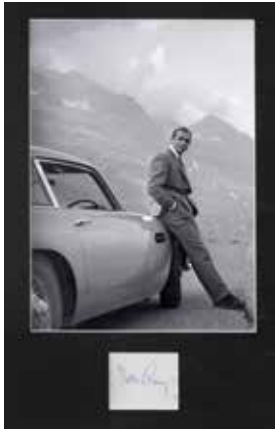
**A PHOTOGRAPH WITH SIGNATURE OF SEAN CONNERY WITH THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

large monochrome image of Connery as '007' with the Aston Martin DB5 at the Furka Pass, 40 x 28cm, display mounted with signature of Sean Connery in blue ball-point, framed and Perspex glazed, measuring 76 x 54cm overall.

£300 - 500

€340 - 570





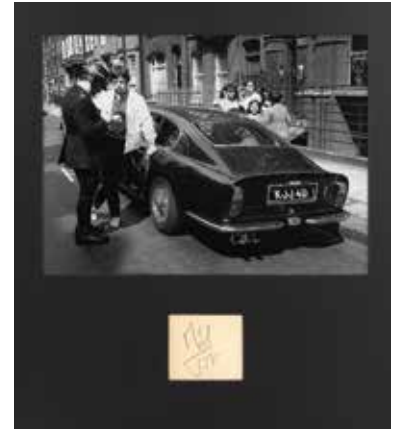
99



100



103



104



107

**100  
A PHOTOGRAPH WITH SIGNATURE OF SEAN CONNERY WITH THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

large colour image of Sean Connery as '007' with the DB5 at the Stoke Park golf course, 29 x 40cm, display mounted together with a 2003 'Scotland the Brave' First Day cover signed by Connery in blue marker with dedication 'Best Wishes...', framed and Perspex glazed, measuring 61 x 71cm overall.

**£300 - 500  
€340 - 570**

**101  
A PHOTOGRAPH WITH SIGNATURE OF SEAN CONNERY WITH THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

large colour image of Sean Connery as '007' with the Aston Martin DB5 at the Stoke Park golf course, 29 x 40cm, display mounted with applied Connery signature in red ink on section of paper cut from an autograph album, framed and Perspex glazed, measuring 61 x 71cm overall, with letter of provenance detailing how the autograph was obtained.

**£300 - 500  
€340 - 570**

**102  
FIVE FRAMED PHOTOGRAPHS OF JOHN EVANS' ASTON MARTIN AND LAGONDA ARTWORKS,**

each a colour photographic image of an original artwork by Evans depicting Aston Martin or Lagonda road or race cars, the largest approximately 16 x 25cm, each mounted and some with artist's signature to mount, and glazed with original gilt wooden frames and with artist's promotional labels to reverse, offered together with 'Aston Martin's Last Great Victory', a limited edition print (51/214) after Keith Woodcock, signed by the artist, Roy Salvadori and Sir David Brown to the lower border, 40 x 51cm, mounted framed and glazed.

**(6)  
£350 - 450  
€400 - 510**

**103  
A SIGNED PHOTOGRAPH OF SEAN CONNERY AS JAMES BOND WITH THE 'GOLDFINGER' ASTON MARTIN DB5,**

colour image of Connery as '007' with the famed Aston Martin DB5 at the Furka Pass, signed by Connery in blue marker, 29 x 20cm, display mounted, framed and Perspex glazed, measuring 43 x 33cm overall, with Letter of Authenticity.

**£350 - 450  
€400 - 510**



110

**104  
A PHOTOGRAPH OF A POLICE OFFICER TALKING TO MICK JAGGER LEANING ON HIS ASTON MARTIN DB6,**

monochrome, 29 x 40cm, common mounted with a sheet of paper signed by Mick Jagger, framed and glazed.

**£800 - 1,200  
€910 - 1,400**

**105  
A SIGNED 1995 ASTON MARTIN OWNERS CLUB DIAMOND JUBILEE LIMITED EDITION POSTER,**

numbered 7/60, featuring artwork after John 'DB' Evans of Aston Martin cars, signed by Evans and Mort Morris Goodall, The Rt. Hon. Viscount Downe, Ian MacGregor, Jim Broadey, Walter Hayes, June Tong and Michael Urban, 65 x 45 cm, mounted, framed and glazed, together with accompanying certificate, an AMOC publicity image of the Aston Martin Diamond Jubilee Volante and related press release.

**(4)  
£250 - 350  
€280 - 400**

**106  
'ASTON MARTIN WORLD CHAMPIONS', A SIGNED LIMITED EDITION PRINT AFTER KEITH WOODCOCK,**

numbered 163/200, depicting Stirling Moss in the works Aston Martin DBR1 on his way to victory at the 1959 Goodwood Tourist Trophy race and clinching the World Sports Car Championship title for the team, signed by the artist, Jack Fairman, Roy Salvadori and Stirling Moss in pencil to the lower border, 37 x 47cm, mounted, framed and glazed, measuring 49 x 57cm overall.

**£250 - 350  
€280 - 400**



114

107 Ω

**TWO LARGE ASTON MARTIN DB7 SHOWROOM DISPLAY STANDS,**

comprising DB7 Coupe, and DB7 Volante, multi panel images made up of four central panels 235.5 x 74.3cm each and two end panels 235.5 x 37.1cm each, mounted on geometric supporting frame, 235.5 x 297cm when fully extended.

(2)

**£250 - 350**

**€280 - 400**

108

**THREE FRAMED JAMES BOND ASTON MARTIN PRINTS WITH AUTOGRAPHS,**

each display mounted, framed and glazed and with Certificate of Authenticity, comprising 'Back in Action' after John Ketchell, limited edition (17/75) by Historic Car Art, featuring the 'Goldfinger' DB5, 23 x 33cm, signed by the artist and mounted with signature of Sean Connery in black marker, 'Legacy' after S Mohamed, limited edition (60/250), depicting three '007' Aston Martin cars, 20 x 30cm, mounted with signature of Pierce Brosnan in black ink, and a 'Casino Royale' print, featuring the DB5, 23 x 33cm, mounted with signature of Daniel Craig with dedication 'Many Regards....' in black ball-point, the largest measuring 43 x 44cm overall, each signed by the respective actor on behalf of the England & Wales Cricket Board and with accompanying ECB letterhead Certificate of Authenticity.

(6)

**£300 - 400**

**€340 - 450**

109 Ω

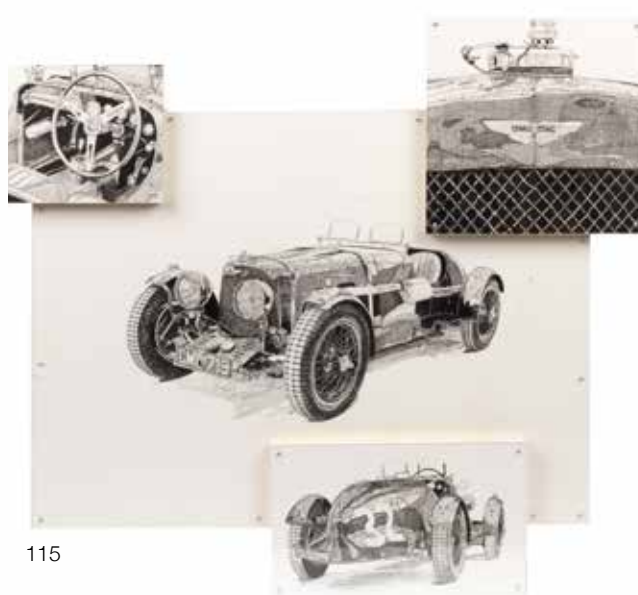
**ASTON MARTIN PRINTS,**

comprising DBR1/300 print after M. A. Lacey, number 169/850, 74 x 48cm, glazed; After John Evans, Aston Martin Racing over the years, print depicting a watercolour dated 1985, multiple scenes of Aston Martin race cars over the years, mounted and glazed, 69 x 46cm; Aston Martin the Compleat Car, photo print of tiled images from the book of the same name, 76 x 105cm, glazed; "Aston Martin is back!" 25 years on, advertising photo collage showing historic AM win at Le Mans in 1959, 46 x 66cm, glazed.

(4)

**£300 - 500**

**€340 - 570**



115

110 Ω

**TWO ASTON MARTIN PRINTS AND AN ADVERTISING POSTER,**

comprising "The Most Famous Car in the World" print after Steven Massey, limited edition number 209/850, 36x 53cm; "the difference between men and boys is the price of their toys!" Aston Martin advertising print, 66 x 61cm; and after James Allington, print of DBR cut-away illustration 61 x 43cm, each framed and glazed.

(3)

**£300 - 400**

**€340 - 450**

111 Ω

**ASTON MARTIN PROMOTIONAL AND ADVERTISING PRINTS,**

comprising Virage Vantage in maroon, photo-print, 53 x 79cm; dark green Virage V8 Coupe, photo-print, 53 x 79cm; red DB7 Volante, photo-print, 81 x 56cm; V8 Saloon advertisement, photo-print, 99 x 69cm; Vantage advertisement, 99 x 69cm; V8 Vantage Volante advertisement, 99 x 69cm; all framed and glazed, some with mounts.

(6)

**£300 - 500**

**€340 - 570**

112 †

**'ASTON MARTIN DB2/2', A PRINT AFTER JOHN EVANS,**

large print after the original artwork, montage image depicting various views and details of the DB2/2 '7 BXH' driven by Salvadori at various race meetings in the late 1950s, 51 x 72cm, mounted, framed and glazed.

**£350 - 450**

**€400 - 510**

Formerly the property of Victor Gauntlett.

113 AR

**KEN RUSH (BRITISH 1931-), '1931 ASTON MARTIN INTERNATIONAL' AN ORIGINAL PROFILE PUBLICATIONS ARTWORK,**

signed and dated '67, gouache on paper, a profile illustration of the 1931 Le Mans and Tourist Trophy two-seater 'L.M.7', 24cm long, cut-out and mounted on card, 19 x 27cm, mounted, framed and glazed, offered together with issue No.33 of the Profile Publications booklet illustrating the artwork.

(2)

**£250 - 350**

**€280 - 400**

114

**EMMANUEL VIARD, '1955 ASTON MARTIN DB2/4',**

initialled 'EV' and dated 2018, pen and ink on artist's paper mounted on wooden board, a side view of the DB2/4 Mkl 3-Litre Coupe model, 46 x 61cm, mounted with three detail images affixed to three corners, each with Perspex glazed cover, measuring 52 x 81cm overall.

**£400 - 600**

**€450 - 680**

115

**EMMANUEL VIARD, '1935 LE MANS ASTON MARTIN ULSTER SPORTS',**

initialled 'EV' and dated 2018, pen and ink on artist's paper mounted on wooden board, a view of the 1935 Le Mans 2-seater 'CML 719' car driven by C T Thomas and M Kenyon to 5th in class and 10th overall at the 1935 24-Hour event, 46 x 61cm, mounted with three detail images affixed to lower edge and two upper corners, each with Perspex glazed cover, measuring 64 x 72cm overall.

**£400 - 600**

**€450 - 680**

141



142



143



116<sup>◇</sup>

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

signed, acrylic on canvas, depicting an attractive Aston Martin Team member, 124 x 78cm, framed.

£300 - 400

€340 - 450

117

**TONY UPSON, 'ASTON MARTIN RACING VANTAGE GTE',**

signed, acrylic on canvas, a front view of the car in Gulf livery bearing race number '007', 93 x 93cm, framed.

£300 - 400

€340 - 450

118

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

signed, acrylic on canvas, a front view of the car, 154 x 94cm, framed.

£300 - 400

€340 - 450

119<sup>◇</sup>

**TONY UPSON, 'ASTON MARTIN ONE-77',**

signed, acrylic on canvas, a view of the car, 154 x 94cm, framed.

£300 - 400

€340 - 450

120 AR

**IVON SHOLTO-DOUGLAS (BRITISH),**

**'ASTON MARTIN DB3S - 1956 DAILY**

**HERALD INTERNATIONAL TROPHY',**

signed and annotated by the artist in pencil to lower right corner, mixed media on artists' paper, depicting Stirling Moss at speed in the DB3S on his way to victory at the Oulton Park event, 39 x 57cm, mounted, framed and glazed.

£350 - 450

€400 - 510

121

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

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

£250 - 300

€280 - 340

122<sup>◇</sup>

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

modern, cold-cast resin and aluminium composite, 55 x 103cm.

£250 - 350

€280 - 400

123

**AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM,**

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

£250 - 300

€280 - 340

124

**AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,**

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

£250 - 300

€280 - 340

125

**AN ASTON MARTIN 'DB6' GARAGE DISPLAY EMBLEM,**

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

£250 - 300

€280 - 340

126<sup>◇◇</sup>

**A HAND-PAINTED 'ASTON MARTIN CARROZZERIA ZAGATO' COMMEMORATIVE METAL SIGN,**

modern, for garage display, shaped metal sign, recording the collaboration between Aston Martin and Zagato in the DB4GT creation, 92 x 148cm.

£300 - 400

€340 - 450

127<sup>◇</sup>

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

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

£300 - 400

€340 - 450

128<sup>◇</sup>

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

modern, painted cold-cast resin and aluminium composite, in the form of the winged badge, 145cm wide.

£300 - 400

€340 - 450

129

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

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

£300 - 400

€340 - 450

130<sup>◇◇</sup>

**'CARROZZERIA TOURING MILANO' AND 'SUPERLEGGERA' GARAGE DISPLAY EMBLEMS,**

modern, each cold-cast resin and aluminium composite, comprising Touring Milano badge, and Superleggera script, each 150cm wide, mounted together on a framed board, 110 x 170cm overall.

£400 - 600

€450 - 680



131♦♦

**AN 'ASTON MARTIN MARTINI DBR9' SPONSORSHIP SIGN,**

modern, hand-painted fibreglass, 66 x 146cm.

£300 - 400

€340 - 450

132†♦

**A '1959 LE MANS ASTON MARTIN DBR1' CELEBRATORY OVAL PLAQUE,**

modern, with raised laurel wreath fibreglass surround, wall mounting for garage display, commemorating 1st and 2nd place for the 6-Cylinder 3-Litre DBR1/300 cars driven by Salvadori/Shelby and Trintignant/Frere at the 24-Hour event, one minor scratch to surface, 120cm wide.

£400 - 600

€450 - 680

133♦

**A HAND-PAINTED 'ASTON MARTIN LE MANS 1960' COMMEMORATIVE OVAL PLAQUE,**

modern, for garage display, with fibreglass raised laurel leaf surround, celebrating 3rd place in the 24-Hour event for the Aston Martin DBR1 driven by Roy Salvadori and Jim Clark, 120cm wide.

£300 - 400

€340 - 450

134♦

**A HAND-PAINTED 'ASTON MARTIN LE MANS 1956' COMMEMORATIVE ROUND,**

modern, for garage display, with fibreglass raised laurel leaf surround, celebrating 2nd place in the 24-Hour event for the Aston Martin DB3S driven by Stirling Moss and Peter Collins, 110cm diameter.

£300 - 400

€340 - 450

135♦♦

**A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,**

modern, fibreglass construction, decorated with 'David Brown Aston Martin' painted 'sash', 120cm high.

£600 - 800

€680 - 910

136

**ASSORTED ASTON MARTIN DB7 AUTOMOBILIA,**

comprising 1:43 scale boxed DB7 Vantage by Autoart, DB7 Coupe bone china mug, cased DB7 cuff links and tie clip, DB7 rear badge (in two parts), and seven DB7 publications including colour and trim brochure, model specification brochure and "All Models" book. (Qty)

£250 - 350

€280 - 400



144



147

137

**ASSORTED ASTON MARTIN V8 VANTAGE AUTOMOBILIA,**

comprising 2005 Geneva Motor Show press launch brochure, invitation card and 1:43 boxed scale model by Minichamps, Vantage rear badge, V8 Vantage door sill plate for LA Autoshow 2006, concept brochure, accessories brochure and a brushed alloy desktop mailer with postcards.

(Qty)

£250 - 350

€280 - 400

138

**ASTON MARTIN COLLECTABLES,**

comprising Chris Nixon: Aston Martin Virage, leather-bound hard covers, in slipcase; a dark-blue folio of Aston Martin Heritage Trust prints, detailing the history of the marque 1914-2000, and a modern triptych set of giclee prints after Vivo, three images on wooden frames depicting an Aston Martin bonnet, each panel 80 x 34cm.

(5)

£250 - 350

€280 - 400

139

**A PAIR OF ENAMELLED AMOC CUFF-LINKS AND ASSORTED ASTON MARTIN BOOKS,**

the cuff-links in black, red and white enamel, (one with slight loss), together with six books including Rainer W Schlegelmilch & Hartbut Lebrink: Aston Martin; Louis Klementaski & Chris Nixon: Klementaski & Aston Martin; Anthony Pritchard: Aston Martin - The Post-War Competition Cars; and three other titles.

(8)

£250 - 350

€280 - 400

140

**ASSORTED ASTON MARTIN PROMOTIONAL AND COLLECTABLE ITEMS,**

comprising a writing set of fountain pen (with cartridge), ballpoint pen and propelling pencil, all in original cases with decorated caps and/or barrels, a boxed set of limited edition bone china mugs for DB7 Volante, DB7 Coupe, V8 Coupe and Vantage, in original box and a set of six ceramic drinks coasters, each decorated with a different Aston Martin wheel and tyre, in original box.

(Qty)

£280 - 350

€320 - 400

141

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

finely detailed limited edition 'kerbside' model, numbered 7 of only 12 examples, of the DB4GT variant in race livery as driven by Roy Salvadori in the Coppa Inter-Europa at Monza, Italy, September 1963, in a battle for victory against Mike Parkes' Ferrari 250GTO, earning David Brown's Aston Martins their last victory of the era, mounted on a Perspex plinth within a Perspex display case etched with the Aston Martin winged emblem, 60 x 28 x 18cm overall, complete with signed certificate of authenticity.

£2,000 - 3,000

€2,300 - 3,400

149



148

142

**A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE ASTON MARTIN DBR1/300 BY JAVAN SMITH,**

depicting the 1959 Nurburgring 1000 kilometre winning car driven by Stirling Moss and Jack Fairman, a hand made scratch-built 'kerbside' model of the DBR1/300 with full cockpit detailing, presented on a Perspex plinth and enclosed within a display case etched with the Aston Martin winged logo and complete with authentication certificate, overall dimensions 60 x 27 x 20cm.

**£2,000 - 3,000**

**£2,300 - 3,400**

143

**A 1:43 SCALE MODEL OF THE 1959 LE MANS WINNING ASTON MARTIN DBR1, LIMITED 35TH ANNIVERSARY EDITION, 1994 BY MIDLAND RACING MODELS,**

mounted on baize covered wooden base with engraved plaque numbered 18/50, figures of the drivers and a plaque signed by Carroll Shelby and Roy Salvadori, under glass display case with mirrored back, 17 x 17 x 8cm.

**£250 - 350**

**£280 - 400**

144

**AN ASTON MARTIN NIMROD FIBREGLASS WIND TUNNEL BODY SHELL MODEL,**

simple moulded fibreglass construction, painted white, some minor surface scuffs and scratches, 115cm long, 49cm wide.

**£300 - 500**

**£340 - 570**

145

**A 1:12 SCALE MODEL OF THE JAMES BOND 'DIE ANOTHER DAY' ASTON MARTIN V12 VANQUISH,**

40th Anniversary commemorative model by Kyosho/Danbury Mint, produced under license from the Ford Motor Company/Aston Martin Lagonda and Eon Productions Ltd, die-cast model with silver-coloured paintwork, with opening doors, bonnet, boot and '007 Special Equipment' features including guns and rockets, unused and in original box with sealed packaging, together with presentation Perspex display case and related ephemera, together with two 1:43 scale die-cast Aston Martin models comprising a 'Barn Find' DB5 and a James Bond 'Quantum of Solace' DBS, both boxed.

(4)

**£250 - 350**

**£280 - 400**

150



146

**A 1:18 SCALE AMOC JUBILEE LIMITED EDITION MODEL OF AN ASTON MARTIN DB7,**

metal model created on the occasion of the 1995 AMOC Diamond Jubilee Ball, 25cm long, mounted on a painted wooden plinth, offered together with a framed 1st October 1996 Newport Pagnell limited edition (50/200) First Day Cover issued by the Bletchley Park Post Office, featuring image of an Aston Martin DB7 and with five motoring stamps, mounted with two small line drawing illustrations of Aston Martin cars, framed and glazed, and a 1993 DB7 press release.

(3)

**£250 - 350**

**£280 - 400**

147

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

kit-built, finely constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, well detailed model with opening doors, bonnet and boot, finished in 'Silver Birch' paintwork, loaded with all the Bond 'Special Equipment' including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, 60cm long.

**£1,000 - 1,500**

**£1,100 - 1,700**

148

**A LEATHER SUITCASE BY TANNER KROLLE LTD FOR ASTON MARTIN V8 MODELS,**

in black leather with handle, combination locks, and leather luggage tag, the interior with maroon cloth lining and straps, 77cm wide.

**£400 - 600**

**£450 - 680**

149

**A LEATHER SUITCASE BY TANNER KROLLE LTD FOR ASTON MARTIN V8 MODELS,**

in maroon leather with handle, bearing gilt Aston Martin winged emblem to front edge of lid, combination locks, and leather luggage tag, with maroon cloth lining and leather straps, 78cm wide.

**£500 - 700**

**£570 - 790**

## CHARITY LOTS

150

**AN ASTON MARTIN 'MILLENNIUM CELEBRATION' CASED TRAVELLING CHAMPAGNE SET FOR FOUR PERSONS, 1999, OFFERED FOR SALE ON BEHALF OF CANCER RESEARCH UK,**

dark green leather case with carrying handle and Aston Martin winged emblem to front of hinged door with combination lock, opening to interior fitted with two leather covered bottle coolers, cork remover, a bottle stopper, and four champagne flutes with coasters, the case measuring 36 x 31 x 21cm.

**£450 - 550**

**£510 - 620**

151

**'ASTON MARTIN DB7', A SIGNED PRINT AFTER D.N.SYKES, OFFERED FOR SALE ON BEHALF OF CANCER RESEARCH UK,**

a view of the car after an original monochrome illustration and signed by the artist in pencil to lower right corner, 14 x 20cm, presentation mounted with title and glazed within walnut veneer frame, measuring 31 x 31cm overall.

UK Registered Charity No. 1089464

[www.cruk.org](http://www.cruk.org)

152

**AN ASTON MARTIN VANTAGE 2017 LE MANS PHOTOGRAPH SIGNED BY TWO LMGT PRO CLASS WINNING DRIVERS, OFFERED FOR SALE ON BEHALF OF SPARKS CHILDREN'S MEDICAL RESEARCH CHARITY,**

from a limited edition of 9, colour photograph by Andrew Fawkes depicting car number 97, 8 x 12ins, signed by Jonathan Adam and Darren Turner in black pen, mounted with title card, framed and glazed.

Sparks raises money to fund pioneering child health research across the UK, helping to find new treatments and cures for children and families who desperately need them. Sparks supports clinicians and scientists who have the skills, innovation and passion to improve children's lives forever. Since 1991, Sparks have funded more than 300 ground-breaking child health research projects in over 90 hospitals, universities and research institutions across the UK and overseas.

Registered Charity No. 1003825 (England and Wales), SC039482 (Scotland).

[www.sparks.org.uk](http://www.sparks.org.uk)

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**A UNIQUE 'ASTON MARTIN ZAGATO' WALL PLAQUE, HAND-CRAFTED BY MEMBERS OF THE ASTON MARTIN WORKS SERVICE TEAM AT NEWPORT PAGNELL, OFFERED FOR SALE ON BEHALF OF WILLEN HOSPICE,**

comprising a shaped panel in the form of the Aston Martin Winged emblem and finished in California Sage Green, applied with Zagato Milano 'Z' badge and inset with Zagato style side vent with chromed finisher embellishment, mounted within a shaped varnished oak plaque and with small clock mounted to lower edge, measuring approximately 61cm wide.

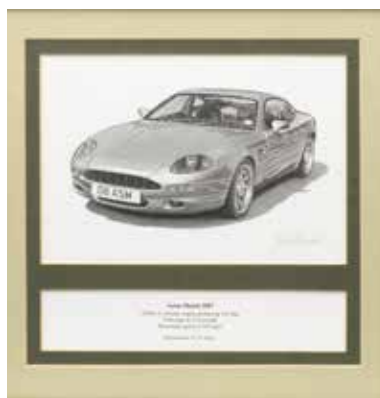
**£400 - 600**

**€450 - 680**

The Willen Hospice provides specialist end-of-life care for adults, focusing on four key areas: specialist symptom control, emotional support, spiritual support and care for carers.

UK Registered Charity No. 270194

[www.willen-hospice.org.uk](http://www.willen-hospice.org.uk)



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**ASTON MARTIN RED BULL RACING FACTORY TOUR AND SIMULATOR EXPERIENCE PLUS A MEET & GREET WITH TEAM PRINCIPAL CHRISTIAN HORNER, OFFERED FOR SALE ON BEHALF OF WINGS FOR LIFE,**

A 2-hour tour of the Aston Martin Red Bull Racing factory in Milton Keynes, will give you an understanding of the life cycle involved in designing and manufacturing the Aston Martin Red Bull Racing Tag Heuer RB14. You will see the creation go through various development stages before being manufactured and fitted onto the Championship contender. As well as the behind-the-scenes tour, meet with Team Principal, Christian Horner OBE. Ask Christian his thoughts on the season as well as picking up some vital tips to aid your very own driving skills! Pick an F1 circuit of choice, receive one-on-one coaching by their simulator engineers and then put yourself to the ultimate test to see how you cope with the complexity of driving an F1 car. This isn't for the faint hearted and offers a very true representation of the fitness, stamina and concentration required by a modern day F1 driver, normally reserved exclusively for drivers during the race preparation stages.

Terms and conditions: Maximum of 2 people; guests must be 16 years or over; all assets of the experience to be used on one day by the same 2 people; order of experiences are dependent on date and time of booking; meet and greet subject to Christian Horner availability, on weekdays only; valid for 12 months after the sale date; cannot be sold onto third parties.

Bonhams will provide contact details to the winning bidder so they can claim their tour from the charity and arrange suitable dates.

**£2,000 - 4,000**

**€2,300 - 4,500**

Wings for Life funds cutting-edge research projects and clinical trials across the globe aimed at finding a cure for spinal cord injury.

Since Wings for Life was first founded, 170 spinal cord research projects have been funded at the world's most well-respected institutes and a number of vital breakthroughs have been made.

The developments so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go to directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Wings for Life UK organises a range of fundraising events for their supporters and always welcomes new volunteers.

UK Registered Charity No. 1138804

[www.wingsforlife.com](http://www.wingsforlife.com)

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**NO LOTS**

**END OF AUTOMOBILIA**



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# ASTON MARTIN AND LAGONDA MOTOR CARS

14.00

Lots 201 - 237

Images of each lot can be found at  
[www.bonhams.com/24875](http://www.bonhams.com/24875)









## 1951 DAVID BROWN T.V.O CROPMASTER TRACTOR

Registration no. NTU 195

(believed to be original but not presently V5 registered or recorded on DVLA system)

Chassis no. P37180

- One of David Brown's most successful tractors
- Fully restored immediately prior to present ownership
- Present ownership since February 2014
- Little used and in excellent condition



Perhaps best known for his ownership of Aston Martin from 1947 to 1972, Sir David Brown had become managing director of the family firm, David Brown & Sons, in 1931. The company had been founded in 1860 by his grandfather, also called David, as pattern makers in Huddersfield, West Yorkshire, where it remains to this day. By the end of the 19th Century, the firm was specialising in the manufacture of machine-cut gears and other precision-engineered components. David Brown became Managing Director following his father Percy Brown's death in 1931.

Trading as David Brown Tractors Ltd, the company first turned to the manufacture of tractors in 1936 in collaboration with inventor Harry Ferguson, building the Ferguson-Brown tractor at a plant in Meltham Mills, West Yorkshire. However, Messrs Brown and Ferguson disagreed over design details and went their separate ways. Ferguson then entered into what would turn out to be an acrimonious partnership with the Ford Motor Company, leaving Brown to design his own tractor, the VAK1 or 'Cropmaster', during WW2. Brown eventually sold over 7,700 of his new VAK1 heavy tractor and became a wealthy man.

In the post-war era, David Brown Ltd was one of the UK's largest tractor manufacturers. Following the acquisition of Aston Martin in 1947, these two elements of the family business became closely linked, sharing facilities and management; indeed, the manufacturing of Aston Martin cars was overseen by the tractor division's chief engineer, Bert Ashfield, while engine design and production was based at Meltham. But its owner's subsidisation of his beloved Aston Martin could not be sustained forever. When the sports car maker was sold in 1972, the tractor division was bought by Tenneco International, which eventually re-badged its products as 'Case', another tractor manufacturer it owned.

Definitely a cut above the average 'Fergie' and guaranteed to excite the more-knowledgeable enthusiasts at your local agricultural show, or even at Aston Martin gatherings, this David Brown Cropmaster is powered by a four-cylinder petrol engine driving via a three-speed gearbox. It can be switched to run on paraffin once the engine is hot. The Cropmaster was acquired by the current vendor in February 2014, having been restored by the previous owner immediately prior to purchase. Since acquisition it has been kept on display, seeing little use, and is presented in commensurately excellent condition. It should be noted that the registration 'NTU 195' is not recorded on the DVLA computer.

**£8,000 - 10,000**

**€9,100 - 11,000**



## 1951 ASTON MARTIN DB2 SPORTS SALOON PROJECT

Registration no. LXH 813 (see text)

Chassis no. LML/50/29 (see text)

- *Very early 'washboard' model*
- *Present ownership since 1966*
- *Off the road, garaged, since the late 1960s*
- *Offered in need of total restoration*



Its accompanying (copy) guarantee form shows that 'LXH 813' was supplied to Brooklands of Bond Street Ltd in January 1951, possibly for use as a demonstrator. Service work recorded includes a change of gearbox (in February 1951) and a second replacement gearbox in 1954. Second, third, fourth, fifth, and sixth owners are recorded also. The AMOC Register records three 1st Place finishes for 'LXH 813' in competitive events in 1952, the owner at that time being one J H Walton.

'LXH 813' was registered on 3rd January '51 with chassis number 'LML/50/29' and engine number 'LB6B/50/265'. However, the car no longer has a chassis plate, and at time of cataloguing it had not been possible to locate a second chassis number on the front sub-frame; also, there is no engine number on the front timing cover in the usual place.

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. On the first 49 cars, the latter was a three-piece design, and early examples also sported gilled vents in the front wings. Cost concerns saw the former simplified as production progressed while the latter, referred to as 'washboards', were deleted. On this early 'washboard' example the bonnet has been replaced with a later type.

'LXH 813' was purchased by the current vendor in 1966 and used for approximately two years before being garaged. The car has remained garaged ever since, only moving from one garage to another. Damage to the front of the bonnet was caused many years ago when the car was being transported from one location to another. To facilitate movement, and to prevent them seizing, the brake shoes have been removed (these accompany the car).

The vendor believes that the engine has been converted to 3.0 litres in capacity from the original 2.6, and states that it has been fitted with a 'Butler' close-ratio gearbox and has Alfin brake drums all round. The radiator, which is not fitted but accompanies the vehicle, was re-cored some years ago.

Presented in 'barn find' condition, this DB2 is in need of total restoration and thus is sold strictly as viewed. There are no documents with the car, though it once had an old-style buff logbook; if found, the logbook will be forwarded to the new owner.

**£40,000 - 60,000**

**€45,000 - 68,000**



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## 1974 ASTON MARTIN V8 SPORTS SALOON

Registration no. not UK registered  
Chassis no. V8/11361/LCA

- Low mileage of just over 14,300 miles from new
- Left-hand drive example
- Simple ownership history includes owner for 25 years from 1989-2014
- The subject of much recent work







'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.

Chassis number 11361 was completed on 23rd August, 1974 and shipped to the USA in November, 1974 and ended up at the Aston Martin dealership Alf Francis Inc. (Francis having been a mechanic for the great Stirling Moss!). This was before the Aston Martin factory went into receivership at the end of 1974, putting 400 workers out jobs just after Christmas. In May of 1977, the car was finally delivered to its first owner Pasquale Benso, in Norman, Oklahoma, as you see it today, in Imperial Blue with a Natural Beige Leather Interior and in automatic transmission form.

The recorded first service in the service voucher states that the 500 mile service was completed by Aston Martin Lagonda Inc., King of Prussia PA at 911 miles, dated April 1976. By August 1989 it had passed to John Targett of Bath, Ohio who would keep the car for the next 25 years until he died in 2014. At that point it had covered a mere 14,226 miles from new! It was acquired through a noted East Coast Aston dealer shortly after that.

Over the course of the last 4 years, the car has been used infrequently, but maintained well, with recent work including replacing the air intake hoses with correct factory hoses and air filter, a rebuild of the brake boosters, front calipers, wheel bearings, fitting of new brake pads, fresh oil and filter service. A new Becker Europa II Stereo was also added.

With its modest mileage reported at only 14,303 miles, this car is something of a timewarp example, its interior providing the true feel and smell of a nice old honest car. It comes complete with all of its tools, jack, manual, service voucher booklet, original warranty card, and original radio manuals.

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

**£90,000 - 100,000**

**€100,000 - 110,000**



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## 1969 ASTON MARTIN DB6 MK2 SPORTS SALOON

Registration no. RUO 666H  
Chassis no. DB6MK2/4117/R

- One of only 240 DB6 Mk2s made
- Originally owned by a member of the peerage
- Automatic transmission
- Last-of-the-line model



In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication.

Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard. Production lasted until November 1970, during which time 240 DB6 Mk2s were manufactured.

Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This Mk2 DB6's accompanying copy order form reveals that it was first owned by The Viscount St Cyres of Shillands House, Upton Pyne near Exeter. Apart from the Borg-Warner automatic transmission, two front seat belts are the only significant items of non-standard equipment listed. The original colour scheme is given as dark blue with matching Connolly hide interior, and car's original registration is recorded as 'RUO 666H'.

From 1983 to 1999 the DB6 was owned by an AMOC member, but nothing else is known of its history during this period. The current vendor purchased the car at Bonhams' Aston Martin Sale in May 2015 (Lot 255), at which time it was stated that it had last been taxed in the UK in 2006 in County Durham, and carried an Aston Workshop tax disc holder. It is believed to have been sold to the preceding owner by Aston Workshop.

Now reunited with its original UK registration, 'RUO 666H', the car has been serviced recently by marque specialists Chicane Classics of Hook, Hampshire. Accompanying documentation consists of a V5C Registration Certificate and sundry Chicane Classics invoices.

£300,000 - 350,000

€340,000 - 400,000





**1983 ASTON MARTIN LAGONDA SALOON**

Registration no. A300 CPH

Chassis no. LOOR/13277

- One of only 645 built
- Automatic transmission
- Considerable recent expenditure
- Full body re-spray and interior refurbishment in 2016
- Substantial history files



Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which was constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of electronic instrumentation and switch gear. Problems with the latter would delay production until April 1978, by which time a less radical design had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting, and walnut veneer, all hand-finished by skilled craftsmen in the Aston Martin tradition. Production ceased in May 1990 after 645 cars had been built between chassis numbers '13001' and '13645'. Even today, almost 40 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

Finished in the rarely seen Windsor Red Metallic livery, with Burgundy-piped magnolia leather interior, chassis number '13277' was ordered new by a Mr Simmons of Walton-on-Thames. After some five years, Mr Simmons sold the Lagonda, which in November 1997 passed to a Mr R Jerrom of Warwick. He sent the car to marque specialists, Four Ashes Garage, which carried out remedial works costing £8,727.

Two owners later the Lagonda was purchased in 2010 by a Mr J Clark of Stockport as a 40th birthday present for himself. A considerable amount of work was carried out while the car was in Mr Clark's ownership, which included detailing the engine bay, electrical system, and interior. Mr Clark logged his progress on the LagondaNet forum, and a folder of photographs and details is available. In 2015, '13277' was sent to David Marks of Nottingham for repairs to the body/chassis, as evidenced by invoices on file totalling almost £6,000.

The current vendor purchased the Lagonda in 2016, since when a full body re-spray has been carried out together with a thorough clean of the interior leather, which now looks in remarkable condition for its age (the current odometer reading is circa 110,000 miles). Accompanying documentation consists of a current MoT, UK V5C Registration Certificate, and the aforementioned history files, and the car also comes with an owner's handbook.

**£35,000 - 45,000****€40,000 - 51,000**



## 1991 ASTON MARTIN VIRAGE COUPÉ

Registration no. H724 VHL

Chassis no. SCFCAM1S1MBR50199

- One of 426 produced
- Automatic transmission
- Present family ownership since 2008
- Displayed at the Aston Martin Heritage Trust



'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, complementing the highest standards of modern technology applied to the design of chassis and engine.

One of only 426 Virages produced between 1988 and 1995, '50199' was delivered via Murray Motor Company and first owned by Mr F Keenan of Bowden, Manchester. The original registration was 'H533 KSX'. Purchased by the vendor's father in 2008; it had been used sparingly, covering only 300 miles between 2006 and 2013. That same year the Virage was loaned to the Aston Martin Heritage Trust for display in 'The Barn'. In recent times it has been cared for by 'Retrospective' of Banbury, as evidenced by bills on file totalling circa £5,500. Finished in Buckinghamshire Green with Parchment leather interior, the Virage is offered with copies of its warranty and Car Record Card, sundry bills, MoT to November 2018, and a V5C Registration Certificate.

**£35,000 - 38,000**

**€40,000 - 43,000**



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*1 of 12 left-hand drive, manual examples built*

## **1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON**

Registration no. not UK registered

Chassis no. V8/10742/LCA

- *One of only 32 left-hand drive examples*
- *Early 'Company Developments' model*
- *ZF five-speed manual gearbox*
- *Delivered new to Mexico*
- *Extensively restored by marque specialists*







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 320bhp 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. Arguably the most elegant of all 'single headlight' Aston Martin V8s, this first version (generally known as the Series 2) retained many details of the original four-headlight DBS V8: chrome instrument bezels and switch gear, chrome headlight surrounds, lower bonnet scoop, and no side lamps. Electronic ignition and air conditioning were now standard.

Only 289 examples were made between April 1972 and July 1973, of which 32 were left-hand drive. With an estimated 320bhp on tap, these Bosch fuel-injected cars were also the most powerful of all standard V8s, only bettered by the V8 Vantage introduced in 1977.

Finished in Royal Claret Metallic with natural tan hide interior, chassis number '10742' is a rare left-hand drive Series 2 equipped with the desirable ZF five-speed manual gearbox. Its accompanying Heritage Certificate reveals that the car was built in April 1973 and despatched to the J Fernandez dealership in Mexico. It was imported into the UK from the USA.

Aston Martin Heritage specialists, Aston Engineering, have just completed a comprehensive mechanical restoration. It has also benefitted from a recent glass-out repaint, complete re-trim in the original quality Connolly hide, and installing a high-performance exhaust that boosts maximum power by 30bhp. MoT'd to January 2019, the car has also been given a new tool roll complete with tools (replica) and a warning triangle. Presented in beautiful condition, this rare Aston Martin V8 is offered with an owner's handbook, original sales brochure, BMIHT certificate, historic documentation, United States Certificate of Title, NOVA confirmation, and invoices for recent expenditure totalling circa £110,000. This is truly one of the greatest of all the modern classic sports cars.

**£220,000 - 260,000**  
**£250,000 - 300,000**



208 \* N

*Left-hand drive*

## **1954 ASTON MARTIN DB2/4 MARK II DROPHEAD COUPÉ**

Registration no. not UK registered

Chassis no. 300/1266

- *One of only 6 export, left-hand drive examples of the model*
- *Two owners from new*
- *Laid up since the 1970s*
- *Ultra rare, ripe for restoration*



'1266' in various locations being used as a daily driver during 1970s.

1977



1970



1977



Of the 15 or 16 examples of the DB2/4 Mark II produced, just 6 were marked for the export market, making this a particularly rare Aston Martin, as well as being the first production series of Aston Martin Convertibles with Tickford coachwork built at Newport Pagnell.

Confirmed by copies of its factory order on file, this remarkable 'as found' Aston was delivered new on 19 April 1957 to Robert Torrence of Mount Kisco, just north of New York City, in America. Mr Torrence received his elegant convertible in striking Dockers Ivory paintwork with its luxurious interior trimmed in blue Connolly hides. Quite probably to assist with his touring he added a luggage rack to the boot lid, and we can presume that this was how he enjoyed the car for his five years of ownership.

In 1962, Mr Torrence's tenure would come to an end when in the middle of winter he traded the convertible in to Foreign Cars Corporation of Woodside New York. They in turn sold the car to its second and last owner, Marvin Biren of Brookline, Massachusetts on 8 January 1962. Mr Biren agreed to pay \$2,400 delivery included (copies of that bill of sale and NY dealer's doc along with cancelled checks in our file). According to Mr Biren, the mileage read approximately 22,000 miles in January 1962. He then used this car daily as his only source of transportation until 1977 when it was then put away with 84,037 miles. But, it was not just limited to a back and forth to work vehicle, the Biren's drove across the United States for a holiday in Alaska, no small feat! Various souvenir photos of these 'high days and holidays' are on file, snapshots from another era...

Being a trained missile guidance scientist/engineer Mr Biren performed the regular maintenance on his Aston Martin himself, which over the years included a rear axle half shaft repair and a valve job, twice. Marv Biren added the front MGB indicators with bulbs on the ends of the wing trim strips, a Blaupunkt radio (original glove box included), modified the accelerator pedal and also added side mirrors. Its exhaust is non-standard, a creation of Mr Biren designed to negotiate the Boston road without grounding out. After his first decade of use, a change in accommodations necessitated storage of the car away from Mr Biren's home and so from that point, its use became much more limited, eventually leading to it being laid up. As they say, it was 'running when parked in 1977' and he reports with 60 lbs oil pressure when hot at 3,000rpm. And there the car would rest until earlier this year, when Mr Biren had an epiphany and decided that he should get a new Aston Martin - to assist with that purchase, his old one simply had to go, bringing it to market today!

Never restored, the car's condition is the accumulation of 20 years of use and 40 of storage, which despite first glances it has endured extremely well. Its owner reports the car to be remarkably solid and undamaged underneath, and importantly per the build sheet it retains its original VB6J engine. It still carries intriguing detail features such as its original Avon spare, owner's manual, jack, grease gun and spark plug holder.

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

**£200,000 - 250,000**

**€230,000 - 280,000**



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*Previously the property of Jools Holland*

**1967 ASTON MARTIN DB6 'MK1' VOLANTE**

Registration no. NLJ 818F

Chassis no. DBVC/3659/R

- One of 140 DB6 Mk1 Volantes
- Upgraded to manual transmission
- RS Williams suspension upgrades







While the introduction of the DB6 in 1965 represented the final development of the six-cylinder 'DB' series that had commenced with the DB4, it also marked the first use of the evocative 'Volante' name, which has been used for soft-top Aston Martins ever since. Though recognisably related to its Touring-styled DB4 ancestor, the DB6 abandoned the *Superleggera* body structure of its predecessors in favour of a conventional steel fabrication. Despite this change, Touring's *Superleggera* badges continued to be applied to bodies until stocks ran out! The wheelbase was now 4" (100mm) longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a re-appearance, but the major change was at the rear where the presence of a Kamm-style tail, complete with spoiler, acknowledged the increasing importance of aerodynamic downforce in sports car design.

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

The stylish DB6 Volante convertible offered four-seat accommodation and was generously appointed, featuring leather upholstery, deep-pile carpets, an aircraft-style instrument cluster, and an electrically operated hood. After 37 Volantes had been completed on the DB5 short-wheelbase chassis, the model adopted the longer DB6 chassis in October 1966, first appearing in its definitive form at the London Motor Show.

When DB6 production ceased in 1970, a total of 1,575 saloons had been made plus 178 of the long-wheelbase Volante (140 Mk1 versions and 38 Mk2s). Today these rare cars are among the most sought after of David Brown-era Aston Martins.

One of the 140 Mk1 DB6 Volantes built, chassis number '3659/R' was completed on 26th October 1967 and supplied via H R Owen (Bradway Autos) on 17th November of that year. The car left the factory equipped with automatic transmission, power assisted steering, chrome wheels, three-ear hubcaps, 3.54:1 limited-slip differential, powered aerial, and two seatbelts. It was originally finished in Autumn Gold, and first registered as 'OYV 162F' in London.



The Volante was previously owned by musician and broadcaster, Jools Holland, from whom it was purchased by the current vendor in 2011. Jools told Bonhams that he had a lot of fun with the Aston and that he had it repainted (in Deep Purple if memory serves correctly). He also had the transmission changed from automatic to manual.

In an interview, Jools recalled his ownership of the DB6: 'A few years ago I bought an Aston Martin convertible: a DB6 Volante. And I remembered that when I was a boy, and we lived in a tiny house in Greenwich without a bathroom or any heating, my dad, who's dead now, bought me a toy model of the same car. And I realised that's why I'd picked that car. So I decided to drive my car back to my old neighbourhood. It was a dark, misty autumn evening and I parked outside my old house. There was no one around. I suddenly imagined my front door opening and my younger self coming down the path and me opening the car door and saying: "Hey, it's me! Jump in!"'.

Shortly after its acquisition by the current owner, the DB6 (at that time registered 'RNB 5') was treated to a bodywork restoration, re-spray, and various other works by LT Classics of London SE16 (see bills on file). More recently (in April 2017), the Aston was despatched to renowned marque specialists RS Williams Ltd for extensive works. These included fitting an RSW up-rated front anti-roll bar, RSW rear springs and an RSW rear telescopic shock absorber conversion; installing new carpets; reconditioning the upholstery; rebuilding both window lift mechanisms; fitting five new chrome wire wheels; fitting a new battery; and carrying out a routine service (see bill on file for £33,533).

Fitted with an earlier DB5 engine (No. 400/2116), at a date unknown, it is attractively finished in green metallic with black leather interior, this rare DB6 Volante is offered with a BMIHT Certificate, V5C registration document, fresh MoT, and the aforementioned bills.

**£500,000 - 600,000**  
**€570,000 - 680,000**







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**1954 ASTON MARTIN DB2/4  
SPORTS SALOON**

Registration no. OYR 8  
Chassis no. LML/739

- Prepared for historic competition
- New engine by Wren Classics
- New BPA gearbox
- New upgraded 4HA rear axle by Wren Classics
- Potentially eligible for many prestigious events such as the Mille Miglia Retrospective, Tour Auto, RAC Woodcote Trophy Series, etc



'OYR 8' being energetically campaigned at the Circuit International des Remparts, Angoulême, France, 1991







As a means of generating publicity, Aston Martin has always favoured circuit racing, so the trio of DB2/4s campaigned during the 1955 season occupy a special place in the marque's competition history, this being the only occasion that the factory entered a works team in international rallying. Hitherto, Aston Martin had relied on a highly successful sports car racing programme to promote its products, but some noteworthy performances by private owners had shown that the DB2/4 had the potential to be competitive in top-flight rallying, and this led to the works' direct involvement.

Three cars were prepared by the works for the 1955 Monte Carlo Rally, team manager John Wyer hiring '53 Monte winner Maurice Gatsonides as his lead driver alongside sports car regulars Reg Parnell and Peter Collins. Teamed with Marcel Becquart, Gatsonides looked a certain winner as the rally entered its final stages, only to be penalised for passing a secret checkpoint many minutes ahead of schedule, a misfortune that dropped him to 7th place overall. Nevertheless, Gatsonides/Becquart had done enough to take the over 2-litre class win. The other works DB2/4s of Parnell/Klemantaski and Collins/Whitehead did not fare so well, but 3rd and 4th places in the over 2-litre class went to privately entered DB2/4s, enabling Aston Martin to claim the team prize.

A proven competition car, 'OYR 8' has a class win in the 1992 Circuit of Ireland Retrospective to its credit as well as previous club racing history, the AMOC Register recording high placings at Brands Hatch and Silverstone in the early 1980s and at Silverstone in 2000. The current vendor has owned the Aston since 2002.

'OYR 8' is offered fresh from a 'last nut and bolt' bare-metal restoration and competition preparation by Surrey-based Lights Cars Action (LCA), which was only completed in January of this year (bills available). It has a freshly built 2.6-litre engine by Wren Classics and is running on twin carburetors; however, the engine bay has been modified to accommodate triple carburetors if required. Other noteworthy features include a new gearbox with modified ratios manufactured by BPA Engineering; a new upgraded 4HA rear axle by Wren Classics; and modified and improved stub axle assemblies by LCA.

Cellulose paint was chosen for its authenticity, the colour scheme being dark grey with a Regency Red for the central stripe, wheels, and grille, while the roundels are Old English White. The original dashboard has been retained together with the original patinated leather window and door trims. The interior has Sparco racing seats and a FIA six-point full roll cage fitted, together with everything needed for historic circuit racing, while new racing tyres mean that the car is ready for competition use. All bills and a full photographic record of the restoration are available, and the car also comes with old expired FIA papers and a new Historic Technical Passport.

As an historic competition car, 'OYR 8' is potentially eligible for many prestigious events such as the Mille Miglia Retrospective, Tour Auto, RAC Woodcote Trophy Series, and the FISCAR Series (subject to the organisers' regulations).

**£140,000 - 180,000**  
**£160,000 - 200,000**



211

## 1980 ASTON MARTIN V8 VOLANTE

Registration no. OPP 945V

Chassis no. V8COL/15195

- Fewer than 25,000 miles from new
- Left-hand drive
- Automatic transmission
- Professionally restored in 2017
- Concours condition
- Delivered new to the USA







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

The Aston Martin V8 survived the changes of ownership and financial upheavals of the 1970s, appearing in countless variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the latter 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 145mph-plus maximum nevertheless ranked it among the world's fastest convertibles. Mechanically the Volante followed the equivalent V8 or Vantage saloon of the period, and in 1986 benefited from the re-introduction of fuel injection along with its closed cousin, though the new system came courtesy of Weber rather than the earlier Bosch. Maximum power, which had dropped somewhat over the years, was restored to 305bhp in this last, Series 5, Aston Martin V8. V8 Volante chassis numbers ran from 15001 to 15849, a total of 849 cars.

Its accompanying BMIHT Certificate reveals that this V8 Volante was built in left-hand drive configuration for the North American market and delivered via Aston Martin Lagonda Inc of New Rochelle, New York, USA (original documentation on file).

Its original colour scheme was Jubilee Silver with dark blue interior and blue convertible hood. Weber carburettors, automatic gearbox, cruise control, Avon tyres, and Blue Onslow carpets are listed as factory fitted equipment. Completed in June 1980, this car is one of the first to be delivered with the improved '580' specification engine ('V/580/5195/LFA').

Purchased from California in May 2016 and imported into the UK, '15195' has now been professionally restored to European specification and concours condition by Warren Classics of Much Hadham, Hertfordshire. In the course of this comprehensive rebuild, the car was entirely dismantled, refurbished, and reassembled, with all elements inspected and either rebuilt or replaced where necessary. The chassis, body, interior, hood, chrome, instruments, lighting equipment, and all mechanical components were restored, and the car bare-metal painted and completely re-trimmed. Specialists including the Aston Martin Heritage Trust, Nicholas Mee Ltd, and Rikki Cann assisted in ensuring that the car was rebuilt to original specification. All bills are available, and the car also comes with MoT to May 2019 and a UK V5C registration document.

Stunningly finished in Imperial Blue with Parchment hide interior, and offered fresh from completion in 2017, this beautiful V8 Volante is ready to be treasured and enjoyed by its next custodian.

**£150,000 - 180,000**  
**£170,000 - 200,000**



212

*The second DBS built*

**1969 ASTON MARTIN DBS V8  
SPORTS SALOON PROTOTYPE**

Registration no. 222 BOH

Chassis no. DBS/5002/R

- Retained by the factory for DBS V8 development
- Un-restored apart from a re-spray
- Engine rebuilt in 2016
- Presently registered in the Netherlands







The unique DBS prototype offered here represents one of the most important milestones in Aston Martin history: the coming of the V8 generation. Not only that, but '5002/R' started life in the autumn of 1967 as the second production six-cylinder DBS before going on to spearhead development of the V8-engined version.

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 abandoned the curvy lines of the earlier Touring-styled DB models in favour of a sharper, hard-edged look in the modern idiom. The new car 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, Bosch 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.

Retained by the factory for development purposes, '5002/R' was originally fitted with six-cylinder engine number '400/3269/SVC' (a Vantage unit) and first registered as 'BPP 6F', as seen in many press articles at the time. The original colour scheme was Dubonnet with natural hide interior, the exterior colour being changed to yellow at a later date. Aston Martin's first attempt at a V8 was a 5.0-litre unit, as raced by Lola at Le Mans, and '5002/R' was initially fitted with one of these before it was replaced with one of the more reliable 5.3-litre production engines: 'V/540/278', which had been taken from another of the development cars.

High-speed testing on the Continent was undertaken to improve stability at the higher speeds the V8 was capable of, during which it was found that wire wheels were not up to the task, hence the switch to alloy wheels for the production DBS V8. In its edition of 2nd October 1969, *Autocar* published a technical analysis of the new DBS V8, headed by a photograph of 'BPP 6F', probably supplied by the factory.

The accompanying (copy) guarantee form lists the Agent as 'Aston Martin Lagonda Limited' and the Purchaser as 'Sales Department Demonstration Vehicle', while still quoting the number of the original six-cylinder engine. It notes that the car was equipped with the Vantage engine ('400/3269/SVC'), Motorola radio, seat belt anchorage points, and power assisted steering.





The DBS was passed to Sales on 14th June 1968, while the old-style V5 registration document gives the date of first registration as 6th March 1968. Only one owner is listed on the guarantee form: R Smith Esq of Ravenstone, Buckinghamshire.

Nowadays it is unthinkable that a non type-approved development car would be sold off to the trade, but things were more relaxed 50 years ago and the permanently cash-strapped Aston Martin would have been reluctant to forgo the profit resulting from such sales, hence the survival of many of these intriguing 'one-offs'.

In 1978, by which time it had been reregistered as '222 BOH', '5002/R' was owned by Mr Frederick Stewart Bond of Fulwood, Preston, who had acquired it on 7th September of that year (copy V5 on file). In 1979, the Aston was offered for sale at auction, described as 'used by the factory as a development car, and... originally fitted with a six-cylinder engine'. It was also said to retain some special features, the most obvious being the extra bonnet vents. Sold at the auction for £4,900, the DBS V8 prototype passed into the ownership of Mr Anthony Hall-Griffin of Balsall Common, Coventry (copy V5 on file). The car remained in Mr Hall-Griffin's ownership for the next 35 years until it was purchased in April 2014 via renowned marque specialists, Aston Workshop, by the current vendor, a prominent Aston Martin collector based in the Netherlands.

The sales invoice is available, and the accompanying history file also contains the aforementioned copies of the registration and factory records, assorted items of correspondence, sundry invoices, a quantity of expired tax discs and MoTs, a UK V5C Registration Certificate, and various other historical documents.

Having tried the car, its new owner instructed Aston Workshop to completely renew all rubbers, suspension bushes, and engine mounts to sharpen up the handling and steering responses, and to change the tyres to more appropriate 215-width Avon radials. During this work, the fuel tank was re-built, seats were re-filled and later the steering wheel has been replaced with a reliable all-steel original design. Interviewed for an article in *Vantage* magazine (Autumn 2014 edition, copy on file) the owner expressed his delight with the result: 'I was thrilled to find the car was completely transformed. It seems smaller, easier to place on the road, and that V8 grunt is fantastic!' Since acquisition, the complex fuel-injection part of the engine has been rebuilt and the clutch renewed (photographs and invoices on file) but apart from that and a previous re-spray back to Dubonnet, this unique car is described as un-restored and superbly preserved.

'DBS/5002/R' is many things,' declared *Vantage* in conclusion. 'Intriguing, mysterious, charismatic and compelling, and a small yet significant piece of Aston Martin history.'

**£130,000 - 180,000**  
**€150,000 - 200,000**







214

## 2004 ASTON MARTIN VANQUISH 2+2 COUPÉ

Registration no. LO54 DWA

Chassis no. SCFAC13344B501444

- *Four owners from new*
- *Present ownership since 2015*
- *Full service history*
- *58,700 miles from new*







An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. The six-speed gearbox was controlled by F1-style paddles and could be operated in either of two modes: fully manual or computer-controlled automatic, with a 'sport' setting available on both. The inventory of standard equipment included almost everything the discerning connoisseur could wish for, while the performance - 190mph and 0-60mph in 4.5 seconds - placed the Vanquish firmly in the supercar class.

Dominated by an imposing aluminium centre console, the interior featured Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand. Production ceased in 2007, by which time the model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000.

A 2+2 model, this particular Vanquish was specified in Solid Black with Dark Tan interior trim, and is one of only a relative handful supplied in this unusual colour combination. Other options include red brake callipers, chrome door handles, heated windscreen, Linn hi-fi, heated seats, and Alcantara quilted headlining.

This car also incorporates some Vanquish 'S' improvements including the larger vented and grooved brake discs and pads.

Chassis number '501444' was first registered in the UK on 27th September 2004 as 'LO54 DWA', and the following year was taken by its first owner, Mr David Pitcher, to Northern Ireland where it was reregistered as '04 D 72719'. A resident of Malahide, County Dublin, Mr Pitcher kept the Aston until the beginning of 2011 when ownership passed to Mr Paddy Connolly, who owned it until circa 2013. Its next custodian, Mr John Patchell, owned the Aston until October 2015 when it was purchased via Prestige Imports by the current vendor and reunited with its original UK registration, 'LO54 DWA', having previously been registered as 'XCZ 7026'.

Recording regular servicing, the accompanying service booklet has been stamped 11 times by Aston Martin dealers and twice by the current vendor's local specialist. Only some 2,000 miles have been covered in the last three years, and the car is described by the private vendor as in generally excellent condition.

Consistently well cared for and ready to drive and enjoy, this exciting Aston Martin supercar is offered with sundry bills, current MoT, a V5C Registration Certificate, and the aforementioned service history.

**£70,000 - 80,000**  
**€80,000 - 91,000**



215

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

Registration no. HWK 961L  
Chassis no. V8/10620/RCA

- One of only 289 Series 2 cars
- Original UK right-hand drive model
- Automatic transmission
- Professionally restored to concours standard
- Outstanding condition





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 revised model 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.

Arguably the most elegant of all 'single headlight' Aston Martin V8s, the first version (generally known as the Series 2) retained many details of the original four-headlight DBS V8: chrome instrument bezels and switch gear, chrome headlight surrounds, lower bonnet scoop, and no side lamps. Electronic ignition and air conditioning were now standard.

For most 'left-hand drive' export markets – at least Germany – the chassis number kept the 'DBS' prefix to avoid having to homologate the Series 2 as a completely new model. All early cars had 'DBS V8' side vent badges. Only 289 examples were made between April 1972 and July 1973, of which 32 were left-hand drive. With an estimated 320bhp on tap, these Bosch fuel-injected cars were also the most powerful of all standard V8s, only bettered by the V8 Vantage introduced in 1977.

Its accompanying BMIHT Certificate reveals that '10620' was built in right-hand drive configuration for the UK market left the factory finished in Imperial Blue with natural leather interior trim. The car was despatched to the Arnold G Wilson Ltd dealership in Leeds.

When purchased by the current vendor in 2015, the Aston was in a dismantled state, and he duly commissioned Warren Classics of Much Hadham, Hertfordshire to carry out a complete 'last nut and bolt' restoration to concours standard. The rebuild was carried out between 2015 and 2017, and all bills, photographs, and a full description of the works are available (inspection highly recommended). Specialists including the Aston Martin Heritage Trust, Nicholas Mee Ltd, and Rikki Cann assisted in ensuring that the car was rebuilt to original specification. The installation of a Harvey Bailey handling kit and rebuilding the engine to 5,744cc capacity are the only listed deviations from factory specification.

Presented in generally excellent condition, this outstanding Series 2 V8 is offered with MoT to September 2018, a UK V5C registration document, and the aforementioned restoration records and BMIHT Certificate.

**£150,000 - 200,000**  
**€170,000 - 230,000**



216 N

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

Registration no. not UK registered  
Chassis no. DB4/126/R

- *The 26th DB4 produced*
- *Restored by a German specialist between 2012 and 2014*
- *Five-speed manual gearbox (original with car)*
- *Registered in Germany*





Launched at the London Motor Show in 1958, the Aston Martin DB4 emphatically demonstrated that a British manufacturer could better the Italians at their own game when it came to constructing the ultimate Gran Turismo. Classically proportioned and instantly recognisable from the moment of its introduction, the Touring-styled DB4 established a look that would survive, with only minor revisions, until 1970. 'Following in the classic tradition of close-coupled sports saloons, the 3.7-litre DB4 Aston Martin carries orthodox modernity to its highest pitch. A luxurious two-seat saloon which can carry four adults when necessary, it recorded almost 140mph as a two-way mean speed over the measured mile. Yet we were able to record acceleration figures from 10mph in the same gear ratio,' reported *The Motor* magazine.

That the DB4 was able to manifest this rare combination of unrestrained high performance and civilised docility was down to its magnificent engine. A new design by Tadek Marek, the DB4's all-alloy, twin-overhead-camshaft six featured 'square' bore and stroke dimensions of 92mm for a displacement of 3,670cc, and developed its maximum output of 240bhp at 5,500rpm.

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





The 26th of the 150 'Series 1' DB4s produced, chassis number '126/R' has many of the features of those first 50 cars, including 'frame-less' windows; rear-hinged bonnet; 'cathedral' rear lights; and bumpers without over-riders, all of which contribute to its ultra-clean look. '126/R' was delivered new on 24th June in 1959 to Town End Chemical Ltd in Bramley. The history of its owners is well documented, and since 2010 the DB4 has been owned by a German enthusiast. There are many invoices on file for works carried out in the UK since the 1970s, by marque specialists Andy Chapman and Four Ashes Garage among others.

Between 2012 and 2014, the Aston was extensively restored in Germany by a recognised specialist (photographic record on file). These works included refurbishing the bodywork; a bare-metal repaint; painting the under-body; and overhauling the engine, chassis, and braking system. The original interior has been preserved and the car retains its original Webasto sunroof, while a five-speed manual gearbox was installed during the restoration (the original four-speed gearbox has been retained and is offered with the car). The vendor describes the outside as immaculate, complementing the nicely patinated original black leather interior.

Said to perform extremely well, the DB4 has participated in events such as the Gran Premio di Nuvolari and Ennstal Classic since the restoration's completion, and usually is driven twice a year from its home in Munich to Lake Garda just for pleasure. Nevertheless, the owner considers that his special car deserves more than this necessarily sparing use, hence the decision to sell.

A rare opportunity to acquire an 'Series 1' DB4 representing Touring's sublime creation in its earliest and purest form, '126/R' is offered with copy guarantee form, FIVA Passport, and German registration papers. This car would be a wonderful addition to any Aston Martin aficionado's collection, as well as a most rewarding investment in an automobile legend.

**£380,000 - 440,000**  
**€430,000 - 500,000**



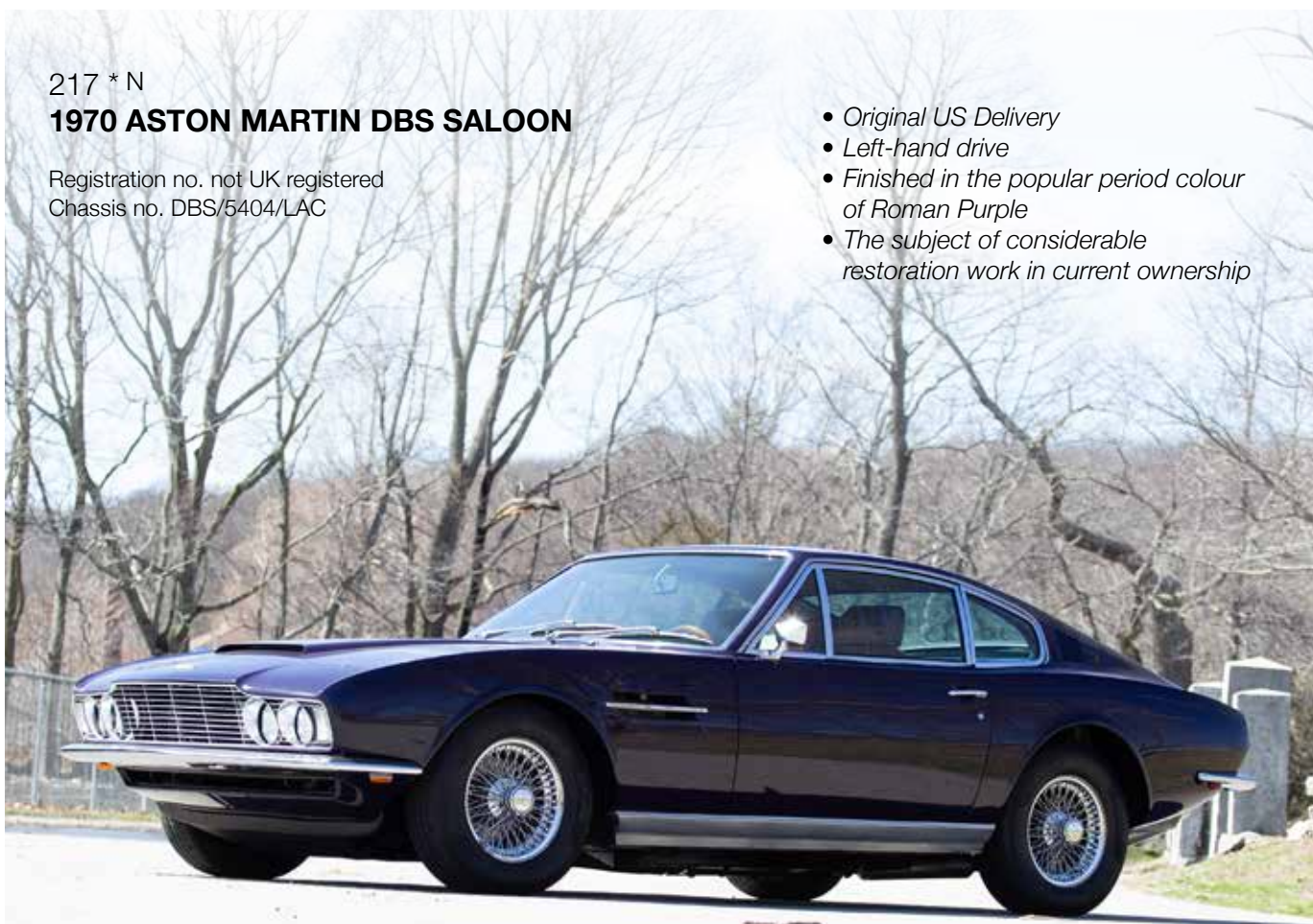


217 \* N

## 1970 ASTON MARTIN DBS SALOON

Registration no. not UK registered  
Chassis no. DBS/5404/LAC

- *Original US Delivery*
- *Left-hand drive*
- *Finished in the popular period colour of Roman Purple*
- *The subject of considerable restoration work in current ownership*



A superb expression of automotive design, the Aston Martin DBS has become an icon of the marque, and also marks the last model produced under Sir David Brown's leadership at Aston Martin.

It is only appropriate therefore that this example is finished in what was said to be Brown's favorite color scheme, Roman Purple. This is contrasted with a Natural Tan Connolly interior, replete with a set of Fawn carpets, and Natural Tan headlining. Chassis number DBS/5404/LAC, was delivered to its first owner, Ritt Consolidated Industries in Delaware on the 12th March 1970, and delivered by the Aston Martin dealer located in Philadelphia PA. A copy of the build sheet shows that chassis number 5404 still retains its original engine 400/4100/S as well as its original 3 speed automatic transmission.

Its ensuing 4 decades have seen only a handful of known owners, after Ritt, it spent much time with a William Nardelli in the late 1970s until early 1980s. It was later purchased by specialists Aston Martin of New England/Steve Serio from David Doering, a partner in the well-known Aston restorers, New Jersey based Steel Wings, from who the current owner acquired the car. Doering had begun a restoration, stripping it back to bare metal and repainting in the original colour scheme, before mothballing the project.

Having sat in store for a number of years, it's completion was naturally entrusted to the Aston Martin New England business to carry out. Over the course of the next few years and at the considerable cost of more than \$120,000 (roughly £80,000), that included a comprehensive mechanical restoration and sympathetic cosmetic attention, all of which was documented with photos.

On the technical side that included: complete engine disassembly and rebuild, including carburettors; restoration of the entire cooling system, oil cooler, and transmission lines, power steering, electrical system, alternator, distributor, etc.; the entire braking system, fuel tank, and entire fuel system were restored, as was the air conditioning and interior heating systems, and the entire front and rear suspension systems, plus axles and rear differential were rebuilt.

Alongside this, the exterior was refinished and polished, factory bumpers refitted, new wheel bearings, wheels and tyres fitted. The floor pans were restored and refinished, and the underside of the car cleaned, prepped and painted. The front grill, tail lights and side marker lights were replaced also. The interior was subjected to a similarly thorough redo, with restoration of the dash leather and factory wrinkle finish, the gauges cleaned and tested, and interior switches restored or replaced where necessary. To accompany the working original radio, new speakers were fitted. New carpets throughout including the boot were added.

The car's presentation reflects this work, which has continued through the last 6 years of the current ownership. Today, we noted a few signs of sinkage and light localised surface corrosion to its older repaint at some joins/edges, while when recently inspected and photographed the car was seen to perform well.

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

**£120,000 - 140,000**

**€140,000 - 160,000**







218

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

Registration no. AJW 646B  
Chassis no. DB5/1614/R

- *Single family ownership from 1964 to 2005*
- *Known ownership history*
- *Well maintained*
- *Power assisted steering and air conditioning*
- *Comprehensive history file*







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

Introduced in July 1963, the Aston Martin DB5 represented a further evolution of the preceding DB4 series rather than the beginning of an entirely new model line. The major change was the adoption of a 4.0-litre version of the (previously) 3.7-litre six-cylinder engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU 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. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

Its accompanying copy guarantee form reveals that chassis number '1614/R' was delivered new on 11th June 1964 to Cyril Williams Motors Ltd. The DB5 was delivered finished in Sierra Blue with Fawn Connolly hide trim, and left the factory equipped with a limited-slip differential and heated rear screen. First registered as 'AJW 646B', the Aston had been purchased by Messrs William Sharp (Birmingham) Ltd for a Mr Horton, presumably one of its directors. The AMOC Register records two Belfry Concours awards for the DB5 while it was in Mr Horton's ownership (in 1966 and 1968).

The Horton family subsequently relocated to the Isle of Man where the car was reregistered as '1964 MN'. In May 2005, after a remarkable 41 years in the Horton family's ownership, the DB5 was purchased from them by Mr David Campbell, whose various addresses are recorded on accompanying documents as Onchan, Isle of Man; Helen's Bay, County Down, NI; and Dublin, Rol.





While in the Hortons' ownership, the Aston had been looked after (from approximately 1970) by renowned marque specialist, Andy Chapman, whose recollections of it are on file. A re-spray in original livery had been carried out at approximately 60-70,000 miles, but no mechanical work was undertaken until David Campbell took the DB5 to renowned marque specialists Post Vintage Engineers Ltd in 2005. Post Vintage have looked after the car ever since, as evidenced by numerous invoices on file, one of their first tasks being to overhaul the cylinder head and convert it to accept unleaded fuel. Prior to his purchase, David Campbell had had the DB5 inspected by Colin Thew, former Service Manager with Aston Martin, whose detailed report, describing it as in generally very good condition, is on file.

Post Vintage's association with the Aston, now reunited with its original registration, 'AJW 646B', continued when ownership passed to Mr Peter Mimpriss of Nayland, Suffolk in September 2009. Prior to Mr Mimpriss taking delivery, Post Vintage had rebuilt the engine, enlarging it to 4.2-litres capacity in the process, and fitted air conditioning (illustrated record on file).

In letters to Post Vintage's Managing Director, Adrian Johnson, Mr Mimpriss was able to report that the DB5 had 'performed faultlessly' for the entire 1,750 miles of the 2010 AMOC Tour of Spain, and also for the 2,000 miles of that year's NATO Tour of Northern England and Scotland.

Shortly thereafter, ownership passed to Mr Michael Wilson of Lytham, Lancashire. Power assisted steering was fitted by Aston Engineering Ltd of Derby in April 2014, but apart from that, Post Vintage Engineers Ltd continued to maintain and service the car. Works carried out recently (in April 2015) include an interior re-trim to original specification in Connolly hide; supplying and fitting a new rear bumper, re-chroming the front grille and front bumper; and replacing all window glass. The most recent service bill on file from Aston Engineering dates from July 2017.

The car also comes complete with its original jack and tool kit, instruction book, MoT to April 2019, and a UK V5C Registration certificate. Benefiting from long-term single family ownership, always well maintained and never requiring extensive restoration, this superb DB5 is worthy of the closest inspection.

**£600,000 - 700,000**  
**€680,000 - 800,000**







219 N

## 1970 ASTON MARTIN DBS V8 SPORTS SALOON

Registration no. not UK registered

Chassis no. DBSV8/10053/RCA

- *The 53rd DBS V8 built*
- *Imported from Australia in 2015*
- *Automatic transmission and air conditioning*
- *57,974 miles recorded*
- *Registered in The Netherlands*



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 320bhp 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.

Excluding prototype and development cars, chassis number '10053' is the 53rd Aston Martin DBS V8 built. The car is recorded as being owned by a Miss D McCann in its early life, and later on was sold by British Schedule Motors in Melbourne, Australia into an owner in New South Wales (NSW) where it was registered 'LSH 958'.

In June 1982 a new windscreen was fitted, the front suspension serviced, and new hydraulic hoses installed. These works were carried out by Vantage Automotive in Kingswood, NSW, a company run by ex-AML engineer, Jim Corrie. The DBS is believed to have been sold by Greens Auctions in Sydney at 29,000 miles on 22nd October 1982.

The car then spent many years in storage before resurfacing in April 1997 in Melbourne - in sound condition but requiring some re-commissioning. Over the next 17 years the car was carefully and beautifully refinished in Dubonnet Rosso; the fuel injection system replaced with a superior later version; a new fuel pump fitted; and many worn parts renewed. In April 2015, with an indicated mileage of 57,812, '10053' was exported to Europe.

With beautiful bodywork and an appealing magnolia leather interior, this early DBS V8 is described by the vendor as in excellent condition, driving well. The original fuel injection system is included in the sale.

**£100,000 - 130,000**

**€110,000 - 150,000**

**1997 ASTON MARTIN DB7 VOLANTE**

Registration no. R770 CDW

Chassis no. SCFAA3118VK201037

- *Present ownership since 2006*
- *Automatic transmission*
- *53,514 miles from new*
- *Sports exhaust system (fitted 1997)*
- *Service history*



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

A shortened and modified XJ6 saloon platform formed the basis for the DB7. Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the coupé body was notable for employing numerous composite-material panels in its construction. The chosen engine was a 3.2-litre version of the twin-cam, four-valves-per-cylinder AJ-6 unit that had replaced the venerable XK in Jaguar's saloon range. This was endowed with a suitable power output courtesy of a water-cooled Eaton supercharger. The result was 335bhp and a top speed of 160mph, a performance that put the DB7 on a par with rivals such as the Mercedes-Benz 500 SL and Porsche 928.

A little under three years after the DB7's debut at Geneva, the planned Volante convertible was launched simultaneously at the Detroit and Los Angeles Auto Shows in January 1996, the coupé becoming available in the USA at the same time.

This automatic transmission DB7 Volante was purchased by the current vendor at Bonhams' Aston Martin Sale in June 2006 (Lot 144), since when it has been used sparingly, covering only some 9,000 miles in the last 12 years. The immediately preceding owner was an Aston Martin Owners Club area representative; while in his care the Volante won a number of AMOC concours awards, and also took part in the 2005 St George's Day parade at Windsor Castle in front of HM The Queen.

Finished in Highland Purple with purple-piped cream leather interior, the car is described by the private vendor as in generally excellent condition, having covered only 53,514 miles from new. It is one of only six examples with this particular finish and the only one in the UK. The car is offered with service history, MoT to February 2019, and a V5C Registration Certificate.

**£32,000 - 36,000**  
**€36,000 - 41,000**



## 1958 ASTON MARTIN DB MKIII DROPHHEAD COUPÉ

Registration no. NMY 486  
Chassis no. AM300/3/1759

- One of 85 DB MkIII drophead coupés made
- One of only 14 built with the 'Special Series' 195bhp engine
- Well documented
- Present ownership since 2011
- Power assisted steering



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 Thickpenney. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The 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 horsepower with the twin exhausts. This engine was fitted to 47 cars.

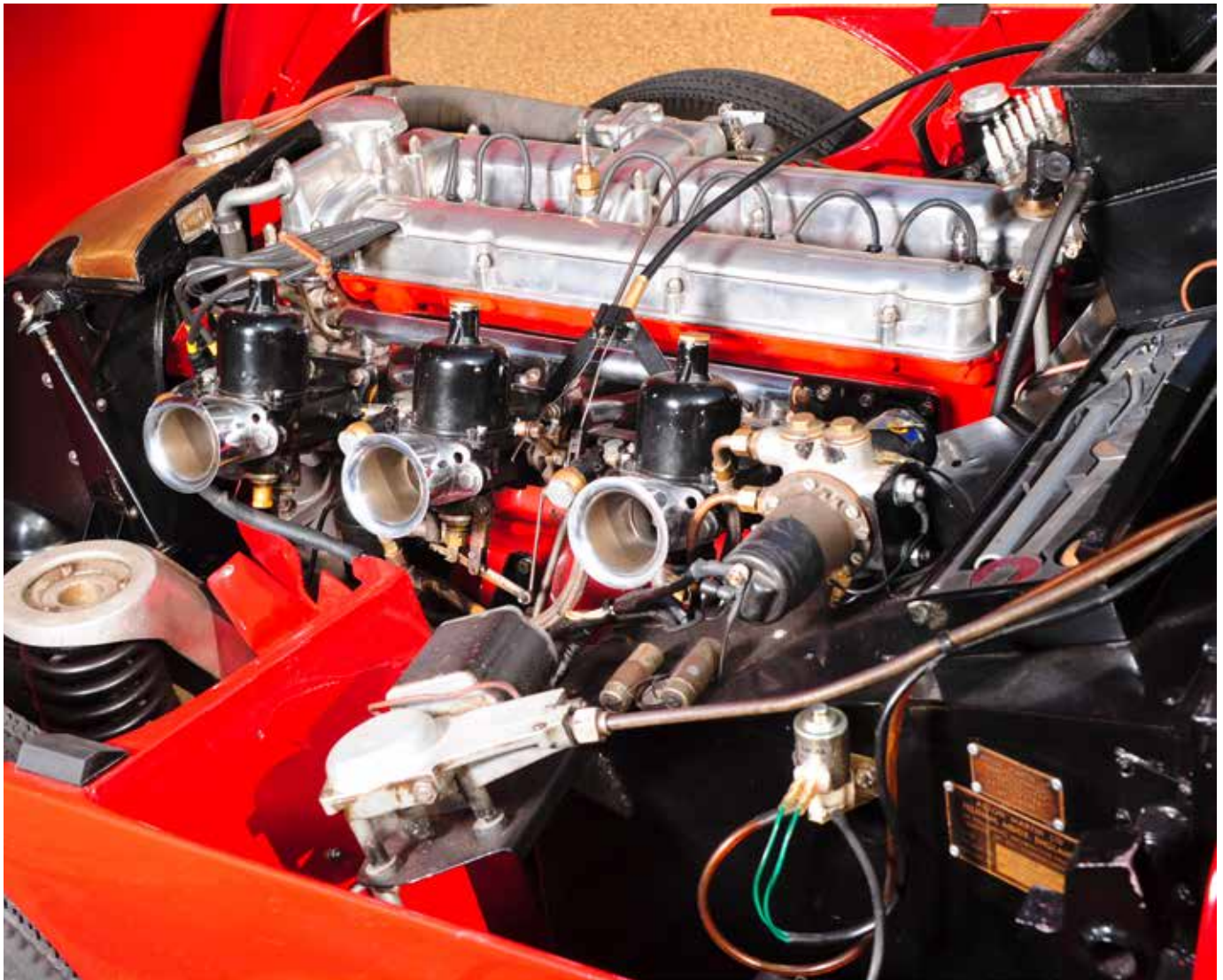
Unbeknown to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel *'Goldfinger'*, though by the time the book made it to the screen the DB5 was the current model, so that was used instead.

Chassis number '1759' is one of 85 DB MkIII drophead coupés made and has the DBD 'Special Series' engine, which was fitted to only 14 examples. Sold new by Brooklands of Bond Street, London, the car was first registered on 24th December 1958 to Commander Kenneth John Douglas-Morris RN of Northwood, Middlesex with his personal cherished number 'RN 70'. Its second owner was another military man, Lt Col Pat Carmichael of Tiverton, Devon, who competed successfully with it at Wiscombe Park in 1964 and 1965.

In November 1983 the car passed into the ownership of Ms Audrey Slaughter, editor of *'Honey'* magazine, who was then secretary to Dudley Coram at the Mirror Group. In the following June '1759' was acquired by David R Holland, AMOC Public Relations Officer (1974-79), winner of the Bertelli Trophy (1976) and AMOC Secretary (1978). David went on to campaign the DB MkIII with some distinction at Wiscombe, Silverstone, Goodwood and Boreham, as its entry in the AMOC Register testifies.







Between 1979 and 1981 the Aston was rebuilt to original specification. In 1991/92 the car featured in the Summer, Autumn, and Spring editions of the Aston Martin Magazine, and in 1993 featured on the central display at the Stuttgart Motor Show. Four Ashes Garage completely rebuilt the engine in 1994 (at 42,474 Miles) while further works undertaken over the next six years included replacing the dynamo and overhauling the brakes (1997); rebuilding the front suspension, fitting a diaphragm clutch and balancing the engine (1998); rebuilding the rear axle with 3.54:1 drive ratio; and overhauling the rear suspension and brakes (2000).

Becoming quite a celebrity, 'NMY 486' featured as 'February' in the Aston Martin 2000 Calendar and arrangements got underway at the following year's Le Mans Classic for Victor Gauntlet and HRH Prince Michael of Kent to 'borrow' the car to participate in the London to Moscow Rally in 2002. The Aston was extensively prepared by marque specialists R S Williams in anticipation of the trip, which subsequently was cancelled due to the death of HM Queen Elizabeth The Queen Mother.

In 2006 the car was acquired by the immediately preceding owner and immediately despatched to Four Ashes Garage, Stratford-upon-Avon for a complete bare-metal chassis/body refurbishment and conversion of the engine to unleaded compatibility. Everything electrical or mechanical was checked and all items requiring attention were either replaced or updated. The following year (at 54,588 miles) the interior leather upholstery, carpets, hood, hood cover, and tonneau were all replaced by The Fullbridge Carriage Restoration Company of Maldon, Essex.

In 2010 HRH Prince Michael of Kent at last got to borrow the Aston, which he and his party used to visit the Formula 1 British Grand Prix at Silverstone. His letter of thanks states: 'She turned heads all the way there and back and showed a clean pair of heels to anyone who got too close.'

The current vendor purchased the car at Bonhams' Aston Martin Sale in May 2011 (Lot 332), since when he and his wife have used it only for local trips and excursions with the Austrian Aston Martin Club in good weather over the summer months. It is always the centre of the attraction and has never given any trouble. The odometer now reads 65,163 miles.





While in the vendor's care, new tyres have been fitted and the rear brake linings exchanged, as the handbrake function was not satisfactory. The radiator too has been exchanged, as the car tended to get hot in the summer; it now behaves properly no matter what the weather. The only modification made is the installation of electric power assisted steering, which was carried out in October 2011 at a cost of €9,133. Otherwise the car has been serviced annually to obtain the Austrian 'MoT' at authorised Aston Martin workshops. It presently is registered in Austria and is notified as SORN'd with the DVLA.

Described by the private vendor as in generally excellent condition, 'NMY 486' comes complete with its original instruction and workshop manuals; factory build sheet (copy); UK V5 registration document; and a large quantity of historical notes, invoices, photographs, and correspondence. Also included in the sale is a DB MkIII instruction book in very good condition.

**£300,000 - 350,000**

**€340,000 - 400,000**





222

## 1979 ASTON MARTIN V8 VOLANTE

Registration no. CYX 5V

Chassis no. V8COR/15109

- Delivered new in the UK
- Manual transmission
- Factory-fitted Vantage spoiler
- 26,326 miles recorded
- New clutch







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

The Aston Martin V8 survived the changes of ownership and financial upheavals of the 1970s, appearing in countless variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the latter 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 145mph-plus maximum nevertheless ranked it among the world's fastest convertibles.

Mechanically the Volante followed the equivalent V8 or Vantage saloon of the period, and in 1986 benefited from the re-introduction of fuel injection along with its closed cousin, though the new system came courtesy of Weber rather than the earlier Bosch. Maximum power, which had dropped somewhat over the years, was restored to 305bhp in this last, Series 5, Aston Martin V8. V8 Volante chassis numbers ran from 15001 to 15849, a total of 849 cars.

Issued on 1st August 1979, its accompanying warranty document reveals that this V8 Volante was first owned by one T S Enstone Esq. A resident of Cheadle, Cheshire, Mr Enstone appears to have been proprietor of Enstone's Engine Centre Ltd of Manchester, as evidenced by various Aston Martin Lagonda invoices on file, most of which date from 1989. These include bills for fitting a Vantage type front spoiler, and re-trimming the hood and headlining. It is not known how long Mr Enstone kept the Volante, which currently displays a total of only 26,326 miles on the odometer. We are advised by the current vendor that a new clutch will have been fitted and various re-commissioning tasks completed by time of sale. The car is offered with current MoT, a V5 registration document, and the aforementioned AML service history.

**£140,000 - 180,000**  
**€160,000 - 200,000**



223

## 2004 ASTON MARTIN VANQUISH COUPÉ

Registration no. LJ04 RLT

Chassis no. SCFAC233X3B501243

- Left-hand drive
- c.10,000kms from new
- Built for the German market
- AMOC Concours class winner
- Full Aston Martin service history







'The V12 Vanquish, the most recent addition to the ranks of Aston Martin heritage vehicles, is a car beloved by modern day enthusiasts and also heritage collectors alike. The car's appearance in *'Die Another Day'* ensured its place in James Bond history and has helped to make this an instantly recognisable model. Importantly, the Vanquish saw huge developments in engineering and design, many of which formed the basis for the development of the current Aston Martin model line-up.' – Aston Martin.

An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. The six-speed gearbox was controlled by F1-style paddles and could be operated in either of two modes: fully manual or computer-controlled automatic, with a 'sport' setting available on both. The inventory of standard equipment included almost everything the discerning connoisseur could wish for, while the performance - 190mph and 0-60mph in 4.5 seconds – placed the Vanquish firmly in the supercar class.

Dominated by an imposing aluminium centre console, the interior featured Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand.

Production ceased in 2007, by which time the model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000.

One of the final models to be manufactured at Aston Martin's famous Newport Pagnell factory, this beautifully presented left-hand drive Vanquish was originally built for the German market. First registered in the UK on 1st June 2016, it has been prepared to show winning standard and achieved a class win at the Aston Martin Owners Club's Autumn Concours that same year. Since then, this Vanquish has been kept covered in dehumidified storage and has covered a mere 10,000kms (6,000 miles) from new. The car is finished in Tungsten Silver Metallic, with contrasting Charcoal interior trim. To the generous complement of standard equipment, this particular example adds the following options: grey brake callipers, heated seats, quilted headlining, heated front screen, rear parking sensors, and centre console matching the exterior body colour.

This car has full Aston Martin service history, including its time in Japan, and even comes complete with the glove box tools. Freshly serviced by Aston Martin Works and MoT'd for 12 months, this beautiful Vanquish is ready for European touring.

**£85,000 - 90,000**  
**€97,000 - 100,000**



224 N

## 1968 ASTON MARTIN DBS SPORTS SALOON PROJECT

Registration no. not UK registered

Chassis no. DBS/5043/R

- The 43rd DBS built
- Jaguar engine (original matching engine with car)
- Automatic transmission
- Sunroof and original interior
- EU duties paid



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

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

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

First registered in the UK on 28th August 1968 (as 'VJT 79'), this early DBS is the 43rd example produced, and subsequently was reregistered as 'MUF 535F'. MoT Certificates for the period 1985 to 2001 show the recorded mileage increasing from 44,559 to 57,521 during this time, a total of 12,962 miles in 16 years. At some time the engine was removed and a 4.2-litre Jaguar unit installed, and on 20th October 2001, the Aston was exported to New Zealand where it spent most of the time in storage, covering only 586 miles, before returning to Europe in 2017.

This DBS finished in white with original black leather interior, the latter intact and in good condition, and comes with its original engine ('400/3640/S'). It thus represents an exciting and potentially most rewarding project, with the options of converting to manual transmission or an updated automatic unit during restoration. EU import duties have been paid.

**£60,000 - 80,000**

**€68,000 - 91,000**

225 N

## 1976 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. not UK registered

Chassis no. V8/11471/RCA

- *First registered in the UK*
- *Resident in Australia from the late 1970s*
- *ZF five-speed manual transmission*
- *Factory sunroof and original interior*
- *EU import duties paid*



Introduced in 1973, the Series 3 version of Aston Martin's successful V8 employed a quartet of Weber 42 DCFN carburettors instead of the previous Bosch mechanical fuel injection; this change, which necessitated a larger bonnet bulge, bringing with it increased torque and smoother running at low speeds. The (undisclosed) power output of the standard car was estimated as in excess of 300bhp, and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. *Autosport* quoted a top speed of 162mph for the manual transmission version, while *Autocar* declared that the new Aston Martin V8 was: 'A well-quipped car with magnificent stride for long journeys.' After one of Aston Martin's periodic financial upheavals and a lengthy hiatus in production, cars began leaving the Newport Pagnell factory again in the spring of 1976.

According to the accompanying Aston Martin Lagonda guarantee certificate, this matching-numbers Aston Martin V8 was first registered in the UK on 1st August 1976 as 'OYL 887R'.

The car was purchased new that same year from Aston Martin Sales in Knightsbridge by Mr Robert Rusk, who was the Australian Aston Martin Parts Distributor at the time. He bought the car for his own use, and at that time was considering taking on the Aston Martin distributorship in Australia. When this did not eventuate, he sold the car in 1978 to an AMOC member in Victoria, who passed it on again at 42,000 miles in October 1986. Subsequently, the Aston had three private owners, including the Managing Director of the Penrite Oil Company, and in November 2015 was shipped to Europe with a recorded mileage of 84,400.

Fitted with a factory sunroof and the desirable ZF five-speed gearbox, this Aston Martin V8 has known history and has always been well maintained and cared for by each of its former owners; indeed, the original interior remains in excellent condition. Described by the vendor as mechanically and structurally sound, and said to drive well, it would benefit from a full repaint in its original colour (still visible in places). Representing a wonderful opportunity to enjoy the benefits of a Weber carburettor-equipped car with the ZF gearbox, '11471' is not UK registered but comes with all EU import duties paid.

**£80,000 - 120,000**

**€91,000 - 140,000**



226

## 1979 ASTON MARTIN V8 VOLANTE

Registration no. HFG 142T

Chassis no. V8COR/15066

- One of 849 produced
- Automatic transmission
- Known ownership history
- Present ownership since 2012
- Maintained by Nicholas Mee since 2012







This beautiful V8 Volante was supplied new on 8th May 1979 by Reg Vardy of Stoneygate, Tyne and Wear to Mr Michael Lever. Accompanying records show that the car was owned from 1981 to 1992 by one R L Smith of West Sussex, followed by G J Kings & Sons of Hassocks (1992-1994). From 1994 to 1996 the Aston belonged to P Stoneham, London and then went to Germany where it was owned by M Koenig from the Kaiser Karl hotel in Bonn, Germany. There are no service records dating from the period in Germany; the earliest bills come from Aston Engineering, Derby in 1999, when the sills and lower wings were attended to (£6,000 bill). From 2000 to 2012, the car was owned by C Smith of Cobham, Surrey, who had yearly services carried out by Trinity Engineering in Cobham. Annual receipts and descriptions of works on file date back to 2000 when Mr Smith purchased it with 79,000 miles on the odometer.

Since September 2012, the Volante has belonged to the current vendor, who purchased the car through Aston Martin Heritage specialists, Nicholas Mee Ltd, and has had it serviced regularly by them. Necessary repairs and updating have been undertaken when required, all with the aim of keeping the Aston in its original specification while at the same time maintaining it as a highly reliable touring car.

In 2012, a new Alpine hi-fi unit with Bluetooth and USB connectivity was installed; an additional USB socket has been fitted inside glove compartment, which retains the original vanity mirror and flexible spotlight.

'HTG 142T' is finished in its original and most attractive colour combination of Tourmaline Blue with Magnolia hide interior, the latter pleasantly patinated, and we are advised that the power hood is in excellent condition. Over the last six years, the Aston has been used by the vendor's family for fair weather outings around Southern England and attending the Goodwood events. The vendor moved abroad in 2017 so the car is getting little use, hence the decision to pass it on to the next owner. The accompanying history file contains sundry bills, a current MoT certificate (expires 25th September 2018), a V5C Registration Certificate, and the original owner's handbook and service voucher booklet (from 2000).

**£150,000 - 180,000**

**€170,000 - 200,000**



227

**1956 ASTON MARTIN DB2/4  
MARK II 3.7-LITRE COUPÉ**

Coachwork by Tickford

Registration no. OVS 519

Chassis no. AM300/1185

- One of only 34 DB2/4 Mark II fixed-head coupés
- Left-hand drive
- Delivered new to France
- DB4 'pre-production' engine
- Front disc brakes
- Restored and repainted in original livery by Aston Martin Works (2014-2016)





'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'*.

With the launch of the '2+2' DB2/4 in October 1953, 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. David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised DB2/4 Mark II being manufactured by the Newport Pagnell coachbuilder.

Mechanically the same as the 'Mark I', the Mark II was identifiable by its subtly altered lines, the most significant change being a  $\frac{3}{4}$ " increase in roof height that afforded greater headroom. In Mark II form the DB2/4 continued to be available as a close-coupled sports saloon or drophead coupé, while for the first time the factory offered an alternative fixed-head coupé, of which only 34 were made, making this derivative one of the rarest of post-war Aston Martins.

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.

It accompanying copy guarantee form shows that left-hand drive chassis number '1185' was sold new via Majestic Automobiles in France to its first owner: Raymond Gallizia of Montbelliard. The colour scheme is recorded as Sea Green (top) with Deep Carriage Green (lower) and red Connolly hide interior, while the only non-standard item listed is Alfin brakes. Additional owners recorded are C Carnaghan of Ashted, Surrey (1984) and Mr Eckard Sacuss (2003).

The Aston Martin Register notes that this car had its present engine - 3.7-litre DB4 unit - fitted at the Works after two engine failures, but there is no corroborating evidence establishing the date. Neither is there formal evidence that '1185' was retained by the Works for experimental purposes. However, the engine is stamped 'PP/370', suggesting that it is a pre-production unit.





The current vendor purchased '1185' at Bonhams' Goodwood Festival of Speed sale in June 2014 (Lot 385). Painted silver and black at that time, the car was subsequently restored and repainted in its original two-tone green livery by Aston Martin Works, and shortly thereafter was featured in *Vantage* magazine (Summer 2017 edition). Journalist Andrew Frankel was relieved to learn that '1185' had been fitted with front disc brakes in place of the DB2/4 Mark II's standard drums, making it possible safely to enjoy the greatly enhanced performance. 'Sure, it accelerates like no other Feltham Aston I've driven,' he observed, 'but really it's the mid-range response you notice most.' A copy of the *Vantage* article is on file, and the car also comes with Aston Martin Works' restoration invoices and a UK V5 registration document.

Concluding his article in *Vantage*, Andrew Frankel confessed: 'I don't know if this car is the actual missing link between Feltham and (the) Newport Pagnell era. What I do know is that, even if it did turn out to be no more than a curio, that does not make it a less than fascinating Aston or me no less delighted to have made its acquaintance.'

**£250,000 - 300,000**

**€280,000 - 340,000**







228

## 1970 ASTON MARTIN DB6 MK2 VOLANTE

Registration no. BJD 132H

Chassis no. DB6MK2/VC/3769/R

- One of only 38 examples
- Only five owners from new
- In present ownership since 1983
- Specialist maintained regardless of cost
- Extensive history file





'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 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. 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 Mk2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mk2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles (140 Mk1 versions and only 38 Mk2s).

One of only 38 DB6 Mk2 Volantes made, this beautiful right-hand drive example was sold new to one R B Hinton, London in March 1970. In June 1973, second owner Edward Glikstein of Coventry bought the DB6, which five years later passed via H R Owen to the next owner, A H Faridany of London. Shortly thereafter, in March 1979, the car was sold to its fourth owner, J E Beckett of Manchester, from whom it was purchased by the current vendor in August 1983 (receipt on file). By this time, the DB6 had been repainted by Aston Martin Lagonda Ltd from Azure Blue to Light Sky Blue, the work being carried out between March and July 1977. AML's bills for the restoration are on file (totalling £8,300).

In 1991, the Volante was restored again, on this occasion by HB Developments of Guildford, who are shown to have spent 1,000 man-hours on the refurbishment. Between 1996 and 2000, the car was serviced annually by HWM, Walton-on-Thames. In 2001, Aston Martin specialists Trinity Engineering carried out a rebuild of the engine top end, plus suspension, etc as evidenced by bills on file totalling £21,000. Trinity Engineering have serviced and maintained it since, their bills for the period 2001 to 2016 totalling circa £58,000. Significant works carried out during this period include installing new chassis outriggers and new brakes in 2009, and fitting new wheels in 2016. In addition to the aforementioned extensive invoices, the Aston also comes with every MoT certificate from 1979 to 2018 confirming the 50,560 miles covered from new. MoT'd to June 2019, it is offered with a copy old-style logbook and V5 registration document.

Always maintained regardless of cost, '3769/R' is very well sorted mechanically and has a delightful patina resulting from years of careful enthusiast ownership. Offered for sale for the first time in 35 years, this very rare and beautiful DB6 Mk2 Volante represents a unique opportunity to acquire one of the most exclusive and highly sought after of post-war Aston Martins.

**£700,000 - 900,000**  
**£800,000 - 1,000,000**





## 1976 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. RCV 6R

Chassis no. V8/11560/RCA

- Automatic transmission
- Off the road for 20 years
- Running and driving
- Requires re-commissioning



'After the sale of Aston Martin to "Company Developments" in January 1972, work started on a comprehensive facelift of the DBS V8, the main visual cue being the adoption of single headlamps and a revised front grille. Now known as the AM V8, the car retained the Bosch mechanical fuel injection system until August 1973, when four twin choke Weber carburettors were fitted, together with updates to the interior trim, a bigger bonnet bulge to clear the carburettor air box, and a redesigned fuel tank to allow more luggage space.' – Aston Martin.

The acquisition of Aston Martin by Company Developments in 1972 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 which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder sports cars. Electronic ignition and air conditioning were now standard.

Introduced in 1973, the 'Series 3' employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Although not quoted, the power output of the standard car was around 300bhp 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 revealed that the new version of the V8 Aston engine with four Weber carburettors and automatic transmission had proved nearly as quick as its manual-transmission fuel-injected predecessor and fractionally more economical, concluding that it was: 'A well-equipped car with magnificent stride for long journeys.'

Acquired by the current vendor in 2005, 'RCV 6R' has been off the road for the last 20 years. The vendor reports that the car is running and driving well, though further re-commissioning will be required prior to serious use. Its colour changed from blue to yellow, the car comes with substantial history in the form of bills and expired MoTs, the former recording, among other works, a full engine rebuild in April 1992 at 77,017 miles. A speedometer change is noted at 79,198 miles. Offered with old-style V5/V5C registration documents.

**£40,000 - 60,000**

**€46,000 - 68,000**

## 1976 ASTON MARTIN LAGONDA SALOON PROJECT

Registration no. SKL 826W

Chassis no. LOOR 13044

- One of only 638 made
- The 44th Series 2 car produced
- Last used in 2001
- Requires full restoration



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 these 'Series 1' cars being constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

In the Lagonda, Aston's well-proven 5.3-litre V8 employed a quartet of twin-choke Weber 42DCNF carburettors and produced a maximum of 280bhp at 5,000rpm with 320lb/ft of torque available lower down the range.

A Chrysler Torqueflite automatic gearbox was the standard transmission. More than 17' long, 6' wide and weighing two tons, the Lagonda was an imposing sight from any angle, yet despite its bulk proved capable of racing to 60mph in 7.9 seconds on its way to a top speed of 145mph.

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 638 had been built, including 98 Series 4 models. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

The 44th Series 2 Lagonda produced, this early example was in running condition when last used in 2001. Now requiring full restoration, it is offered with some AML service history and is sold strictly as viewed. There is no registration document with this Lot.

**£15,000 - 25,000**

**€17,000 - 28,000**



231 N

*Believed to be the penultimate example built*

**1965 ASTON MARTIN DB5  
4.2-LITRE CONVERTIBLE**

Registration no. not UK registered

Chassis no. DB5C/2122/R

- One of 85 right-hand drive DB5 convertibles
- Delivered new in the UK
- Only three owners from new
- ZF five-speed gearbox
- Believed genuine circa 80,000 kilometres (approximately 50,000 miles) from new
- Exceptionally well documented







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

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

Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis. Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4.

The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows, and an oil pressure gauge as standard equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.





This rare DB5 convertible was sold new via H R Owen's Sloane Street dealership in South West London to Mr Frederick Weldon of Sherwood, Nottinghamshire, and was first registered as 'KLE 471D' in London. The accompanying copy guarantee form lists the original colour scheme as Goodwood Green with red Connolly leather trim and matching Everflex convertible hood. However, H R Owen's sales invoice states that the DB5 was delivered finished in Platinum (white). Items of non-standard equipment listed include 3.54:1 axle ratio, chrome wheels, Motorola radio, Marchal fog lamps, a lowered driver's seat pan, and the Borg Warner gearbox that was converted by the Factory prior to its initial delivery. Factory service work listed includes this conversion to ZF five-speed manual transmission in March 1966.

The current vendor bought the DB5 from its first owner, Frederick Weldon, in 1983. In 1984, he sold the car to Mr Serge Chabbey of Zürich, Switzerland, by which time it had covered only some 38,000 miles, and in 1995 bought it back. In the intervening period, the speedometer had been changed to a km/h unit and the odometer adjusted to reflect the actual distance travelled from new, which by 1995 was circa 70,000 kilometres (approximately 43,500 miles).

The current long-term owner always wanted to preserve the Aston but ended up restoring almost everything over the years (body, paint, engine, gearbox, etc) while retaining the original red leather interior. Works carried out included rebuilding the engine to 4.2 litres capacity using a replacement block (the original was badly corroded) and fitting hardened valve seats to permit the use of unleaded petrol. The engine rebuild was completed around 10 years ago, since when only some 8,000 kilometres have been covered, while the transmission was overhauled recently. The only notified deviations from factory specification are 16" wheels and a Harvey Bailey handling kit. Correspondence with Aston Martin Tickford in 1983 reveals that '2122/R' seems to be the second last DB5 Convertible built.

'2122/R' is exceptionally well documented and comes with a massive file (inspection recommended) containing numerous invoices - many dating back to Mr Weldon's ownership - showing that its owners have pursued a no-expense-spared approach to the car's care and maintenance. The file also contains the original warranty document, order form, invoice, and UK logbook, together with correspondence from Aston Martin Lagonda Ltd and H R Owen.

**£850,000 - 900,000**  
**€970,000 - 1,000,000**





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**1984 ASTON MARTIN V8 SERIES 4  
SPORTS SALOON**

Registration no. MJJ 364  
Chassis no. 12423

- *Automatic transmission*
- *66,055 miles from new*
- *Exceptionally well documented*







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

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

An automatic transmission model, chassis number '12423' was first registered on 1st August 1984 and purchased new from Marshall's of Cambridge by the Cambridge Optical Company. The car comes with a most comprehensive file of history, dating back to the 1980s, documenting extensive works undertaken by Aston Martin Lagonda Ltd and various specialists including HWM, Trinity Engineering, Runnymede, and Aston Engineering. There are numerous MoT certificates in the file, the most recent of which was issued in September 2017. Works carried out at this time included various minor repairs to the lower bodywork.

While in the vendor's care, the Aston has shared a six-car garage with a Lamborghini Countach an early E-Type Roadster and various other exotic classics, so has enjoyed good company! Finished in Winchester Blue with magnolia leather interior, this carefully maintained and exceptionally well documented Aston Martin V8 is offered with MoT to September 2018, a UK V5C Registration Certificate, and the aforementioned history file. A Nardi steering wheel and Ronal wheels are the only notified deviations from factory specification.

**£130,000 - 150,000**  
**£150,000 - 170,000**



**2003 ASTON MARTIN VANQUISH COUPÉ**

Registration no. LA52 YCH

Chassis no. SCFAC233X3B500612

- *First owned by movie producer/director, Brett Ratner*
- *Delivered new in the USA*
- *Left-hand drive*
- *Full main agent service history*
- *Circa 20,000 miles from new*



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

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

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

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

Finished in black with matching leather interior, this left-hand drive Vanquish was supplied new to the special order of Hollywood producer/director, Brett Ratner, director of the 'Rush Hour' series and such films as 'The Family Man', 'Red Dragon', 'X-Men: The Last Stand', and 'Tower Heist'. His name appears on the sill plates, and this unique car also features include factory chrome wheels. This Vanquish enjoyed a full factory warranty from new until 2014, and comes with all main agent service records and invoices. It was imported into the UK earlier this year.

In the spring of 2017, Nicholas Mee & Co fitted new fuel pumps at a cost of circa £3,000, giving the car a clean bill of health at the same time. Offered from a private collection and said to drive beautifully, this stunning Aston Martin Vanquish comes with a V5C registration document, current MoT certificate, and the aforementioned full service history.

**£60,000 - 70,000**  
**€68,000 - 80,000**







234

## 2017 ASTON MARTIN VANTAGE GT8 COUPÉ

Registration no. LC66 JXU

Chassis no. SCFGABKLXHG21272

- One of only 150 made
- The lightest and most powerful of the Vantage V8 family
- One owner
- 269 miles from new
- Immaculate condition
- All books and tools







'Vantage GT8 has an intensity and agility born in the heat of competition. Sculpted from lightweight carbon fibre, shaped by the quest for ultimate aerodynamic efficiency, powered by our race-proven V8 engine and limited to just 150 Coupés, Vantage GT8 captures the unalloyed thrills of competition to deliver a uniquely authentic sports car experience.' – Aston Martin.

The very first Aston Martin of 1915 had been conceived with competition in mind; racing has been in the company's blood ever since, and the Vantage GT8 was inspired by the firm's desire to create a road car that reflected its ongoing Le Mans racing programme. 'By focusing on weight savings and aerodynamics, we've taken the V8 Vantage to an entirely different level of agility and aggression,' declared David King, Aston Martin's Director of Special Projects and Motorsport. 'It's a hugely exciting car honed to the keenest possible edge.'

Inspired and influenced by the Aston Martin V8 Vantage GTE racer of 2016, the Vantage GT8 was the lightest and most powerful V8 Vantage ever. Its 4.7-litre engine produced 440bhp, and there was a choice of six-speed manual or seven-speed Sportshift II paddle-shift transmissions.

The aerodynamic requirements of WEC racing influenced the dramatically sculpted carbon fibre bodywork, while the chassis was tuned for track-focused agility for a driving experience second to none. Extensive use of carbon fibre and other lightweight materials, including titanium for the exhaust system, enabled the GT8 to weigh in at 3,329lbs, 220lb less than the Vantage S. Despite looking every inch the purpose-built competition car, the GT8 came with air conditioning, a 160W audio system, and Aston Martin's latest AMi III infotainment system as standard. Only 150 were produced, making the GT8 one of the more exclusive members of the V8 Vantage family.

Appealing to collectors as well as pure driving enthusiasts, this Vantage GT8 was supplied new by HWM in January 2017 and has had only one owner. The car is finished in racing Flugplatz Blue with black leather/Alcantara interior, and has covered only a trifling 269 miles from new. Presented in immaculate condition, this ultra-rare Aston Martin supercar comes with all books/tools and a V5C Registration Certificate.

**£175,000 - 200,000**

**€200,000 - 230,000**



235

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

Registration no. WWB 435L  
Chassis no. V8/10618/RCA

- *Un-restored and highly original*
- *Automatic transmission and factory air conditioning*
- *Recent extensive works by Trinity Engineering*
- *Well documented*







Un-restored and highly original, this 'Series 2' Aston Martin V8 was manufactured and delivered to a dealership in Stroud, Gloucestershire in late 1972. It was registered and sold in March 1973, the first owner being Mr Kenneth Needs, chairman of a Bristol-based property company. Mr Needs owned the Aston until 1st December 1976 when it passed to the second owner, Mr Bernard Lay of Nunthorpe, Middlesborough. Details of subsequent owners are on file together with a letter from Aston Martin confirming the car's build details.

The current owner commissioned marque specialists Trinity Engineering to produce a condition report when he purchased the car in 2015, and in due course all issues identified were addressed, made good, and/or rectified at a cost of almost £35,000. The Bosch fuel injection and many other mechanical items were restored recently, and the valve clearances adjusted. All the original parts (where they are not exchange parts) that were renewed recently have been retained and accompany the car together with a detailed list and photographic record of all the recent work carried out at Trinity Engineering.

The body and interior are believed to be largely un-restored and are in very good condition considering that the car is some 45 years old. The headlining, blue leather upholstery, and dashboard are all as original, while there is evidence that the Ascot Grey paintwork has been refreshed in places. The bodywork is not 'concours' but presents well, and it is understood that the sills and chassis outriggers have been replaced in the past. The wheels are in excellent condition, and the tyres are new Avon radials (original equipment). A full size spare wheel is present (shod with a new and unused Avon tyre) together with a jack.

One of the few remaining un-restored examples, this well presented Series 2 comes with a thick and detailed file containing copies of original sales brochures, price lists, letters, service bills, MoTs, and a DBS V8 Instruction Book, together with photographs of the underside of the car and engine bay detailing as carried out at Trinity Engineering. It is MoT'd to the end of November 2018 and is offered with a V5C registration document.

**£75,000 - 90,000**  
**€85,000 - 100,000**



236

## 2008 ASTON MARTIN DBS COUPÉ

Registration no. HX08 AMK

Chassis no. SCFAA05DX9GE00055

- Supplied and maintained by Harwoods
- One owner since June 2008
- Manual transmission
- Circa 44,000 miles from new
- Full service history
- All books and tools







Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S in 2008 as the company's top-of-the-range supercar. Before then, the world got a mouth-watering preview when a DBS appeared in *'Casino Royale'* (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of *'Quantum of Solace'*, the follow up film released in 2008.

In terms of its styling, the DBS was clearly a development of the DB9 but with the additions of a carbon fibre front splitter and carbon fibre rear diffuser among others. State-of-the-art manufacturing techniques were employed in making the aluminium/composite body, which was robotically assembled using a combination of self-piercing rivets and adhesive. The aluminium chassis is known as the 'VH Generation 2' platform, 'VH' referring to its vertical and horizontal adaptability.

The DBS was powered by a development of the 5.9-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminium engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding, and controllability.

Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Production ceased in 2012.

Finished in Storm Black with Obsidian Black semi-aniline leather and Alcantara interior, this particular DBS was purchased from Harwoods in June 2008 and has been in the same ownership for the last 10 years. The Aston has always been maintained by Harwoods, Chichester and has just had a full 10-year service to manufacturer's specification, including new spark plugs and ignition coils (bills available). Its generous specification, in terms of both standard equipment and factory options, is far too lengthy to list here but is available on request. Presented in excellent condition, this most beautiful of modern Aston Martins is offered with current MoT, a V5C Registration Certificate, and the aforementioned service history.

**£80,000 - 120,000**  
**£90,000 - 140,000**



## 1968 ASTON MARTIN DBS SPORTS SALOON

Registration no. WYF 573G

Chassis no. DBS/5334/R

- Restored circa 2005
- Converted from automatic to manual transmission
- Substantial history file



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 abandoned the curvy lines of the earlier Touring-styled DB models in favour of a sharper, hard-edged look in the modern idiom. The beautiful new DBS caused quite a stir, *Autocar* magazine observing: 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

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

Chassis number '5334/R' was supplied new via Edwards & Co to Mr Harold Musker, OBE, MC of Warsash, Southampton and first registered as 'WHM 642G'. The DBS was originally finished in Silver Birch with black Connolly leather trim, and left the factory equipped with Borg Warner automatic transmission, power assisted steering, Radiomobile radio, and 'new reflective type number plates'.

The car was repainted in its current Champagne Gold livery during restoration in 2005, a process facilitated by the fact that, as the engine bay, floor pan, and boot are finished in black at the factory, major components such as the engine, running gear, interior, etc can be left in situ. '5334/R' has also been upgraded with the more desirable five-speed manual gearbox. Said to drive very well, its engine holding excellent oil pressure, the car would nevertheless benefit from further cosmetic improvements, including refreshing the paintwork and re-trimming the front seats, to realise its full potential.

Currently MoT'd, '5334/R' comes with a most impressive history file - some 3" thick - containing numerous service/maintenance invoices; photographic evidence of a complete engine rebuild; various restoration records; and expired MoTs, etc documenting the many thousands of pounds spent over the years.

**£80,000 - 90,000**  
**€90,000 - 100,000**



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- Poached Salmon, Charred Lemon, Watercress (gf) (df)
- Jersey Royal Potatoes, Rocket, Olive Oil, Dill (gf) (df)
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Please note only a limited amount of hampers will be available to purchase on the day so advanced booking is recommended.





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**PREVIEW**

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June 3 10am-12pm

*Original Left-Hand Drive, two owners from new*  
**1965 ASTON MARTIN DB5 CONVERTIBLE**

Delivered new to New York, this DB5 Convertible is one of only 123 examples produced and one of just 39 originally built in left-hand drive specification. In the care of the present owner since 1971, it has meticulous service records going back to his purchase.

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**1960 ASTON MARTIN DB4GT COMPETITION COUPÉ**  
Chassis no. 370/0110/GT



---

*Acquired new by John Surtees CBE and offered direct from the family,  
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Formula 1 World Champion*  
**1957 BMW 507 ROADSTER**



---

*One of the fifty built*  
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Coachwork in the style of Vanden Plas  
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© Getty Images

*The ex-Eon Productions and as featured in the Motion Picture 'GoldenEye' driven by Pierce Brosnan as James Bond*

#### **1965 ASTON MARTIN DB5 SPORTS SALOON**



*'2 VEV' - the Essex Racing Stable ex-Le Mans, Goodwood Tourist Trophy, Jim Clark, present family ownership since 1971*

#### **1961 ASTON MARTIN DB4GT ZAGATO**

Chassis no. DB4GT/0183/R



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*'Roy Salvadori - Aston Martin DBR2 1957',*

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£2,500 - 3,500

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To be sold without reserve.

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### Belgium

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gregory.tuytens@bonhams.com

### USA

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



# Bonhams



**FRIDAY AUGUST 24**  
Carmel, California

Bonhams returns to the beautiful Monterey Peninsula for its 21st annual Quail Lodge Auction, featuring the world's finest and most exclusive collectors' motorcars displayed in a stunning setting on the grounds of the Quail Lodge Golf Club

**INQUIRIES**  
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*Unique one-off design  
Winner 'Le Grand Prix du Salon' Paris 1950  
Matching-numbers and exceptional restoration*  
**1948 TALBOT-LAGO T26 RECORD  
SPORT COUPE DE VILLE**  
Coachwork by Saoutchik

*Superb, award winning restoration  
Original body and drivetrain*  
**1964 SHELBY COBRA 289**

*In same ownership for 55 years  
Delivered new to nobleman A.J. Player  
Highly original, matching numbers example*  
**1931 BENTLEY 8 LITER 'SILENT BLOC' SALOON**  
Coachwork by Vanden Plas

# QUAIL LODGE AUCTION

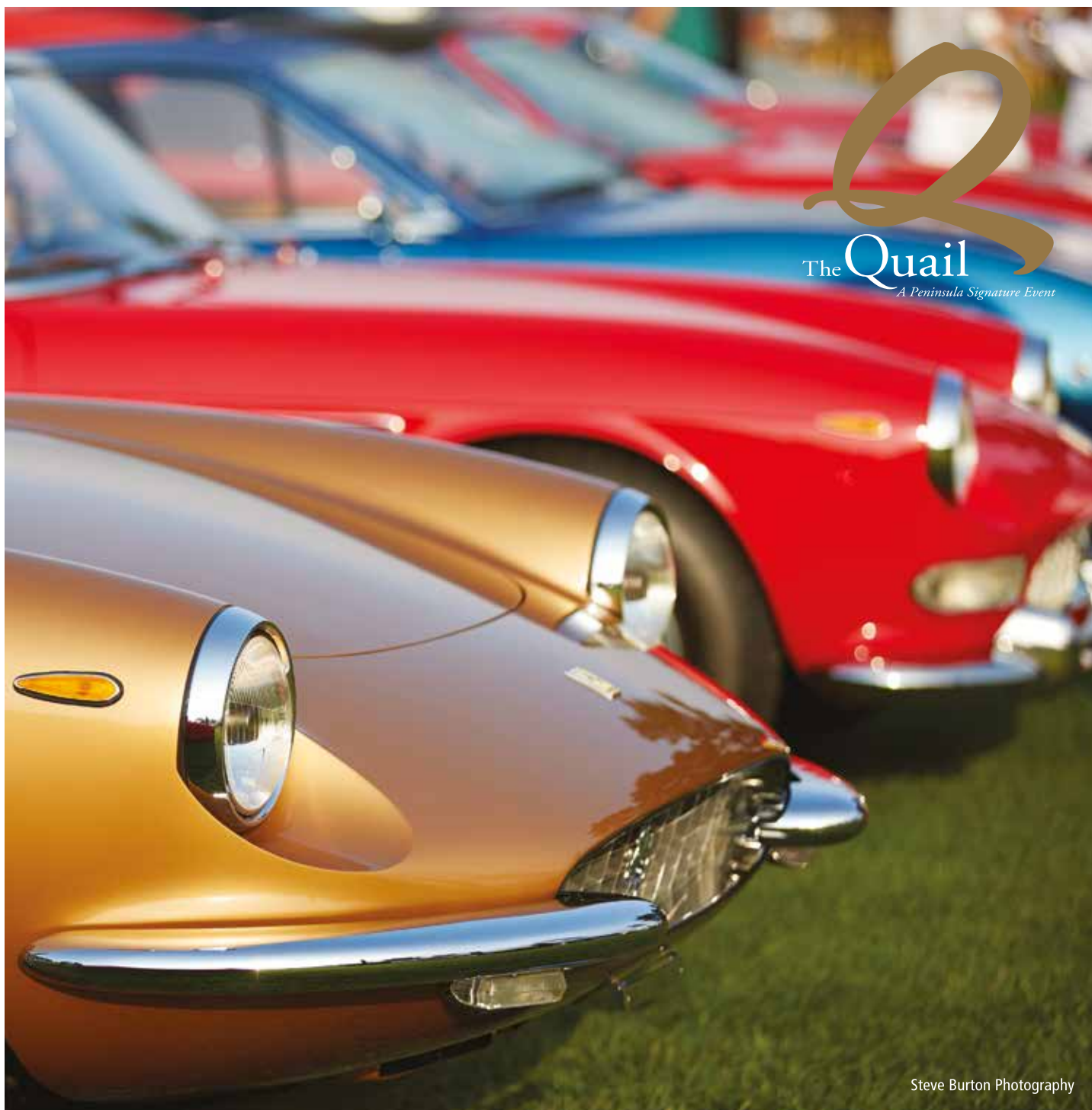
CONSIGNMENTS NOW INVITED



# Bonhams

[bonhams.com/motorcars](https://bonhams.com/motorcars)





## CALLING ALL CARS!

*The Quail, A Motorsports Gathering* • Friday, August 24, 2018 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 16th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* Featured Classes for 2018 are: 70 Years of the Iconic Porsche 356 and The Alois Ruf Reunion. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

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

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**THE PENINSULA**  
SIGNATURE EVENTS

THE VINTAGE SPORTS-CAR CLUB PRESENTS

# PRESCOTT VINTAGE SPEED HILL CLIMB

VSCC SPEED CHAMPIONSHIP ROUND 5

WEEKEND 4/5 AUG 2018

**PRESCOTT HILL, NR CHELTENHAM  
GLOUCESTERSHIRE**

## TICKETS

### ADVANCE BOOKINGS

**VSCC MEMBERS** SAT £15 / SUN £15 / WEEKEND £25

**GENERAL PUBLIC** SAT £20 / SUN £20 / WEEKEND £30

BOOK AT [vsc.co.uk](http://vsc.co.uk) OR CALL 01608 644999

**ON THE DAY** SAT £25 / SUN £25 / WEEKEND £40

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**[www.VSCC.co.uk](http://www.VSCC.co.uk)**



**PRESCOTT  
SPEED HILL CLIMB**



PRINCIPAL ASSOCIATES:

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# COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama  
Saturday October 6, 2018

**INQUIRIES**

**West Coast**

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[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)

**Andrew Barrett**

+1 (323) 436 5450  
[andrew.barrett@bonhams.com](mailto:andrew.barrett@bonhams.com)

**CATALOG**

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## CONSIGNMENTS INVITED

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*2nd example built, history from new*  
**1949 VINCENT 998CC BLACK LIGHTNING**  
\$400,000 - 500,000 \*

# Bonhams

[bonhams.com/barber](http://bonhams.com/barber)

\* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](http://bonhams.com/buyersguide)



## ENTERTAINMENT MEMORABILIA

Wednesday 18 July 2018  
Knightsbridge, London

### LE MANS: THE ORIGINAL POSTER ARTWORK BY TOM JUNG

Cinema Center Films /  
National General Pictures, 1971,  
gouache and pencil on board, starring  
Steve McQueen as 'Michael Delaney'  
This important and rare artwork was used  
for the U.S and British poster campaigns.  
£8,000 - 12,000 (€9,200 - 13,700) \*

### ENQUIRIES

+44 (0) 20 7393 3984  
[entertainment@bonhams.com](mailto:entertainment@bonhams.com)



# Bonhams

MONTPELIER STREET • KNIGHTSBRIDGE

[bonhams.com/entertainment](http://bonhams.com/entertainment)

\* plus buyer's premium and other fees. For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](http://bonhams.com/buyersguide)





The only official membership Club for Aston Martin owners and enthusiasts



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

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

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

If you don't manage to visit us at the Bonhams Auction, please take a look at the Club website [www.amoc.org](http://www.amoc.org), email [hqstaff@amoc.org](mailto:hqstaff@amoc.org) or call 01865 400 400 for further information about AMOC and our activities.

## June

Saturday 2nd	AMOC International Dinner
Sunday 3rd	AMOC Spring Concours
	Englefield House Pangbourne
Saturday-Sunday 16th-17th	Le Mans 24 Hours
Friday 22nd	AMOC Track day at Blyton Pk
Saturday 23rd	AMOC Racing at Brands Hatch

## July

Friday 6th-Sunday 8th	AMOC at Le Mans Classic
Friday 20th-Sunday 22nd	AMOC at Silverstone Classic
Sunday 29th	AMOC Racing at Donington Park

## August

Thursday 9th-Monday 13th	AMOC Scottish 'Skyfall Tour'
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## September

Saturday 1st	AMOC Racing at Snetterton
Sunday 16th	AMOC Curborough Sprint
Saturday 22nd	Autumn Concours Dinner
Sunday 23rd	Autumn Concours (tbh)

## October

Saturday 6th	AMOC Racing at Silverstone
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## November

Friday 9th-Sunday 11th	NEC Classic Car show
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Experience the history of Aston Martin first-hand,  
visit the Aston Martin Museum.



Drayton St Leonard  
Wallingford, OXON  
OX11 7BG



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The Endurance Rally Association  
Home of the Peking to Paris Rally



Ready for a new adventure Entries now open



#### Adriatic Adventure, 18 to 29 September 2019

This brand new event will mirror the Baltic Classic in style and take competitors into countries that are new territory for 12-days of rallying. Starting and finishing in Trieste, we go from the mountains of the inland Balkans to the dazzling brilliance of the Adriatic coastline.



#### Rally New Zealand, 15 February to 8 March 2020

The ERA makes its first journey to New Zealand with a spectacular route planned to showcase this amazing country. Starting from Auckland, our crews will enjoy a fabulous mix of gravel tests, forest regularities, race circuits and undiscovered delights as we rally to Christchurch.

Open to pre-1976 cars.

Contact the Rally Office to request a brochure and more details.

# 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.

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Bonhams



Beaulieu





## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### **Contractual Description of a Lot**

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

#### **Estimates**

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

#### **Condition Reports**

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

#### **The Seller’s responsibility to you**

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

#### **Bonhams’ responsibility to you**

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

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

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

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

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

#### **Alterations**

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

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

### 4. CONDUCT OF THE SALE

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

### 5. BIDDING

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

Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

- (a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

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

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

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

8. VAT

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

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

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

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

9. PAYMENT

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

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

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

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

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

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

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



## 10. COLLECTION AND STORAGE

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

## 11. SHIPPING

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

## 12. EXPORT/TRADE RESTRICTIONS

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

## 13. CITES REGULATIONS

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

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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *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](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from [info@bonhams.com](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

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

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

### 1 THE CONTRACT

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

### 2 SELLER'S UNDERTAKINGS

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

### 3 DESCRIPTIONS OF THE LOT

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

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

### 5 RISK, PROPERTY AND TITLE

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

### 6 PAYMENT

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

### 7 COLLECTION OF THE LOT

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

<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	<b>9</b> <b>THE SELLER'S LIABILITY</b>	10.3
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	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.
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	10.4
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	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.
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	10.5
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	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.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
		<b>10</b> <b>MISCELLANEOUS</b>	
		10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will



## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

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

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

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

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

### 3 PAYMENT

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

### 4 COLLECTION OF THE LOT

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

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

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



- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.

- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.

- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.

You may wish to protect yourself against loss by obtaining insurance.

- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**“Loss and Damage Warranty”** means the warranty described in paragraph 8.2 of the Conditions of Business.

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

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

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

**“New Bond Street”** means *Bonhams’* saleroom at 101 New Bond Street, London W1S 1SR.

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

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

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

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

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

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

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

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

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

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

**“Stamp”** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**“Standard Examination”** a visual examination of a *Lot* by a non-specialist member of *Bonhams’* staff.

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

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

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

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

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

**“Website”** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**“Withdrawal Notice”** the *Seller’s* written notice to *Bonhams* revoking *Bonhams’* instructions to sell a *Lot*.

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

## GLOSSARY

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

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

**“bailee”**: a person to whom goods are entrusted.

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

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

“Section 12 Implied terms about title, etc

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

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



# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website ([www.bonhams.com](http://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](mailto:info@bonhams.com).

## 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) ☐

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 ☐

Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature:

Date:

\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, [bids@bonhams.com](mailto:bids@bonhams.com)

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

# Bonhams

Sale title: THE ASTON MARTIN SALE	Sale date: Saturday 2 June 2018
Sale no. 24875	Sale venue: Englefield House, Reading
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.	
<b>General Bid Increments:</b>	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	
<b>The auctioneer has discretion to split any bid at any time.</b>	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>	Please tick if you have registered with us before <input type="checkbox"/>

**Please note that all telephone calls are recorded.**

# 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  
stephen.cleminson@  
bonhams.com

**Cheshire & Staffordshire**  
Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643 159  
chris.shenton@  
bonhams.com

**Devon, Cornwall & Somerset**  
Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

**Hampshire & Dorset**  
Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (01794) 518 433  
mike.jackson@  
bonhams.com

**Wiltshire, Hants, Glos, Berks & Somerset**  
Greg Pullen  
Lower heath Ground  
Easterton  
Devizes  
Wiltshire  
SN10 4PX  
Tel: (01380) 816 493  
greg.pullen@  
bonhams.com

**Lincs & 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  
robert.hadfield@  
bonhams.com

**West Midlands & S. Wales**  
Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411 154  
robert.cordonchamp@  
bonhams.com

**Midlands Motor Cars**  
Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
richard.hudson-evans@  
bonhams.com

**Kent & Sussex**  
Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
colin.seeley@  
bonhams.com

**Home Counties**  
David Hancock  
5 Roscommon,  
34 Brackendale Road,  
Camberley,  
Surrey,  
GU15 2JR  
(01276) 294 13  
david.hancock@  
bonhams.com

**Herts, Beds, Bucks & Oxon**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@  
bonhams.com

**Lancs, Yorks, N. Counties & Scotland**  
Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

**Lancs**  
Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844 884  
Fax: (01204) 401 799

**Shropshire, Glos & Wales**  
Jim Reynolds  
Childe Road  
Cleobury Mortimer  
Kidderminster  
Shropshire  
DY14 8PA  
Tel: (01299) 270 642  
jim.reynolds@  
bonhams.com

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**  
Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@  
bonhams.com

**Italy**  
Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

**The Netherlands**  
Koen Samson  
De Lairesestraat 154  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
koen.samson@  
bonhams.com

**Norway / Sweden**  
Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

**San Francisco**  
Jakob Greisen  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 503 3353  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

**Los Angeles**  
Michael Caimano  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 929 666 2243  
Fax: +1 323 850 5843  
michael.caimano@  
bonhams.com

**New York**  
Rupert Banner  
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**  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544

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  
Tel: +1 651 235 2776  
tim.parker@  
bonhams.com

**Northwest**  
Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227

**Pacific Northwest**  
Mark Osborne  
5833 Stewart Glenn Ct  
Lake Oswego, OR 97035  
Tel: +1 415 518 0094  
mark.osbourne@  
bonhams.com

**Southeast**  
Greg Porter  
Tel: +1 336 406 6636  
Greg.Porter@  
bonhams.com

## Rest of the World

**Australia**  
97-99 Queen Street  
Woollahra  
Sydney NSW 2025  
+61 2 8412 2222  
+61 2 9475 4110 fax  
info.au@bonhams.com

**New Zealand**  
John Kennedy  
Craighall  
Puruatanga Road  
Martinborough 5711  
New Zealand  
Tel: +64 6 306 8228  
Mob: +64 21 042 5396  
jlk@talktalk.net

**Japan**  
Ryo Wakabayashi  
Tokyo, Japan  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
ryo.wakabayashi@  
bonhams.com

**Hong Kong**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922  
Fax: +86 10 6528 0933

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
singapore@  
bonhams.com



# Bonhams Specialist Departments

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U.S.A.  
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UK  
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UK  
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U.S.A.  
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UK  
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+44 20 7468 5888  
U.S.A.  
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+1 415 503 3333  
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AUSTRALIA  
Yvett Klein  
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+44 20 7468 8364  
U.S.A.  
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+44 20 7393 3914  
U.S.A.  
Paul Song  
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U.S.A.  
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+1 917 206 1656

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+44 20 7393 3871  
U.S.A.  
Catherine Williamson  
+1 323 436 5442

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+44 20 7468 8384  
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UK  
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U.S.A.  
Nathanian Nisonson  
+1 917 206 1617

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U.S.A.  
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+1 917 206 1688

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+44 20 7468 8368  
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+44 20 7468 8282  
U.S.A.  
Caroline Morrissey  
+1 212 644 9046  
HONG KONG  
Graeme Thompson  
+852 3607 0006

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UK  
Veronique Scorer  
+44 20 7393 3962

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Jon Baddeley  
+44 20 7393 3872

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## Modern, Contemporary & Latin American Art

U.S.A.  
Alexis Chompaisal  
+1 323 436 5469

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Nima Sagharchi  
+44 20 7468 8342

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+44 207 468 8382

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+44 20 7468 5879

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UK  
Tim Schofield  
+44 20 7468 5804  
U.S.A.  
Mark Osborne  
+1 415 503 3353  
EUROPE  
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+32 476 879 471

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+44 8700 273 619  
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+44 8700 273616

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+1 415 503 3393

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UK  
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+44 20 7468 8261  
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+1 323 436 5488

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+44 20 7468 8360

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+1 917 206 1653

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+44 20 7468 8262  
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+1 323 447 9374

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+44 20 7468 8334  
U.S.A.  
Yelena Harbick  
+1 212 644 9136

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Jon Baddeley  
+44 20 7393 3872  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530

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+44 131 240 2297

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+44 20 7393 3973  
U.S.A.  
Aileen Ward  
+1 323 436 5463

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+44 20 7468 8355

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+44 20 7393 3815

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Veronique Scorer  
+44 20 7393 3962

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Gareth Williams  
+44 20 7468 5879

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UK  
Jonathan Darracott  
+44 20 7447 7412  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530  
H.K.  
Tim Bourne  
+852 3607 0021

## Whisky

UK  
Martin Green  
+44 (0) 131 225 2266  
U.S.A.  
Erin McGrath  
+1 415 503 3363  
HONG KONG  
Daniel Lam  
+852 3607 0004

## Wine

UK  
Richard Harvey  
+44 (0) 20 7468 5811  
U.S.A.  
Kate Wollman  
+1 415 503 3221  
Erin McGrath  
+1 415 503 3363  
HONG KONG  
Daniel Lam  
+852 3607 0004

**UNITED KINGDOM**

**London**  
101 New Bond Street ●  
London W1S 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street ●  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

**South East  
England**

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Isle of Wight**

+44 1273 220 000  
  
Representative:  
**Brighton & Hove**  
Tim Squire-Sanders  
+44 1273 220 000

**West Sussex**

+44 (0) 1273 220 000

**South West  
England**

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**

36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Tetbury**  
Eight Bells House  
14 Church Street  
Tetbury  
Gloucestershire  
GL8 8JG  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:  
**Dorset**  
Bill Allan  
+44 1935 815 271

**East Anglia and  
Bury St. Edmunds**  
Michael Steel  
+44 1284 716 190

**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**  
The West Wing  
Bowcliffe Hall  
Bramham  
Leeds  
LS23 6LP  
+44 113 234 5755  
+44 113 244 3910 fax

**North West England**

**Chester**  
2 St Johns Court,  
Vicars Lane,  
Chester,  
CH1 1QE  
+44 1244 313 936  
+44 1244 340 028 fax

**Manchester**  
The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

**Channel Islands**

**Jersey**  
La Chasse  
La Rue de la Vallee  
St Mary  
Jersey JE3 3DL  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

**Scotland**

**Edinburgh ●**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Bonhams West  
of Scotland**  
Kirkhill House  
Broom Road East  
Newton Mearns  
Glasgow  
G77 5LL  
+44 141 223 8866

**Wales**

Representatives:  
**Cardiff**  
Jeff Muse  
+44 2920 727 980

**EUROPE**

**Austria**  
Thomas Kamm  
+49 (0) 89 2420 5812  
austria@bonhams.com

**Belgium**  
Boulevard  
Saint-Michel 101  
1040 Brussels  
+32 (0) 2 736 5076  
belgium@bonhams.com

**France**  
4 rue de la Paix  
75002 Paris  
+33 (0) 1 42 61 10 10  
paris@bonhams.com

**Germany - Cologne**  
Katharina Schmid  
+49 (0) 221 9865 3419  
+49 (0) 1579 2346 717  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
munich@bonhams.com

**Germany - Stuttgart**  
Neue Brücke 2  
New Bridge Offices  
70173 Stuttgart  
+49 (0) 711 2195 2640  
stuttgart@bonhams.com

**Greece**  
7 Neofytou Vamva Street  
Athens 10674  
+30 (0) 210 3636 404  
athens@bonhams.com

**Ireland**  
31 Molesworth Street  
Dublin 2  
+353 (0) 1 602 0990  
ireland@bonhams.com

**Italy - Milan**  
Via Boccaccio 22  
20123 Milano  
+39 0 2 4953 9020  
milan@bonhams.com

**Italy - Rome**  
Via Sicilia 50  
00187 Roma  
+39 06 485 900  
rome@bonhams.com

**The Netherlands**  
De Lairesestraat 154  
1075 HL Amsterdam  
+31 (0) 20 67 09 701  
amsterdam@bonhams.com

**Portugal**  
Rua Bartolomeu Dias  
nº160. 1º  
Belem  
1400-031 Lisbon  
+351 218 293 291  
portugal@bonhams.com

**Spain - Barcelona**  
Teresa Ybarra  
+34 930 156 686  
+34 680 347 606  
barcelona@bonhams.com

**Spain - Madrid**  
Núñez de Balboa no 4-1C  
28001 Madrid  
+34 915 78 17 27  
madrid@bonhams.com

**Sweden**  
Ingrid Bjäringer  
+46 (0)709 79 90 07  
sweden@bonhams.com

**Switzerland - Geneva**  
Rue Etienne-Dumont 10  
1204 Geneva  
+41 (0) 22 300 3160  
geneva@bonhams.com

**Switzerland - Zurich**  
Andrea Bodmer  
Dreikönigstrasse 31a  
8002 Zürich  
+41 44 281 9535  
zurich@bonhams.com

**MIDDLE EAST**

**Israel**  
Joslynnne Halibard  
+972 (0)54 553 5337  
joslynnne.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 (602) 859 1843  
arizona@bonhams.com

**California**  
**Central Valley**  
David Daniel  
+1 (916) 364 1645  
sacramento@bonhams.com

**California**  
**Palm Springs**  
Brooke Sivo  
+1 (760) 350 4255  
palmsprings@bonhams.com

**California**  
**San Diego**  
Brooke Sivo  
+1 (760) 567 1744  
sandiego@bonhams.com

**Colorado**  
Lance Vigil  
+1 (720) 355 3737  
colorado@bonhams.com

**Florida**  
April Matteini  
+1 (305) 978 2459  
florida@bonhams.com

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500  
georgia@bonhams.com

**Illinois**  
Ricki Blumberg Harris  
+1 (773) 267 3300  
chicago@bonhams.com

**Massachusetts**  
Amy Corcoran  
+1 (617) 742 0909  
boston@bonhams.com

**Nevada**  
David Daniel  
+1 (617) 742 0909  
nevada@bonhams.com

**New Mexico**  
Terri Adrian-Hardy  
+1 (602) 859 1843  
newmexico@bonhams.com

**Oregon**  
Sheryl Acheson  
+1 (971) 727 7797  
oregon@bonhams.com

**Texas**  
Amy Lawch  
+1 (713) 621 5988  
texas@bonhams.com

**Virginia**  
Gertraud Hechl  
+1 (202) 422 2733  
virgina@bonhams.com

**Washington**  
Heather O'Mahony  
+1 (206) 566 3913  
seattle@bonhams.com

**Washington DC**  
**Mid-Atlantic Region**  
Gertraud Hechl  
+1 (202) 422 2733  
washingtonDC  
@bonhams.com

**CANADA**

**Toronto, Ontario ●**  
Kristin Kearney  
340 King St East  
2nd Floor, Office 213  
Toronto ON  
M5A 1K8  
+1 (416) 462 9004  
info.ca@bonhams.com

**Montreal, Quebec**  
David Kelsey  
+1 (514) 894 1138  
info.ca@bonhams.com

**SOUTH AMERICA**

**Brazil**  
+55 11 3031 4444  
+55 11 3031 4444 fax

**ASIA**

**Hong Kong ●**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Jessica Zhang  
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

**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**  
37th Floor, Taipei 101 Tower  
No. 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8758 2897 fax  
taiwan@bonhams.com

**AUSTRALIA**

**Sydney**  
97-99 Queen Street,  
Woollahra, NSW 2025  
Australia  
+61 (0) 2 8412 2222  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**Melbourne**  
Como House  
Como Avenue  
South Yarra  
Melbourne VIC 3141  
Australia  
+61 (0) 3 8640 4088  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**AFRICA**

**Nigeria**  
Neil Coventry  
+234 (0)8110 033 792  
+27 (0)7611 20171  
neil.coventry@bonhams.com

**South Africa -  
Johannesburg**  
Penny Culverwell  
+27 (0)71 342 2670  
penny.culverwell@bonhams.com



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## Lot No Year Model

201	1951	David Brown T.V.O Cropmaster Tractor
202	1951	Aston Martin DB2 Sports Saloon Project
210	1954	Aston Martin DB2/4 Sports Saloon
208	1954	Aston Martin DB2/4 Mark II Drophead Coupé
227	1956	Aston Martin DB2/4 Mark II 3.7-Litre Coupé
221	1958	Aston Martin DB MkIII Drophead Coupé
216	1959	Aston Martin DB4 Series 1 Sports Saloon
218	1964	Aston Martin DB5 4.2-Litre Sports Saloon
231	1965	Aston Martin DB5 4.2-Litre Convertible
209	1967	Aston Martin DB6 Mk1 Volante
224	1968	Aston Martin DBS Sports Saloon Project
237	1968	Aston Martin DBS Sports Saloon
204	1969	Aston Martin DB6 Mk2 Sports Saloon
212	1969	Aston Martin DBS V8 Sports Saloon Prototype
217	1970	Aston Martin DBS Sports Saloon
219	1970	Aston Martin DBS V8 Sports Saloon
228	1970	Aston Martin DB6 Mk2 Volante
215	1972	Aston Martin V8 Series 2 Sports Saloon

## Lot No Year Model

235	1972	Aston Martin V8 Series 2 Sports Saloon
207	1973	Aston Martin V8 Series 2 Sports Saloon
203	1974	Aston Martin V8 Series 3 Sports Saloon
230	1976	Aston Martin Lagonda Series 2 Saloon Project
225	1976	Aston Martin V8 Series 3 Sports Saloon
229	1976	Aston Martin V8 Series 3 Sports Saloon
222	1979	Aston Martin V8 Volante
226	1979	Aston Martin V8 Volante
211	1980	Aston Martin V8 Volante
205	1983	Aston Martin Lagonda Saloon
232	1984	Aston Martin V8 Series 4 Sports Saloon
206	1991	Aston Martin Virage Coupé
220	1997	Aston Martin DB7 Volante
233	2003	Aston Martin Vanquish Coupé
214	2004	Aston Martin Vanquish 2+2 Coupé
223	2004	Aston Martin Vanquish Coupé
236	2008	Aston Martin DBS Coupé
234	2017	Aston Martin Vantage GT8 Coupé









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**Bonhams**

101 New Bond Street  
London  
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax

