

Bonhams



THE
**ASTON
MARTIN
SALE**

Aston Martin and Lagonda Motor Cars and Related Automobilia

The Wormsley Estate | 19 May 2019



E245 NUW





WORMSLEY



THE ASTON MARTIN SALE

Aston Martin and Lagonda Motor Cars and Related Automobilia

The Wormsley Estate | Sunday 19 May 2019 at 11:00 and 13:00

VIEWING

Saturday 18 May 11:00 - 17:00
Sunday 19 May from 09:00

SALE TIMES

Automobilia 11:00
Motor Cars 13:00

SALE NUMBER

25452

CATALOGUE

£30.00 + p&p

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than 16:00 on Saturday 18 May. Thereafter bids should be sent directly to bids@bonhams.com

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

Live online bidding is available for this sale

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

IMPORTANT INFORMATION

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

ENQUIRIES

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

SPECIALISTS

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CUSTOMER SERVICES

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

Please see the following pages for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: 210
Back cover: 222

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the specialist department or to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/25452 and click on the Register to bid link at the top left of the page.



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

Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Asaph Hyman, Caroline Oliphant,
Edward Wilkinson, Geoffrey Davies, James Knight,
Jon Baddeley, Jonathan Fairhurst, Leslie Wright,
Rupert Banner, Simon Cottle.

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.

PLEASE NOTE FROM THE 4 MARCH 2019:

For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Methods of Payment

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

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

Bonhams preferred payment method is by bank transfer.

- **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:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

- **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.

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 Olive Spurrier post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

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

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.

NMT

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

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.

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 proof of 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 circa 30 vehicles per hour.

Can I view the files that accompany the vehicles?

Yes, we should have every vehicle's 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.

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 are 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.

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*.

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 Olive Spurrier.

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.

Bonhams preferred payment method is by bank transfer.

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

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

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.

Payment by cash

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.

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PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

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

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

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

Bonhams Motoring International Specialist Team

United Kingdom



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Sholto Gilbertson



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Buyers/Sellers Accounts US

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+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 21 May

To arrange collection please contact the
Automobilia Department
020 8963 2840 or 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 Ø will be charged
£25+VAT uplift and storage at £5+VAT per day
per lot.

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

All lots marked with a ØØØ 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 by 12 noon on Monday 20 May after
which they will be uplifted to store by Straight
Eight Logistics to their storage facility.

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 Straight Eight Logistics to
storage on the south coast of England.

Vehicle Removal charges

£260 + VAT per vehicle

Vehicle Storage charges

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

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

A representative of Straight Eight Logistics, 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).

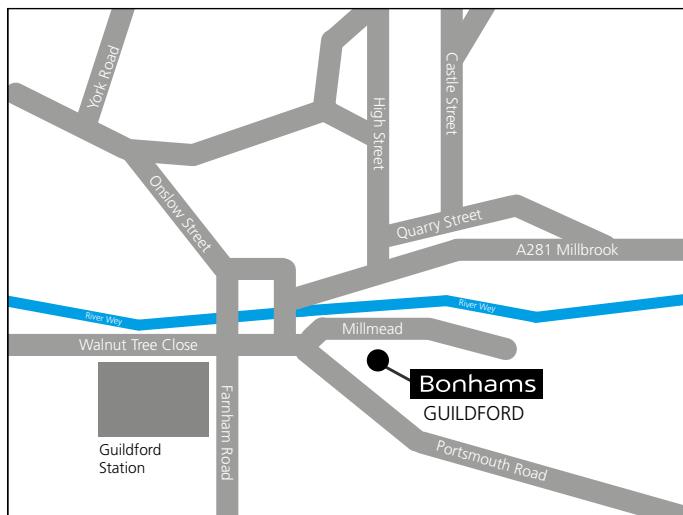
Straight Eight Logistics
Unit 15 Lymington Enterprise Centre
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transport@straighteightlogistics.com
www.straighteightlogistics.com

Motor Car Presentation

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

Photography

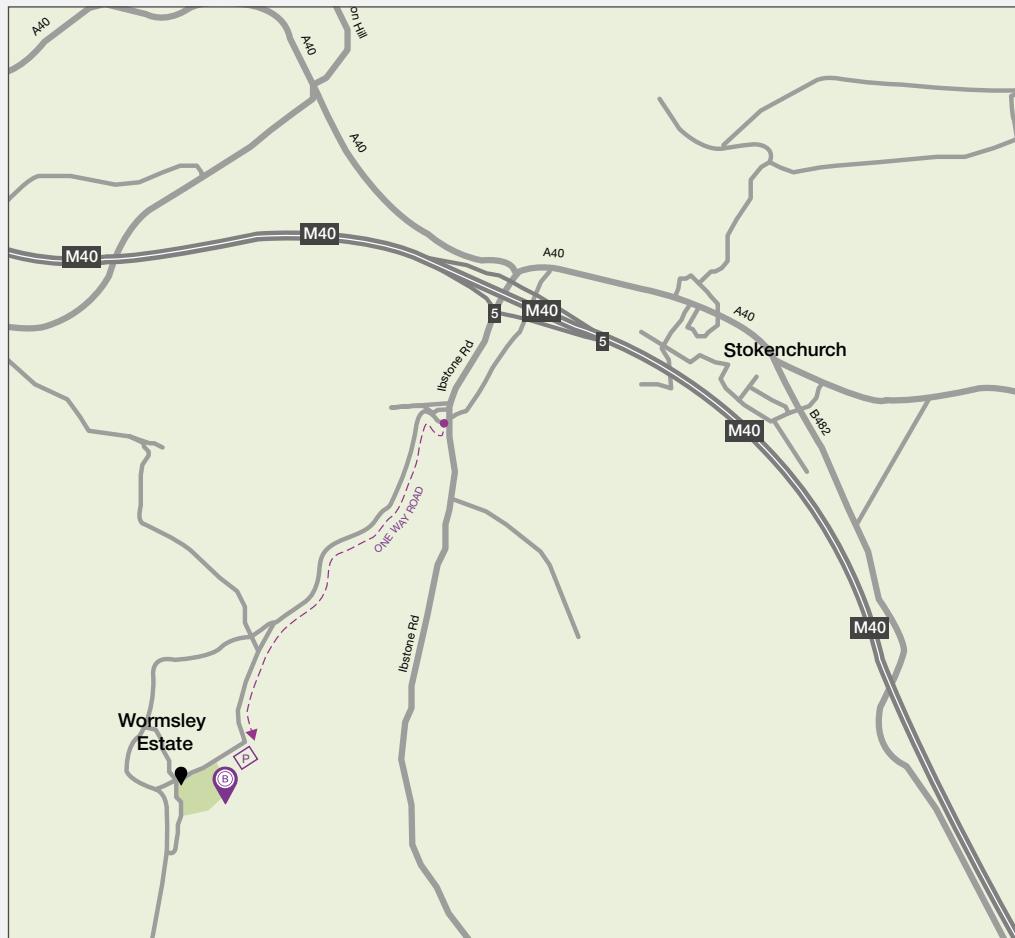
Simon Clay
Tom Wood
Neil Fraser
Matthew Howell Photography



Timetable for Sunday 19 May

09:00	VIEWING OPENS
11:00	AUTOMOBILIA
13:00	MOTOR CARS
15:00	AMOC PRIZE GIVING

Directions



Address

The Wormsley Estate
Stokenchurch
Buckinghamshire
HP14 3YE

Directions

Exit M40 at Junction 5.

The Estate Entrance is 500 metres south of this junction and will be signed.

Follow the Estate Road at no more than 20 mph for one mile, and follow stewards directions to the parking location in Home Field.

Automobilia

11.00

Lots 1 - 113

Further images of each lot can be found at:
www.bonhams.com/25452





12

1• ASTON MARTIN BOOKS AND LITERATURE,

including Adrian M Feather: Aston Martin Road Tests, Volumes 1 & 3, softbound 2nd editions and Volume 4, hard covers with dust jacket, 1st limited edition numbered 649/1000; Chris Harvey: Aston Martin and Lagonda; Robert Edwards: Aston Martin - The Thoroughbred; and other titles.

(15)

£250 - 300

€290 - 350

2• PUBLICITY LITERATURE AND PRESS PACKS FOR ASTON MARTIN V8 MODELS,

including a 1975 V8 Volante sales brochure with two publicity photographs, and press packs for 1986 Vantage Zagato, 1988 Vantage Volante, 1988 Virage, 1990 Virage Volante, 1994 Limited Edition Coupe and DB7, majority with publicity photographs, and sales brochures for Virage, Virage Volante, Virage Coupe and Shooting Brake.

(Qty)

£250 - 350

€290 - 410

3• AN ASTON MARTIN DB MARK III SPORTS SALOON BROCHURE,

detailing the specifications and variations available, 4to.

£250 - 350

€290 - 410

4• AN ASSORTMENT OF ASTON MARTIN AND LAGONDA LITERATURE AND SALES PUBLICATIONS,

including Aston Martin DBS and DB9 car specifications books, Aston Martin 2007 Le Mans history book, Aston Martin Zagato sales brochures and Lagonda Mark II Saloon brochure.

(Qty)

£250 - 350

€290 - 410

5•

ASSORTED ASTON MARTIN SALES AND PROMOTIONAL LITERATURE,

comprising modern sales publications for Vantage (some multiples), Vantage GT, V12 Vantage S, Vanquish (some multiples), DB9 and DB9 Carbon Edition, a Workshop Manual for DB7 Vantage in ring-bound folder, and other related accessories brochures and magazines.

(Qty)

£250 - 350

€290 - 410

6•

AN ASTON MARTIN DB5 TOP SECRET LEAFLET,

for the James Bond Aston Martin DB5, fold-out highlighting the defensive mechanisms of 007's car, together with an Aston Martin Owners Club subscription brochure.

(2)

£250 - 350

€290 - 410

7•

TWO ASTON MARTIN DB4 SALES BROCHURES,

comprising a fold out brochure with colour illustration to front, 4to, some crease marks to edge of page, and a second fold out brochure with card cover out sleeve, 4to.

(2)

£250 - 350

€290 - 410

8•

THREE 1964 ASTON MARTIN DB5 SALES BROCHURES,

comprising 'The David Brown Aston Martin DB-5', green card covers, with colour illustrations, dealer's stamp to one page, with specifications insert to inside back cover, and two other fold out brochures for DB5 Convertible and Saloon models, one with dealer's stamp and annotations.

(3)

£250 - 350

€290 - 410

9•

THREE ASTON MARTIN DB2-4 SALES BROCHURES,

comprising 3-Litre fold out brochure, 4to, another fold out brochure for MkII Saloon, Drophead Coupe and Hardtop models, and one for the DB2-4 MkIII Sports Saloon, old fold mark to one end and French dealer's stamp to front cover.

(3)

£250 - 350

€290 - 410

10•

TWO SALES BROCHURE FOR ASTON MARTIN DB5 AND DB6 VOLANTE,

comprising DB5 card covers with colour illustrations and DB6 Volante two page brochure.

(2)

£250 - 350

€290 - 410

11•

TWO ASTON MARTIN DB2 SALES PUBLICATIONS,

comprising a rare circa 1951 Esso recommended products booklet for Aston Martin DB2 with recent race successes, with black cut-out stapled card cover, small 8vo, and a 'Race-Bred Luxury' fold out brochure with specifications, 4to.

(2)

£250 - 350

€290 - 410

12•

AN ASTON MARTIN DB2 SALES BROCHURE,

for Sports Saloon and Drophead Coupe models, white card covers with onion skin wrap-around protective cover, with monochrome illustrations and specifications, some rusting to staples, 4to.

£250 - 350

€290 - 410

13•

FIVE ASSORTED DAVID BROWN ASTON MARTIN SALES BROCHURES,

comprising DB2-4 MkII fold-out brochure for Drophead Coupe, Saloon and Hardtop models, another for 1957 DB MkIII Sports Saloon, two DB5 fold-out brochures for Convertible and Saloon models, and 'A Living Legend' brochure, plastic ring-binding with acetate overlay, with details of DB6 and Volante models.

(5)

£300 - 400

€350 - 460

14•

AN ASTON MARTIN DB2-4 SALES BROCHURE SIGNED BY PETER COLLINS,

fold out brochure with details and specifications, 4to, signed by the driver in blue ink to front cover.

£300 - 400

€350 - 460

15

ASTON MARTIN DB5 WORKSHOP MANUAL AND DB6 PARTS LIST,

each in black ring-back binder, workshop used with light soiling to some pages.

(2)

£250 - 350

€290 - 410

16•

TECHNICAL LITERATURE FOR MAINLY ASTON MARTIN,

majority in ring-bound vinyl folders, comprising a Parts Catalogue for DBS Saloon (Part No.069.43.0105), with two related Parts Information booklets (Part No.069.43.0103) and a Service Information booklet (Part No.069.43.0102), a Parts Catalogue for DBS V8 (Part No.080.43.0105), two Parts Catalogues for V8 Saloon Carburettor Model (Part No.095-43-0122), a Workshop Manual for Lagonda (Part No.043.14866), and a folder of Lagonda Service Bulletins, some workshop wear.

(9)

£250 - 350

€290 - 410

17•

ASTON MARTIN TECHNICAL LITERATURE,

in ring-bound vinyl folders, comprising a DB5 Parts Catalogue (Part No.48-43-132), two DB6 Parts Catalogues (Part No.55-43-105), a Workshop Manual for DB6 Saloon, DB6 Mk2 Saloon and Volante Convertible (Part No.073-43-0130), and four folders of Service and Parts Bulletins for various models, some workshop wear.

(8)

£250 - 350

€290 - 410

18

A FRAMED JAMES BOND 'THE LIVING DAYLIGHTS' IMAGE FEATURING THE ASTON MARTIN V8, WITH SIGNATURE OF TIMOTHY DALTON,

monochrome scanned photoprint image of Dalton as '007' with the V8 Vantage Volante, 20 x 25cm, display mounted with signature of the actor in black marker, framed and Perspex glazed, 41 x 41cm overall.

£250 - 350

€290 - 410

19

TWO JAMES BOND PHOTOGRAPHS OF SEAN CONNERY AND GEORGE LAZENBY WITH SIGNATURES,

both monochrome images, each 24 x 19cm, comprising Connery as '007' with the Goldfinger Aston Martin DB5 at the Furka Pass, and Lazenby in action pose from On Her Majesty's Secret Service, each mounted with signature of the actor, Connery in blue marker and Lazenby in black marker with '007' moniker, both display mounted, framed and glazed.

(2)

£250 - 350

€290 - 410



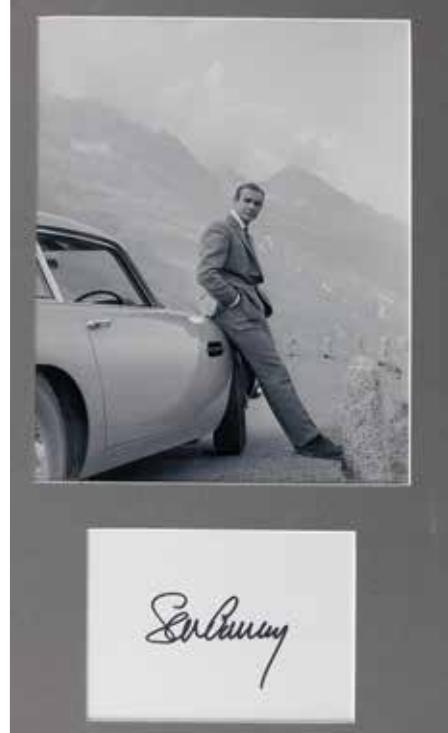
20

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

colour image depicting Connery as '007' with the famed 'Goldfinger' DB5 at Stoke Park golf course, signed by Connery in black marker, 20 x 30cm, presentation mounted, framed and glazed, 34 x 44cm overall, with certificate of authenticity to rear of frame.

£250 - 350

€290 - 410



21

A 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, 25 x 20cm, common mounted with actor's autograph in black marker on white paper, framed and glazed, 53 x 34cm overall, with certificate of authenticity to rear of frame.

£250 - 350

€290 - 410



22

THREE JAMES BOND 'THE LIVING DAYLIGHTS' RELATED SIGNED PHOTOGRAPHS FEATURING THE ASTON MARTIN V8 VANTAGE VOLANTE,

comprising an 8 x 11" colour image of Timothy Dalton as '007' in the convertible, signed by the actor in blue marker, and two similarly sized publicity images of Maryam d'Abo with the car, one colour, one monochrome, both signed by the actress in blue marker, each mounted, framed and glazed.

(3)

£250 - 350

€290 - 410

23

A SIGNED PHOTOGRAPH OF DANIEL CRAIG AS JAMES BOND DRIVING AN ASTON MARTIN DB5,

colour Casino Royale publicity still signed in blue marker, 20 x 25cm, mounted, framed and glazed, measuring 34 x 40cm overall.

£250 - 350

€290 - 410

24

THREE FRAMED JAMES BOND PRINTS FEATURING ASTON MARTIN CARS,

monochrome images, comprising two depicting Sean Connery as '007' with the 'Goldfinger' DB5, measuring 39 x 29cm and 29 x 29cm respectively, and a 'Skyfall' publicity image depicting Daniel Craig as '007' with the DB5, 29 x 39cm, together with a larger indoor image of Sean Connery pouring a Vodka Martini, 69 x 49cm, each framed and Perspex glazed.

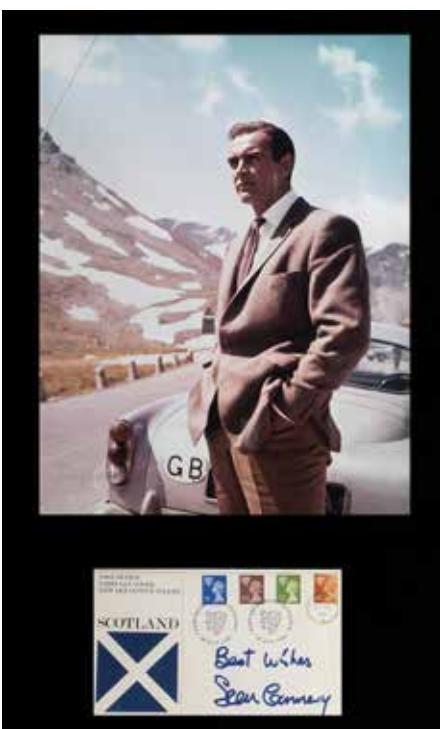
(4)

£250 - 350

€290 - 410



29



30

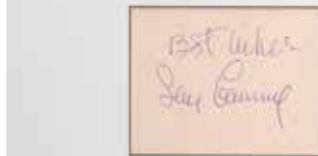
25 A FRAMED JAMES BOND 'ON HER MAJESTY'S SECRET SERVICE' PHOTOGRAPH FEATURING THE ASTON MARTIN DBS, SIGNED BY DIANA RIGG,
a colour film still image depicting Diana Rigg as 'Contessa Vicenzo' with George Lazenby as '007' with the DBS, signed by Rigg in black marker, 19 x 25cm, display mounted, framed and glazed.
£250 - 350
€290 - 410



31



32



26

A JAMES BOND 'DIE ANOTHER DAY' FRAMED DISPLAY FEATURING THE ASTON MARTIN V12 VANQUISH, WITH SIGNATURE OF PIERCE BROSNAN,
two colour publicity images featuring the V12 Vanquish comprising a behind the scenes image of Brosnan in the car and a stunt scene by the Ice Palace, each 24 x 24cm, display mounted together with signature of Brosnan in black marker, framed and Perspex glazed, 51 x 66cm overall.
£300 - 400
€350 - 460

27

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

monochrome 8 x 10", common mounted with autographs of Desmond Llewelyn 'Q' and Sean Connery as '007' on separate sheets of paper, framed and glazed, 46.5 x 39.5cm overall.

£300 - 400

€350 - 460

28

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

monochrome photographic image of Moore as Lord Brett Sinclair with the car, 20 x 25cm, display mounted together with autograph in blue ink of Moore, framed and glazed, 35 x 36cm overall,

£300 - 500

€350 - 580

29

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

monochrome photoprint of Moore with the car from the 1971-1972 TV Series, 29 x 41cm, display mounted together with a 1985 British Film Year commemorative first day cover signed by the actor in black ink and with red ink rubber stamp, framed and Perspex glazed, measuring 61 x 61cm overall.

£300 - 500

€350 - 580

30

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

scanned colour image of Connery as '007' with the Aston Martin DB5 at the Furka Pass, 34 x 27cm, display mounted together with a Scottish First Day Cover signed by the actor in blue marker with 'Best Wishes' dedication, framed and Perspex glazed, measuring 68 x 46cm overall.

£300 - 500

€350 - 580

31

A PHOTOGRAPH OF MICK JAGGER WITH HIS ASTON MARTIN DB6 AFTER PHOTOGRAPHER GERED MANKOWITZ,

reprint of the image taken in 1966, monochrome, common mounted with "She's The Boss" album cover (showing part signed by Jagger only), framed and glazed.

£300 - 400

€350 - 460



33

32

A PHOTOGRAPH OF SEAN CONNERY WITH ASTON MARTIN DB5 'BMT 216A' AT THE FURKA PASS,

monochrome re-print 8 x 10", common mounted with an autograph "Sean Connery" on pink paper, framed and glazed.

£300 - 400
€350 - 460



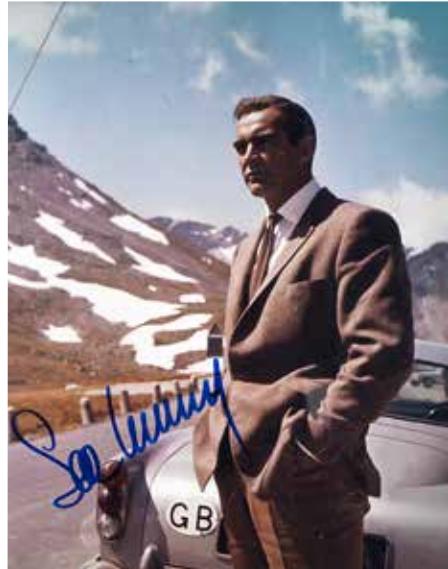
34

36

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

colour image of Connery as '007' with the DB5 at the Stoke Park golf course, signed with dedication 'with best wishes' by the actor in gold-coloured marker, 25 x 20cm, mounted, framed and glazed, measuring 41 x 34cm overall.

£300 - 500
€350 - 580



35

A PHOTOGRAPH OF ROGER MOORE AS LORD BRETT SINCLAIR WITH HIS ASTON MARTIN DBS FROM 'THE PERSUADERS',

monochrome 8 x 10", common mounted with autograph "Best Wishes Roger Moore" on pink paper, framed and glazed.

£300 - 500
€350 - 580

33

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

colour photoprint image of Sean Connery as '007' with the 'Goldfinger' Aston Martin DB5 at the Stoke Park golf course, 29 x 39cm, display mounted together with a Scottish First Day Cover signed by the actor in blue marker with 'Best Wishes' dedication, framed and Perspex glazed, measuring 61 x 58cm overall.

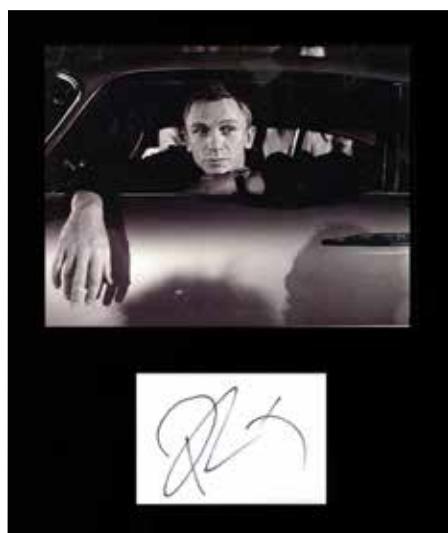
£300 - 500
€350 - 580

37

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

scanned monochrome image of Connery as '007' with the DB5 at the Furka Pass, 30 x 20cm, signed by the actor with dedication 'with best wishes' in black marker, mounted, framed and glazed, measuring 35 x 45cm overall, with authenticity card to rear of frame.

£300 - 500
€350 - 580



39

38

TWO FRAMED 'SKYFALL' PHOTOGRAPHS WITH SIGNATURES FEATURING THE JAMES BOND ASTON MARTIN DB5,

both colour images, the first a publicity image of Daniel Craig as '007' with the DB5, 19 x 25cm, display mounted together with 'DC' initialled signature of Craig in black marker, 46 x 41cm overall, the second a film still image depicting Craig as '007' and Judi Dench as 'M' with the DB5, signed by Judi Dench in black marker, 20 x 25cm, both mounted and framed, one with Perspex glazing.

(2)
£300 - 500
€350 - 580

monochrome image of Craig as '007' on set seated in the DB5, 19 x 25cm, display mounted together with signature of Craig in black marker, framed and Perspex glazed, measuring 45 x 41cm overall, offered together with a 'Spectre' scanned reproduction publicity image featuring the Aston Martin DB10, signed by Daniel Craig 'DC' in silver coloured marker, 19 x 25cm, mounted, framed and glazed.

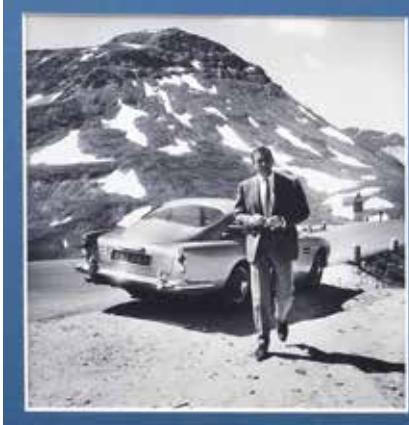
(2)
£300 - 400
€350 - 460

35

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

colour image of Connery as '007' with the DB5 at the Furka Pass, signed by the actor in blue marker, 25 x 20cm, mounted, framed and Perspex glazed, measuring 49 x 39cm overall, with letter of authenticity to rear of frame.

£300 - 400
€350 - 460



40



42

AN 'ITALIAN JOB' FRAMED DISPLAY FEATURING THE ASTON MARTIN DB4, WITH MICHAEL CAINE SIGNATURE,
large monochrome photographic re-printed still image from the 1969 film, depicting Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the DB4 Convertible, 38 x 48cm, common mounted with Michael Caine autograph in black marker, framed and glazed, measuring 55 x 62cm overall.

£400 - 600
€460 - 690



41

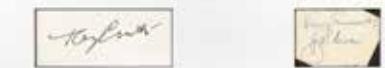
43

41

A FRAMED PHOTOGRAPH WITH SIGNATURE OF MICHAEL CAINE WITH THE 'ITALIAN JOB' ASTON MARTIN DB4 CONVERTIBLE,

monochrome still image from the film, depicting Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the car, 27 x 33cm, display mounted together with a 2006 'Victoria Cross' commemorative Royal Mail first day cover signed by Caine in black marker, framed and Perspex glazed, 59 x 57cm, with certificate of authenticity to rear of frame, offered together with a smaller framed scanned image of the same, 12 x 17cm, signed by Michael Caine in gold-coloured marker, framed and glazed.

(2)
£400 - 600
€460 - 690



TWO FRAMED DISPLAYS OF SIX JAMES BOND IMAGES WITH ASSOCIATED SIGNATURES, FEATURING ASTON MARTINS,

majority colour re-printed photographic images of each actor as '007', each common mounted with respective signature in ink or black marker, the first display comprising Sean Connery with the 'Goldfinger' DB5, a film still of George Lazenby with the DBS from On Her Majesty's Secret Service, and Roger Moore with the Lotus Esprit Turbo in copper livery from For Your Eyes Only, the second display comprising a monochrome image of Timothy Dalton with the V8 Vantage Volante from The Living Daylights, Pierce Brosnan with the 'Goldeneye' DB5, and Daniel Craig with the 'Skyfall' DB5 with initialled signature 'DC' on '007' card, each image 19.5 x 24.5cm, mounted together within two Perspex glazed frames, each measuring 106 x 44cm overall.

(2)
£1,200 - 1,600
€1,400 - 1,900

45

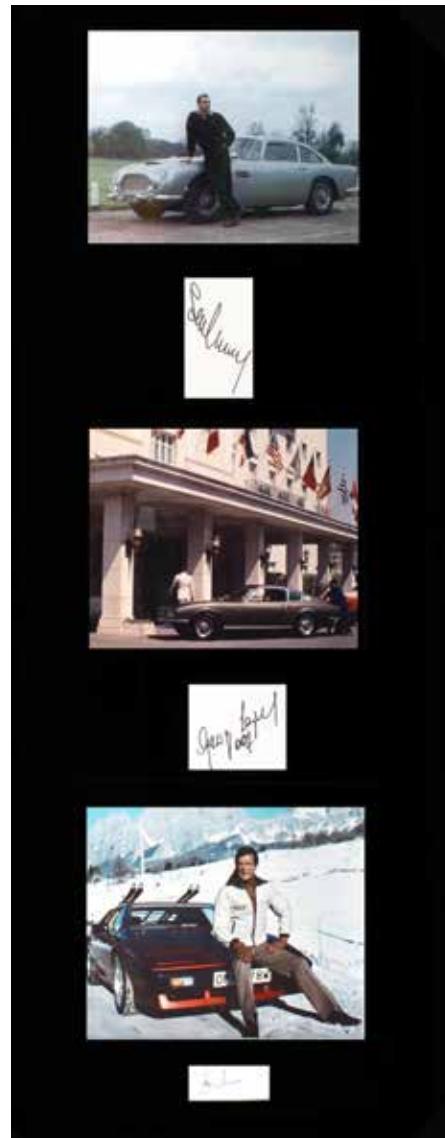
A SIGNED POSTER OF MICK JAGGER WITH HIS ASTON MARTIN DB6,

monochrome image of Jagger with the DB6 at Milman Road in Reading, signed by the singer in black marker to upper right, 90 x 60cm, framed and glazed.

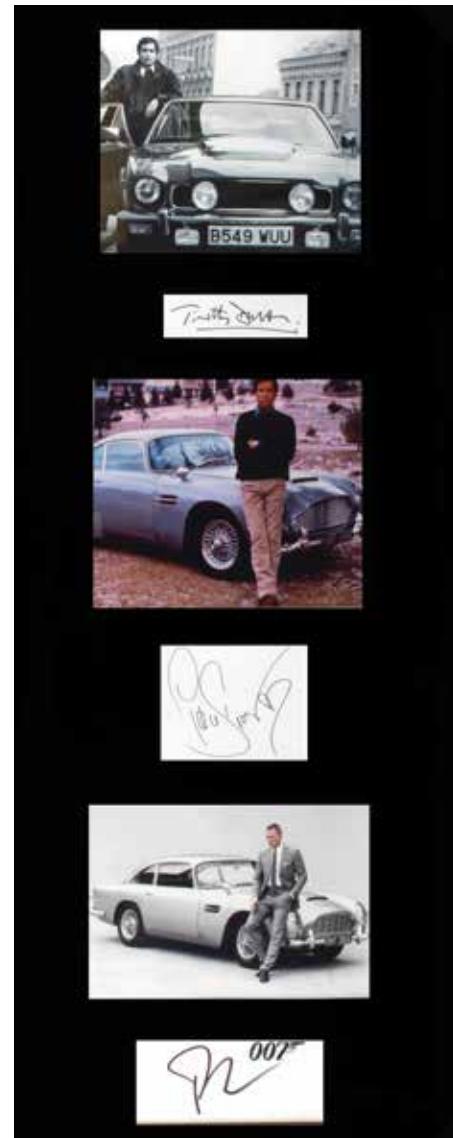
£300 - 500
€350 - 580



45



44 (part lot)



44 (part lot)

47

'WINDSOR REFLECTIONS', AN ARTIST'S PROOF LIMITED EDITION PRINT FEATURING HRH PRINCE OF WALES' ASTON MARTIN DB6 VOLANTE,

signed Artist's Proof numbered 3/5, colour print after an original 2014 artwork by Nick Podbery, depicting the Royal Household Collection of cars at the Windsor Castle Concours of Elegance 2012 and featuring HRH Prince Charles's DB6, previously driven by The Duke and Duchess of Cambridge, Prince William and Kate Middleton at their 2011 Royal Wedding, 42 x 49cm, mounted framed and glazed, 60 x 66cm overall.

£250 - 350
€290 - 410

48

'1959 LE MANS ASTON MARTIN DBR1', A LIMITED EDITION SIGNED PRINT AFTER CHRIS DUGAN,

numbered 33 of 500 and one of 100 only signed by the artist, drivers Carroll Shelby, Roy Salvadori, and designer Ted Cutting, montage image depicting the winning car, drivers and race scenes, 45 x 59cm, mounted, framed and glazed, offered together with four laminated photographs depicting the signatories signing the print and a signed Certificate of Authenticity from the artist.

(4)
£250 - 350
€290 - 410

49

'ASTON MARTIN ZAGATO "1 VEV" AND "2 VEV"', A LIMITED EDITION PRINT, printed 1998, numbered 251/500, colour image depicting the famed Essex Racing Stable Competition DB4 GT Zagatos at Goodwood House, 38 x 56cm, mounted, framed and glazed, measuring 62 x 79cm overall.

£250 - 350
€290 - 410



57

AN 'ASTON MARTIN DB9' DECORATIVE MIRRORED PANEL, OFFERED FOR SALE ON BEHALF OF WILLEN HOSPICE, two-tone monochrome design on mirror with outline depiction of a DB9, with brushed steel frame featuring the Aston Martin winged emblem to lower edge, 38 x 81cm.

£250 - 350

€290 - 410

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

58◊

AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,

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

£250 - 350

€290 - 410

59◊

AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM,

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

£250 - 350

€290 - 410

60◊◊

A HAND-PAINTED 'ASTON MARTIN ZAGATO DB4 GT' METAL SIGN,

modern, with applied gold-leaf, celebrating the collaboration between Aston Martin and Zagato, 90 x 150cm.

£300 - 400

€350 - 460

61◊

A 'TOURING MILANO' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the renowned Aston Martin Italian coachbuilder's winged badge, 150cm wide.

£300 - 400

€350 - 460

62◊◊

A HAND-PAINTED 'ASTON MARTIN OWNERS CLUB' GARAGE DISPLAY EMBLEM,

modern, hand-painted metal with applied silver leaf, in the form of the Club badge, 80 x 140cm.

£300 - 400

€350 - 460

63◊

A HAND-PAINTED 'FORMULA ONE ASTON MARTIN DBR4' METAL SIGN,

modern, cut-out sign depicting the Grand Prix single seater, 50 x 120cm.

£300 - 400

€350 - 460

57

50

'THE MOST FAMOUS CAR IN THE WORLD', A PRINT AFTER STEVEN MASSEY WITH SIGNATURE OF SEAN CONNERY,

limited edition print, numbered 126/850, signed by the artist, depicting the famed James Bond 'Goldfinger' Aston Martin DB5, 28 x 36cm, display mounted with signature in black marker of Sean Connery, framed and glazed, 46 x 45cm, offered together with a signed copy of Dave Worrall: The Most Famous Car in the World, signed by the author; and a 'Top Secret - Specification of the James Bond Aston Martin' publicity leaflet with details of the 'Special Equipment' DB5.

(3)

£300 - 500

€350 - 580

51

AN ASTON MARTIN DB4 GT DOORSKIN DISPLAY PIECE,

door skin finished in Sage Green and with race number '8' decal, with chromed trim and dummy 'handle', for garage display, 60 x 106cm.

£250 - 350

€290 - 410

52 AR

JOHN T. KITCHEN (BRITISH, 1963-), 'STIRRED NOT SHAKEN' A JAMES BOND THEMED PAINTED ASTON MARTIN DB5 DOOR SKIN,

a DB5 door skin finished in Silver Birch and with chromed handle, decorated with painted image in oils of the famed James Bond 'Goldfinger' Aston Martin DB5, signed by the artist to lower right, measuring 58 x 120cm, with signed Certificate of Authenticity to reverse dated 30.1.2018.

£250 - 350

€290 - 410

53 AR

JOHN T. KITCHEN (BRITISH, 1963-), 'LE MANS 1959' AN ASTON MARTIN THEMED PAINTED PANEL,

steel panel with spark plug framed surround, with painted image in oils depicting the Roy Salvadori/Carroll Shelby winning Aston Martin DBR1, signed by the artist, 76cm wide, with signed Certificate of Authenticity to reverse dated 19.11.2017.

£250 - 350

€290 - 410

54◊

A 'SUPERLEGGERA' GARAGE DISPLAY EMBLEM,

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

£250 - 350

€290 - 410

55◊

AN 'ASTON MARTIN PARTS & SERVICE' RECEPTION ROOM MIRROR,

modern, the mirror with bevelled edge and pine frame, 60 x 90cm.

£250 - 350

€290 - 410

56◊

AN ASTON MARTIN 'DB6' GARAGE DISPLAY EMBLEM,

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

£250 - 350

€290 - 410

64◊

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

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

£300 - 400

€350 - 460



73

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

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

£300 - 400

€350 - 460

66

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

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

£300 - 400

€350 - 460

67

A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM,

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

£300 - 400

€350 - 460



74

A HAND-PAINTED '1956 LE MANS ASTON MARTIN DB3S' CELEBRATORY OVAL PLAQUE,

modern, with raised laurel wreath fibreglass surround, wall mounting for garage display, commemorating 2nd place for Stirling Moss and Peter Collins in the DB3S, 120cm wide.

£300 - 400

€350 - 460

68◊

A HAND-PAINTED '1959 LE MANS ASTON MARTIN DBR1' CELEBRATORY ROUNDEL,

modern, with raised laurel wreath fibreglass surround, wall mounting for garage display, commemorating Aston Martin's 1st and 2nd places for the DBR1, 100cm diameter.

£300 - 400

€350 - 460

70◊◊

A 'MARTINI ASTON MARTIN DBR9' GARAGE DISPLAY SIGN,

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

£300 - 400

€350 - 460

71◊

AN 'ASTON MARTIN CHASSIS PLATE' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and brass composite, with raised lettering, 55 x 103cm.

£300 - 400

€350 - 460

72◊◊

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

modern, fibreglass construction, decorated with hand-painted Aston Martin 'sash', 120cm high.

£600 - 800

€690 - 930

73◊

A CAST ALUMINIUM SIGN DEPICTING THE ASTON MARTIN WINGED EMBLEM,

modern, limited edition stamped '2 of 15' to reverse, with bracket to rear for wall mounting, 88cm wide.

£800 - 1,200

€930 - 1,400

74◊

A CAST ALUMINIUM SIGN DEPICTING THE PRE-WAR ASTON MARTIN WINGED EMBLEM,

modern, preliminary casting used as artist's proof for a proposed limited edition, with brackets to rear for wall mounting, 88cm wide.

£800 - 1,200

€930 - 1,400



**75
A LAKE & ELLIOT MILLENNIUM JACK FOR ASTON MARTIN DB2/4,**

1-ton M1DL bottle jack, restored, painted green, together with black-painted steel handle with reproduction instruction plaque and replaced wooden grip.

(2)
£250 - 350
€290 - 410

**76
AN ASTON MARTIN DB4/DB4 GT JACK BY BTC BRITOOL,**

A-frame Bevelift type jack with crank handle, used condition, slight bend to hinged support arm, 65cm long, possibly also suit early DB5 models.

£250 - 350
€290 - 410

**77
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 accompanying bag, restored, and a Yamada Yuki Model KH-120 grease gun.

(3)
£500 - 700
€580 - 810

**78
A SMITHS JACK FOR ASTON MARTIN DB2/4 MKII AND DB MKIII MODELS,** restored, A-frame jack, painted red, 62cm long, together with ratchet handle, painted black.

(2)
£400 - 600
€460 - 690

**79
A LAKE & ELLIOT MILLENNIUM HYDRAULIC JACK FOR ASTON MARTIN DB5, DB6 AND DBS,**

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

(2)
£500 - 700
€580 - 810

**80
AN ASTON MARTIN DB4/DB4 GT JACK BY BTC BRITOOL,**

A-frame Bevelift type jack with crank handle, used condition, 65cm long, possibly also suit early DB5 models.

£250 - 350
€290 - 410

**81
A SMITHS SJS BEVELIFT JACK FOR ASTON MARTIN DB4 AND DB4 GT,** restored, A-frame jack, painted black, with crank handle, 64cm long.

£400 - 600
€460 - 690

82

A PRE-WAR TOOL ROLL FOR ASTON MARTIN 1½ LITRE,

believed to suit 1929-1935 models, olive canvas tool roll, fitted with 10 assorted spanners, including Bedford-Vanadium, VBW, Shelley and Snail Brand, two wooden-handled screwdrivers, four pliers, Kismet 'Twin Head' gauge, Schrader tyre gauge, two tyre levers and a grease gun, used condition.

£500 - 800

€580 - 930

83

A TOOL ROLL FOR ASTON MARTIN DB5,

reproduction tool roll in black with red trim, fitted with correct set of original tools including 7 assorted Britool C-spanners, Bahco adjustable spanner, Elliott-Lucas pliers, tow yellow plastic-handled screwdrivers, tyre-pressure gauge, feeler gauge, large allen key and a box spanner, with Dunlop disk brake spares tin and two Schrader valve tins.

£700 - 900

€810 - 1,000

84

A RARE 'AGENTS FOR LAGONDA CARS' ENAMEL SIGN,

double sided in blue on white enamel, with holes for hanging, some minor chips to edges but in otherwise good general order with bright colours, 31 x 61cm.

£1,300 - 1,800

€1,500 - 2,100



84



92

85

AN 'ASTON MARTIN V8' TRADE STAND WOODEN SIGN, 1970S,

cut-out sign in the form of the Aston Martin winged emblem, painted dark green and one side with gold-coloured lettering advertising the 5.4 Litre model, some wear and scratches throughout, 153cm wide, originally displayed with the car at an Aston Martin trade tent in the 1970s and later hung in the rectification shop at Works Service Newport Pagnell until the late 1980s, offered together with an AMHT scanned reproduction image of the sign on display at the trade tent, 46 x 60cm, rolled.

(2)

£250 - 350

€290 - 410

86◊

A 'DAVID BROWN ASTON MARTIN SALES & SERVICE' LIGHT BOX SIGN,

modern, single-sided, alloy frame with Perspex panel featuring the Aston Martin winged emblem, approximately 61 x 84cm, wired for illumination.

£300 - 500

€350 - 580

87◊

AN 'ASTON MARTIN LAGONDA PARTS' LIGHT BOX SIGN,

modern, single-sided, aluminium frame with Perspex panel featuring the Aston Martin and Lagonda emblems, approximately 61 x 84cm, wired for illumination.

£300 - 500

€350 - 580

88◊

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.

£400 - 500

€460 - 580

89◊

AN 'ASTON MARTIN LAGONDA SERVICE' ILLUMINATING GARAGE SIGN,

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

£400 - 500

€460 - 580

90◊

AN 'ASTON MARTIN MOTOR CARS AUTHORIZED SERVICE' ILLUMINATING SIGN,

modern, double-sided, blue painted aluminium frame with Perspex panels featuring the Aston Martin winged emblem, with side brackets for wall mounting, approximately 71 x 46cm, wired for illumination.

£500 - 700

€580 - 810

91

AN ASTON MARTIN DB4/DB5 HORN PUSH CENTRE AND TWO 'SUPERLEGGERA' SCRIPTS,

horn push centre in blue plastic with 'DB' emblem, 57mm diameter, and two chromed scripts, each 95mm long.

(3)

£250 - 350

€290 - 410

92◊◊

AN ASTON MARTIN DB4 WINDSCREEN,

new old stock, by Triplex, part number **03278B, label dated 1974, (worn with some loss to paper), 43 x 136cm overall.

£250 - 350

€290 - 410



95



103

93◊◊

ASSORTED ASTON MARTIN DB4 SPARES AND ACCESSORIES,

comprising new/old stock boxed and used spares, including pistons, clutch parts, distributor parts, a bumper, over-riders, front and rear coil springs, oil pump, steering rack mounts, knock-off spinners, wheel hubs, detached spokes, SU petrol pump, Armstrong 'Touring Blue' shock absorbers, brake hoses, bearings, brake pads, and other items.

(Qty)

£400 - 500

€460 - 580

94

A STEERING WHEEL AND OTHER SPARES FOR ASTON MARTIN DB2,

three-spoke steering wheel with black celluloid ridged grip, with replacement hub collar, 43cm diameter, to suit MkI-III models, together with other DB2 spares comprising a pair of Lucas SLR700S foglamps, three bumper over-riders (used), a Trico indicator switch, and a boxed Wilmot Breeden locking filler cap with mount, used, lacking key.

(Qty)

£350 - 550

€410 - 640

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.

95◊

A SET OF FOUR ASTON MARTIN DB4/DB5 WHEEL SPINNERS AND FOUR WIRE-SPOKED WHEELS,

chromed three-eared spinners, two numbered '8R 3196B SR09' and two numbered '8L 3197B SR10', used, together with four wire-spoked wheels for DB4/DB5 and DB6 models, painted grey, used.

(8)

£350 - 450

€410 - 520

96◊

A SET OF FOUR GKN WHEELS FOR ASTON MARTIN V8, LATE 1970S,

7 x 15" x 50.8 magnesium alloy wheels, part number 095-36-0004, one dated 1976, two dated 1977, and one dated 1978, used.

(4)

£300 - 400

€350 - 460



101

97

FOUR WIRE WHEELS WITH TYRES FOR AN ASTON MARTIN DB6,

used condition, one wheel with tapered spokes, fitted with 6.70 x 15 Avon Turbospeed tyres (one tyre unused, the others roadworn).

(4)

£250 - 350

€290 - 410

98

A SET OF FOUR ASTON MARTIN DB4 WHEEL SPINNERS,

three-eared type, chromed, part numbers '8R 3196B SR09' and '8L 3197B SR10' respectively, some light use, offered together with a Lucas Girling brake calliper BM2 C28 seal kit for the same, with box and associated rubber seals.

(Qty)

£250 - 350

€290 - 410

99

A SET OF FOUR ASTON MARTIN DB4 WHEEL SPINNERS,

three-eared type, chromed, three with faint Borrani markings, used condition.

(4)

£250 - 350

€290 - 410

100

A SET OF FOUR ROAD SPRINGS FOR ASTON MARTIN DB4 SERIES 5,

front and rear, formerly part of a Harvey Bailey handling kit, used condition, measuring 42cm and 34cm respectively, offered together with a dashboard lighter with casing for the same, believed Casco type, Bakelite push button, used, with associated wiring and a mounting bracket.

(Qty)

£250 - 350

€290 - 410

101

A CENTRE ARMREST WITH TOOL TRAY FOR ASTON MARTIN DB2 AND DB2/4,

the armrest in black leather (worn) with padded hinged lid, opening to interior containing rubber tray fitted with maintenance tools comprising correct Shelley pliers, three Shelley C-spanners and wooden-handled screwdriver, Kismet tyre pressure gauge, and box spanner, believed to suit DB2 and certain DB2/4 MkI and MkII models, 41cm long.

£500 - 800

€580 - 930

102◊

A 2005 AMERICAN LE MANS SERIES ASTON MARTIN RACING DBR9 PRODRIVE FRONT BUMPER,

damaged with scrapes and scratches to left portion occurring during practice at the Atlanta circuit on 1st October in preparation for the 10-Hour "Petit Le Mans" endurance event, as fitted to the GT1 class car (#58) eventually driven by Peter Kox, Pedro Lamy and Tomas Enge to 11th place overall, in carbon fibre British Racing Green livery and orange nose-trim, with Prodrive and Castrol, Ontime and Ixo Models sponsors' logos, 196cm wide, with accompanying Aston Martin Racing Certificate of Authenticity, offered together with a boxed 1:43 scale model of the car, another similar model of the 2005 AMR Team stablemate (#59) DBR9, both by Ixo Models, two boxed 1:43 scale models of the 2006 Le Mans 24-Hours AMR DBR9s (#007 and #009), one limited edition by AMR Collection, the other by Ixo, an 'Aston Martin Racing' flag, 89 x 141cm, with collapsible pole, boxed, and a 2009 AMR Le Mans calendar.

(Qty)

£400 - 600

€460 - 690

103

A COLLECTION OF ASTON MARTIN BADGES,

comprising two bonnet/boot enamelled winged badges, two Aston Martin Owner's Club badges (one enamelled, one painted), three cloth badges, a Touring Milano coachwork badge, six lapel badges, and other items including an enamelled key fob and three plastic wheel hub centres.

(Qty)

£250 - 350

€290 - 410

104

A FRAMED DISPLAY OF ASTON MARTIN LAPEL BADGES,

53 assorted pin and lapel badges, some enamelled, including 1950's 'Ulster TT Supporter', various Aston Martin emblems including pre-War type, and others for AMOC, AMOC Competitions, Aston Martin Zagato, '1959 Le Mans', Aston Martin Works DB5 50th Anniversary and others, mounted within a Perspex glazed framed display, 35 x 45cm overall.

£300 - 400

€350 - 460



104



107

105

ASSORTED ASTON MARTIN COLLECTABLES,

including a 1957 Silverstone Martini International 'Invited Guest' enamel badge by W.O.Lewis of Birmingham, with cord, a 1958 Sebring Grand Prix of Endurance 'Sports Cars in Stereo' vinyl LP, with cover design featuring the Tony Brooks DBR1, an 'Aston Martin Lagonda Ltd Parts Dept' wooden crate, 63 x 40 x 23cm, with copies of associated original design drawings, a Woodmet commemorative tray, and various die-cast and other models of Aston Martin cars, various scales, including a boxed white metal Aston Martin Virage by Western Models.

(Qty)

£250 - 350

€290 - 410

106

TWO ASTON MARTIN SILK NECK-TIES AND A SET OF FOUR CHINA CUPS,

the 100% silk ties, made in Italy, in dark blue and dark green, each with silhouette of an Aston Martin pattern design, with card packaging, and a set of four bone china cups by Duchess of England, white with gilt-rims, each decorated with image of two Aston Martin cars.

(7)

£250 - 300

€290 - 350

107◊

AN ASTON MARTIN WICKER-CASED PICNIC SET FOR FOUR PERSONS,

1990s, containing two boxed vacuum flasks, set of four Royal Grafton bone china tea-cups, four Tutbury lead crystal wine glasses, three lunch boxes, and a tartan pattern rug embroidered with Aston Martin winged emblem, with Royal Grafton bone china plates, saucers and cutlery housed in the lid, the case measuring 64 x 45 x 27cm overall.

£500 - 700

€580 - 810

108



111



108

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 - 3,500

109

A 1:43 SCALE MODEL OF THE ASTON MARTIN 'ATOM' BY RPM MODELS,,

limited edition number 6/150, with engine bay and interior detailing, loose on engraved base signed by Gordon Sutherland, with original Perspex display dome; together with a photo-print depicting the prize winning Aston Martin Atom at first European Concours d'Elegance at Schloss Schwetzingen in July 2001, mounted, framed and glazed, 58 x 76cm overall; and a limited edition cased 2007 Pebble Beach Concours d'Elegance plaque and lapel badge, numbered 17/100 with certificate of authenticity from the year Aston Martin was the special invititational marque at the prestigious event.

(Qty)

£300 - 450

€350 - 520



113



112 (part lot)



112 (part lot)

110

ASSORTED ASTON MARTIN TOYS, MODELS AND OTHER COLLECTABLES,

including a James Bond Casino Royale slot-car racing set by Carrera Go!!!, featuring 1:43 scale models of the '007' Aston Martin DB5 and DBS cars, complete with track, hand-controllers and in original unopened box, 13 boxed Aston Martin scale die-cast models including DB4, DB7, DB9, DB10 and DBS, of various scales, by Guilo, Matchbox, Hotwheels, Ixo and others, two sets of four Aston Martin themed coasters, a framed 1996 Aston Martin Newport Pagnell First Day cover, a Vantage postcard holder, five monochrome publicity photographs of 1980s Aston Martin V8 models, three Desk Diaries and four calendars.

(Qty)

£250 - 350

€290 - 410

THE FOLLOWING THREE LOTS SOLD TO BENEFIT "THE STOKE PD STUDY" CONDUCTED BY THE RENAL UNIT AT THE ROYAL STOKE UNIVERSITY HOSPITAL, WHICH HAS BEEN AT THE FOREFRONT OF PERITONEAL DIALYSIS RESEARCH FOR MUCH OF THE PAST TWO DECADES.

Formerly the property of Albert Charles Sloman (1923-2015), freelance designer of the glass fibre coachwork fitted to Aston Martin Nimrod cars as well as other Robin Hamilton Aston Martin racing cars including the Muncher.

111

AN ASTON MARTIN NIMROD TEAM JACKET,

in green and silver with embroidered patches, zip front and inner pocket, worn, together with a Nimrod tie, two Nimrod embroidered patches and two Aston Martin patches.

(6)

£250 - 350

€290 - 410

112

ASSORTED ASTON MARTIN NIMROD COLLECTABLES,

including a Nimrod T-shirt, a Nimrod polo shirt, 5 embroidered patches for Aston Martin and Nimrod, a Nimrod tie, a VHS Video "Nimrod Aston Launch November 1981 Goodwood" and an original drawing by Marco, depicting the car and the team behind Nimrod, with Albert Charles Sloman perched on the Aerodynamic bodywork he designed, 26 x 32cm, mounted, framed and glazed.

(10)

£250 - 350

€290 - 410

113

AFTER FREDERICK GORDON CROSBY 'BERTELLI/EYSTON ASTON MARTIN AT LE MANS 1928',

printed on paper, signed by George Eyston, 33 x 39cm, mounted, framed and glazed.

£250 - 350

€290 - 410

Aston Martin and Lagonda Motor Cars

13.00

Lots 201 - 236

Further images of each lot can be found at:
www.bonhams.com/25452



1970 DAVID BROWN 990 SELECTAMATIC TRACTOR

Registration no. VRX 157H
Chassis no. 990A 812464

- One of David Brown's most successful tractors
- Present ownership since 2015
- Cosmetically restored in 2017
- Described as 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 990 Selectomatic is powered by a powerful 3.2-litre four-cylinder diesel engine and has two-wheel-drive transmission. The tractor's early history is not known, though it is believed to have worked in and around Yorkshire, which is where the current vendor bought it in 2015. The vehicle was deemed mechanically sound, only requiring a bare-metal cosmetic restoration to bring it to the current excellent condition. New parts fitted include the grille, lights, seat, exhaust, and battery. The vendor advises us that everything works (fuel gauge excepted) and that the engine starts well from cold.

Please note that the vendor is in the process of applying for a new V5C.
£7,000 - 10,000
€8,100 - 12,000
No Reserve

1998 ASTON MARTIN DB7 VOLANTE

Registration no. YCZ 6400

Chassis no. SCFAA3115WK201904

- Present ownership since 2004
- Less than 31,000 miles from new
- Automatic transmission
- Main dealer-serviced 2004-2016



'Aston Martin is back with its most promising product since the DB4 35 years ago. It's the best looking British sportscar since the E-Type and an imperious chassis, gutsy engine and sumptuous cabin mean its talents are much more than skin-deep. Classic GTs come no finer this side of a Ferrari 456GT. Even without the emotional knee-jerk reaction to a car of such beauty, the DB7 is a triumph. In high-on every area of engine and chassis performance it has what it takes to hold its own against the opposition and, in many spheres, shows them the way home.' - Autocar

It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later that made possible the revival of the DB line, dormant since the end of DB6 production in 1970. Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the body was notable for employing numerous composite panels in its construction. The chosen engine was a 3.2-litre version of Jaguar's twin-cam, four-valves-per-cylinder AJ-6 unit, which was endowed with a suitable power output courtesy of a water-cooled Eaton supercharger. The result was 335bhp and a top speed of 160mph, a performance that put the DB7 on a par with rivals such as the Mercedes-Benz 500SL and Porsche 928. A Volante followed some three years later.

An automatic transmission model, this DB7 Volante was originally retailed by Charles Hurst Aston Martin of Belfast, from whom it was purchased by the current vendor in October 2004.

There are two previous owners. Since acquisition the car has covered fewer than 4,000 miles, almost entirely on short journeys in dry salt-free weather, and been maintained exclusively by Charles Hurst Aston Martin (the current odometer reading is circa 30,500).

A major (30,000-mile) service was carried out in 2015. The front shock absorbers were replaced that same year and all four tyres – still in 'as new' condition – renewed. Some smaller items have been renewed also and the interior upholstery treated twice annually with leather balm. The spare wheel is unused and the original cotton gloves and plastic wrapper (for use in wheel changing) are included. The car also comes with the original tonneau cover, original handbook, a fitted after-market cover, a spare key, and an extensive history file, commencing with the vendor's ownership.

This DB7 has been registered with the Aston Martin Owner's Club from 2004 and has been in storage at Charles Hurst Aston Martin since October 2016, the subsequent acquisition of another car and limited space at the vendor's home having forced its relocation. Offered with a V5C and current MOT expiring 20th March 2020, 'YCZ 6400' represents an excellent opportunity to acquire a well-maintained low-mileage example of this soft-top Aston Martin that can only become increasingly collectible, and is described by the vendor as in excellent condition having been used sparingly and only during the summer months.

£18,000 - 26,000
€21,000 - 30,000

203

Property of a deceased's estate

1999 ASTON MARTIN V8 COUPÉ

Registration no. V100 AMV

Chassis no. SCFDAM2S3XBR79100

- The penultimate example of 101 cars produced
- Two owners from new
- Well specified
- Circa 33,000 miles from new
- Full Service history



After spearheading the Aston Martin V8's transformation for the 1990s, the Virage name was dropped during 1995, its place as the 'standard' model being taken by a Vantage-style V8 Coupé.

Launched at the International Motor Show, Birmingham, in October 1988, the Virage had restated 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 emissions-sensitive world, the fuel-injected, catalytic converter-equipped V8 was suitable for all Aston Martin markets. The Virage continued Aston Martin's tradition of fine craftsmanship with its hand-beaten aluminium body and fine leather upholstery, complimenting the highest standards of modern technology applied to the design of chassis and engine.

Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the supercharged Vantage version's muscular styling cues but retained the normally aspirated 5.3-litre engine of the Virage, delivering similar performance. The model formed part of the Aston Martin range for just three years and is one of the rarer members of the modern V8 family.

Finished in Mendip Blue metallic with grey leather/Alcantara interior, this automatic transmission V8 Coupé was purchased in 2003 by the lady vendor's late husband, its second owner. The odometer reading stood at 6,200 miles at time of acquisition, and since then the V8 has been serviced by Aston Martin Works.

To the usual features - air conditioning, central locking, heated/electric seats, power steering, stereo system, etc - this particular example adds the following: Dynamic road wheels, carbon fibre interior, Lacro body glaze, sports exhaust, overdrive modification, indoor car cover, and stainless steel door plaques. A detailed specification sheet is on file and the car also comes with full service history with Aston Martin Works up to October 2015, sundry bills, MoT to March 2020, SORN, and a V5C Registration Certificate.

£55,000 - 65,000

€64,000 - 75,000

1959 ASTON MARTIN DB MK III SPORTS SALOON PROJECT

Registration no. not registered
Chassis no. AM300/3/1813

- *The first and only DB Mark III saloon with automatic transmission*
- *Left-hand drive*
- *Delivered new to California, USA*
- *Non-matching engine*
- *Offered for restoration*



'The latest models – the DB Mk IIIs – have a number of important improvements and, in addition, a subtle crispness and refinement, as compared with the DB2/4, not easily attributed to any one modification.'
– *The Autocar*, 4th October 1957.

Chassis number '1813' is notable as one of only three DB Mark IIIs fitted by the factory with Borg Warner automatic transmission; it is the only automatic saloon, the other two cars ('1812' and '1814') being drophead coupés. The accompanying BMIHT certificate and copy guarantee form show that the '1813' was built in left-hand drive configuration for the North American market, and that it left the factory finished in Desert White with black interior. Borg Warner automatic transmission, fully chromed road wheels, wood rimmed steering wheel, polished rear brake drums, and a lockable glove box lid are listed as items of non-standard equipment. The destination dealer in the USA was Charles H Hornburg Jr, and the Aston was delivered to its first owner in Newport Beach, California in October 1959. The original engine was 'DBA/1452'.

Little is known of the Aston's subsequent history, the documents on file picking up the story when the car was advertised for sale and purchased by a Mr S Klein in January 1988. The advertisement described the DB as a competition car with V8 engine and manual transmission. In 1996, '1813' was sold via Scott Johnston of Bend, Oregon to an enthusiast in the Netherlands, passing to the current vendor circa 2014.

The car is offered today in need of complete restoration and should prove to be an excellent basis for such a project, the vendor advises us that the car is free of any rust or corrosion to the chassis or body. A dismantled and incomplete 3.0-litre engine of VB6 type is included in the sale together with a Borg Warner automatic transmission and a David Brown manual gearbox. The accompanying history file contains bills of sale, assorted correspondence, various shipping documents, and a copies of the aforementioned advertisement, BMIHT certificate, and guarantee form.

£85,000 - 115,000

€98,000 - 130,000

205

Property of a deceased's estate

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

Registration no. WVG 533

Chassis no. DB4/619/R

- Known ownership history from new
- Present ownership since 1969
- Original interior
- Used sparingly in recent years



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.



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

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. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings.

Its accompanying original RF.60 logbook shows that '619/R' was first registered (as 'EHS 66') to Messrs Sexton Son & Everard of Norwich on 1st May 1961. The second owner listed is Dawn Addams, believed to be the film and television actress of that name, who is perhaps best remembered for starring alongside Roger Moore in several episodes of the ITV series, '*The Saint*', and appearing regularly in Thames Television's sitcom, '*Father, Dear Father*'. Two further owners are listed, the last of whom, Michael Druce of Kintbury Garages Ltd, sold the Aston to its late owner in July 1969 (sales receipt on file). It should be noted that this logbook records a change of engine number from '673' to '637', though this may be merely the correction of a clerical error.

The history file also contains a quantity of expired tax discs and MoT certificates dating back some 17 years, showing the recorded mileage total rising from 98,237 in 2002 to 99,007 when the current certificate was issued in March 2019; the distance travelled (770 miles or around 43 miles annually) almost certainly representing the journey to the MoT station and back again. The car also comes with old/current V5/V5C documents, SORN paperwork, a quantity of photocopied literature, a workshop manual, and a parts book.

**£220,000 - 300,000
€250,000 - 350,000**

The following 2 lots are offered from a deceased's estate

207

2013 ASTON MARTIN V12 VANTAGE COUPÉ

Registration no. V12 AAU

Chassis no. SCFEABCF6DGS01298

- Two owners from new
- Purchased directly from Aston Martin Works in 2014 by the deceased owner
- Six-speed manual gearbox
- Circa 10,000 miles from new
- Full service history



In early 2008, Aston Martin CEO Dr Ulrich Bez confirmed that production of the V12 Vantage would commence in mid-2009, though with the 510bhp engine shared with Aston Martin's other 12-cylinder models rather than the Vantage RS prototype's 580bhp dry-sump racing unit.

The classic hot-rodding technique of shoehorning a big engine into a small car is a well-trodden route to increased performance, and so it was with the V12-engined Vantage RS prototype, which combined Aston Martin's largest engine with its most compact model. Built in just four months by Aston Martin's Special Vehicle Operations department, the first prototype was unveiled by Dr Bez at the official opening of the British manufacturer's new design studio at Gaydon, Warwickshire on 11th December 2007. Dr Bez promised that a production version would be considered should there be sufficient demand; the result was a deluge of enquiries from enthusiasts eager to get their hands on what promised to be Aston Martin's fastest-ever road car.

Based on the V8 Vantage Coupé, the production V12 Vantage is powered by Aston Martin's familiar 6.0-litre V12 as found in the V12 Vanquish, DB9, and DBS models. Getting the V12 to fit the V8 Vantage chassis involved grafting on the engine cradle from the DB9, while the resulting weight increase and more forward weight distribution was accommodated by revised suspension settings.

Boasting a kerb weight of 1,695kg (3,737lb), the V12 Vantage accelerates from 0-62 mph (100 km/h) in 4.2 seconds and can achieve a top speed of 190 mph (306 km/h).

Previously registered 'RX13 ETD', this rare V12 Vantage was delivered new to its first owner, a Mr K Bird of Somerset in May 2013 (purchase invoice on file). It is one of only seven made in 2013 out of some 1,200-1,300 sold worldwide between 2009 and 2013. The car had covered only 5,872 miles when it was sold by Aston Martin Works to the late owner in September 2014 (sales invoice on file).

The factory-supplied specification describes the Vantage's colour scheme as Ceramic Grey with Obsidian Black (Fast Track) interior, and lists installed options that include the following: brake callipers black; Piano Black fascia with matching trim; front parking sensors; Aston Martin 700W Premium Audio; carbon fibre lightweight seats; and 10-spoke Graphite wheels. The history file also contains a current MoT certificate, a V5C Registration Certificate, and numerous service invoices issued by Aston Martin dealers and Aston Martin Works. A wonderful opportunity to own a little used and well maintained example of this sensational Aston Martin supercar.

£60,000 - 80,000

€66,000 - 93,000

1979 ASTON MARTIN V8 SERIES 4 'OSCAR INDIA' SPORTS SALOON

Registration no. UEY 652T
Chassis no. V8SOR 12147

- Believed supplied new to the Sultan of Oman
- Extensively restored by The Aston Workshop in 2018
- TAW front brake upgrade



Chassis number '12147' is an example of the much improved Series 4 Aston Martin V8. Introduced in October 1978 and built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. In January 1977 the factory had introduced a series of engine modifications known as the 'Stage 1' tune, its presence indicated by the suffix 'S' applied to both chassis and engine numbers, and this enhanced specification was standard on the 'Oscar India' cars. The 'Oscar India' was in production for almost eight years with a total of 293 built, of which 224 are known to be right-hand drive and 64 left-hand drive.

'12147' was supplied new in July 1979 via Zubair Enterprises, the Aston Martin agents in Oman. The Aston's early history is not known for certain; however, The Aston Workshop's documentation on file states that it eventually ended up belonging to a former employee of the Sultan of Oman, who collected the car, by then partially restored, in the UK. Aston Workshop was then contacted to advise on the work required to complete the rebuild.

Works already carried out included bodywork refurbishment and a full re-spray; chassis refurbishment and under-sealing; and a full interior re-trim. Shortly after the restoration recommenced, the owner died and Aston Workshop purchased the car from his estate. They then embarked on a full re-commissioning, which included the following: full refurbishment of the braking system including The Aston Workshop's front brake upgrade; full refurbishment of the suspension and steering; a complete overhaul of the gearbox; full refurbishment of the engine bay's ancillary components; full refurbishment of the electrics; and the installation of a new stainless steel exhaust system.

In October 2018, The Aston Workshop sold the car to the recently deceased owner, from whose estate it is offered today. Running to several pages, The Aston Workshop's detailed invoice (dated 16th March 2018) is on file (inspection recommended) together with assorted email correspondence, a current MoT, and a V5C Registration Certificate.
£70,000 - 90,000
€80,000 - 100,000

Further properties

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Mille Miglia eligible

1955 ASTON MARTIN DB2/4 3.0-LITRE SPORTS SALOON

Coachwork by Mulliners of Birmingham

Registration no. not UK registered

Chassis no. LML/948

- Delivered new in the UK
- Engine replaced by the factory
- Known ownership history
- Comprehensive engine rebuild and other specialist refurbishment in the 2000s
- Registered in Italy



With the introduction of the '2+2' DB2/4 in October 1953, Aston Martin extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space. The latter could be accessed via the 2/4's opening rear door, a pioneering example of the now commonplace 'hatchback' concept.

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

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3.0-litre 140bhp 'VB6J' engine was installed. Equipped with latter, the DB2/4 was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car.



Production of the first-series DB2/4 (latterly known as the 'Mark I') lasted from October 1953 to October 1955 with chassis numbers running from 'LML/501' to 'LML/1065', a total of 565 cars.

According to the Aston Martin guarantee form (copy on file), this DB2/4 was delivered on 14th May 1955 via Brooklands of Bond Street to its first owner, Captain de la Hay of Stratton Place, Cirencester. The original colour scheme was silver grey over drag yellow, with yellow-piped blue Connolly leather interior, a rather flamboyant colour combination for the time. Specified equipment included Alfin drum brakes, a twin exhaust system, and a chromium-plated gear lever and waistline strip. The original UK registration was 'PYR 350'.

The guarantee form also records that, in addition to repairs and services, a replacement engine was supplied on 29th May 1959, while the second owner is listed as one H S Short of Sunderland. A further owner was a Mr Royston Craven, who kept the Aston from 1962 to 1966 (see correspondence and scanned copies of photographs on file).

One Geoffrey Stevens of Wellingborough owned the Aston from at least 1973 onwards, and while in his custody maintenance seems to have been undertaken by Aston Martin specialists GTC Engineering of Rushden, Northamptonshire (see various invoices on file).

In 1990, the car was re-trimmed by Tove Trimming of Towcester at a cost of some £5,433.75. Ownership next changed in 1994, passing to James Stevens, presumably Geoffrey's son.

In 2006, 'LML/948' was sold at auction in the UK and purchased by an Austrian gentleman, who commissioned classic car specialists Fojtik of Vienna to carry out a comprehensive engine rebuild and other refurbishment (see invoices for work and parts on file). The Austrian owner kept the Aston until 2013 when it was sold via a London-based dealer in to its current owner in Italy, who has used the car sparingly but regularly.

The car's last Italian *revisione* (the Italian equivalent of the MoT test) was passed on 20th September 2018 and is valid in Italy for two years. The car is offered with an exceptionally comprehensive history file containing aforementioned copy guarantee form, assorted correspondence, sundry invoices, old MoT certificates and tax discs, and an (expired) FIVA Identity Card from 2009. The car is currently registered in Italy and will be supplied with Italian registration documents.

£100,000 - 120,000

€120,000 - 140,000

210

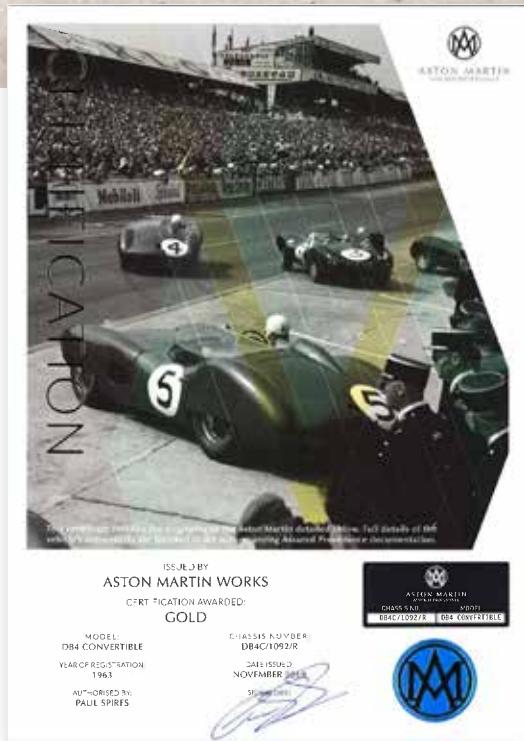
Certified with Aston Martin Assured Provenance – Gold Standard

1963 ASTON MARTIN DB4 SERIES V CONVERTIBLE

Registration no. 376 PE

Chassis no. DB4C/1092/R

- One of only 70 DB4 convertibles made
- Known ownership history from new
- Restored by Robin Hamilton 1980-1983
- Present ownership since 2010
- Rebuilt engine by Aston Martin Works





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

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

The DB4 was available only as a closed sports saloon until September 1961 when the convertible version was unveiled at that year's Motor Show. Priced at £4,449, it was £250 more expensive than the saloon. Passenger space was little changed, though there was more headroom than the saloon could offer.

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



The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was 3½" longer (as would be the forthcoming DB5). This extension allowed for increased leg room and a larger boot, while the Series V also gained 15" wheels, an electric radiator fan, and the DB4GT-type instrument panel.

This Aston Martin DB4 Convertible, 'DB4C/1092/R', was sold new via Aston Martin agents, Brooklands, to Sefton Myers, the successful London-based property developer and theatrical agent. Father of singer Judie Tzuke, Myers co-managed and financially supported Andrew Lloyd Webber and Tim Rice while they wrote the musical '*Jesus Christ Superstar*'.

Originally registered as 'JM 115', this DB4 was owned only briefly by Sefton Myers, passing one year later to a Mr G Speckley, who reregistered the car as '376 PE'. Next owned by Mr Howard Parsons and dealer Michael Moss (Paradise Garage) respectively, the Aston was sold in 1980 to former footballer Malcolm Finlayson. A goalkeeper, Finlayson had made his professional debut for Millwall in 1948 and would appear on over 200 occasions for the London club before moving to Wolverhampton Wanderers. While at Wolves he featured in their League title-winning sides of 1958/59 and 1959/60, and also in their FA Cup-winning team of 1960.

Malcolm Finlayson retired from football in 1964, going on to become a successful businessman in the steel stockholding industry. While owner of '1092/R', Finlayson had the Aston restored by Robin Hamilton (during 1980-1983) and kept the car until it was purchased by the current vendor in 2010. During Malcolm Finlayson's ownership the Aston covered only some 1,000 miles.

The car has been maintained by Aston Martin Works for the past 5 years and has recently had the engine removed, stripped and rebuilt at Works. Described by the private vendor as in very good condition throughout, '1092/R' is offered with restoration bills, an old-style logbook, current MoT, a V5C Registration Certificate, and the all-important Aston Martin Assured Provenance – Gold Standard.

A recent introduction, Aston Martin Assured Provenance is a programme designed to assess the originality, condition, and historical significance of the company's Heritage cars.



The process consists of a bumper-to-bumper inspection of the car; a 3D scan to assess its structural integrity; build specification comparison; road test and report to assess mechanical health; and a thorough assessment of the outcome of these inspections and the car's provenance records by a committee of Aston Martin experts. On approval, the client receives the Assured Provenance Package consisting of a richly illustrated record book; a USB containing records of all digital data collected; a pair of dash plaques; a pair of sill plaques; and the Heritage Assured Provenance certificate all contained in hand-crafted presentation box.

Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Convertible is most sought after and highly prized today. With the exception of the Zagato, the DB4 Convertible is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six less than the legendary DB4 GT.

£680,000 - 750,000
€790,000 - 870,000



1974 ASTON MARTIN V8 SPORTS SALOON TO 'VANTAGE' SPECIFICATION

Registration no. PBK 724M
Chassis no. V8/11166/RCA

- Converted to 'Vantage' specification in 1987
- Present ownership since 1987
- Used sparingly over the course of the last 20 years
- Extensive bodywork restoration by Chiltern Aston Centre in 2015



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

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375-380bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.

In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for. Thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes, and tyres.

In 1986 an optional upgraded 'X-pack' engine with 432bhp on tap was made available, the engine number suffix changing from 'V' to 'X'. As the mechanical specification progressed so did the coachwork, with wheel arches flaring to accommodate wider rims, increasing the overall width by 2", and 16"-diameter wheels being introduced. Unlike the V8 saloon, which reverted to fuel injection in 1986, the V8 Vantage kept its 48IDF Weber carburettors to the end of production in December 1989, by which time 361 cars had been built.

Originally a standard V8 sports saloon, chassis number '11166' was purchased by the current vendor in 1987 from previous owner, the late George Sears, a well-known member of the AMOC's Kent branch. Signed by George Sears and the current vendor, documents on file records the circumstances of the sale, which included George taking back the Aston in 1987 to rebuild the engine to Vantage specification: cams, valves, pistons, and 48mm Weber carburetors for a maximum power output of around 400bhp. '11166' also has the Vantage-style front/rear spoilers and bonnet complete with correct lights, etc.

'PBK 724M' was in regular use from 1988 to 1998, being mainly kept in dry dehumidified storage thereafter, and has seen relatively little use since a full body restoration carried out by Chiltern Aston Centre in 2015. The related bills are on file together with others from Aston Martin Lagonda and Aston Service Dorset relating to previous works. The car also comes with an old V5 document, old/current V5C Registration Certificates, SORN paperwork, fresh MoT, and a quantity of expired MoT certificates dating back to the 1980s.

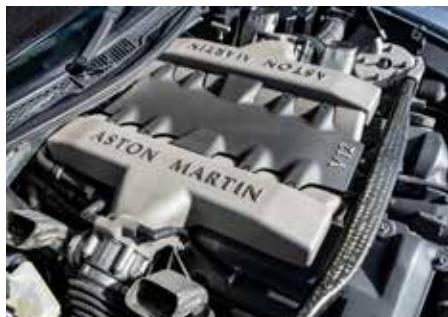
£70,000 - 90,000
€81,000 - 100,000

2004 ASTON MARTIN VANQUISH COUPÉ

Registration no. WK52 YFV

Chassis no. SCFAC13373B500674

- Two owners from new
- Present ownership since January 2009
- Circa 32,400 miles from new
- Only circa 2,500 miles in the last 10 years



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.

Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car. The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both.

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage. A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand. Production ceased in 2007, by which time the model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000 (approximately €219,000 at today's rate of exchange). The Vanquish is yet another 'James Bond' Aston Martin, having featured in 'Die Another Day' starring Pierce Brosnan as the eponymous secret agent.

Since its acquisition by the vendor the Aston has been used sparingly, covering only some 2,500 miles over the course of the last 10 years, during which period it has been kept in a purpose-built dehumidified museum. Always maintained in first class order, the car is presented in commensurately excellent condition and is 'on the button'. Accompanying paperwork includes sundry service bills, a copy of the original V5, the current V5C Registration Certificate, and a fresh MoT.
£65,000 - 80,000
€75,000 - 93,000

213
NO LOT

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**1979 ASTON MARTIN V8 VANTAGE
SPORTS SALOON TO 'X-PACK'
SPECIFICATION (SEE TEXT)**

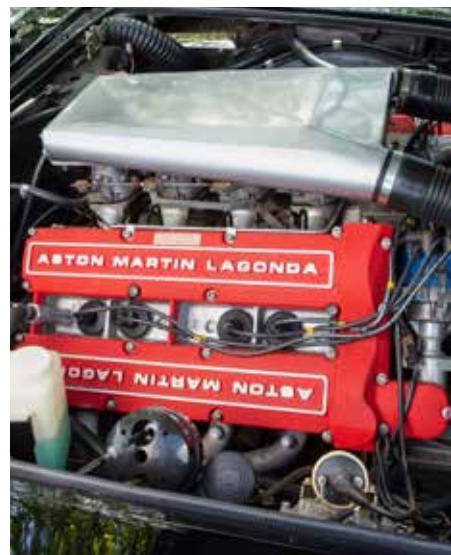
Registration no. JNJ 798V

Chassis no. V8VOR 12183

- Believed converted to X-Pack specification
- Original colour combination
- Extensively restored
- Exceptional history file



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.



With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune delivered around 375bhp; in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Its superior performance aside, the Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

ZF five-speed manual transmission was standard equipment, though a handful of Vantages were built with the Torqueflite automatic gearbox. With either transmission performance was shattering, the Vantage's 0-100mph time of 12.7 seconds making it the world's fastest accelerating production car at that time. For those with a yen for even greater performance, there was the factory's optional 'X-Pack' of engine enhancements that raised peak power to a mighty 432bhp. By way of comparison, Ferrari's contemporary 12-cylinder Testarossa could only manage a relatively paltry 390 horsepower.

Chassis number '12183' is an example of the much-improved Series 4 Aston Martin V8. Introduced in October 1978 and built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'.

An original V8 Vantage equipped with the five-speed manual transmission, '12183' is believed to have been converted to X-Pack specification, though the only supporting documentation supplied is a bill from Fourways Engineering (dated 9 June 1999) for converting the cylinder heads to unleaded compatibility and opening up the ports to X-Pack specification. However, the carburetors are 48mm Webers, which do form part of the X-Pack specification.

'12183' is finished in Ravens' Black with red leather interior (its original colour combination) while other noteworthy features include Ronal wheels, air conditioning, electric mirrors, and central locking. This car is without doubt one of the best examples in existence today, benefiting from an interior re-trim costing in excess of £16,000 alone, while the bodywork has had in excess of £25,000 spent on it and recent mechanical bills total over £15,000.

Dating back to when the car was new, the history file contains three service books; almost every MoT from new; correspondence from previous owners; bills of sale; and a receipt for every penny spent on it from 1980 to date. This car's quality cannot be overstated, and the history file is one of the most comprehensive we have ever seen. '12183' is described by the private vendor as in pristine condition throughout, looking and sounding wonderful.

£230,000 - 280,000
€270,000 - 320,000

215

1987 ASTON MARTIN V8 VANTAGE X-PACK SPORTS SALOON

Registration no. E245 NUW

Chassis no. SCFCV81V8JTR12576

- Built as an X-Pack by the factory
- Original colour combination
- Continuously maintained but never restored
- Fully stamped service booklet
- Exceptional history file
- Circa 78,000 miles from new



© Matthew Howell Photography / Vantage Magazine



One of only 131 genuine factory-built X-Packs remaining, chassis number '12576' was delivered new to Stratton Motor Company on 23rd September 1987. The car has manual transmission and retains its original colour combination of Chichester Blue with blue-piped Magnolia hide interior. Copies of the original Car Record Card and warranty document are on file, the latter made out to first owner Mr C Rowe of Middlesex. The Aston was originally registered on a private plate ('759 CR1'), then as 'E425 NUW' followed by 'RMR 721', and has now reverted to 'E425 NUW'.

One of the most comprehensive we have seen, the accompanying history file fully supports ongoing regular no-expense-spared maintenance rather than more extensive restoration. As a testament to its originality, the leather interior and carpeting, with the exception of the boot, is that as supplied when new. The stamped service booklet records regular servicing; initially by Aston Martin Lagonda Limited; followed by various specialists including HWM, Desmond J Smail, Wren Classics, and Chicane Classics. The latter has looked after the car for the current owner since 2012. The 26 entries show the mileage total rising from 769 in January 1998 to 77,434 when the Aston was last serviced in September 2018.

The earliest of the numerous invoices in the file dates from 1995 when the car was being looked after by Desmond J Smail for its then owner, a Mr Wise. Desmond Smail continued to maintain the Aston for its next owner, a Mr R Maude-Roxby. Totalling in excess of £30,000, the many Desmond Smail invoices are contained within their own file, including unleaded conversion.

Ownership then passed via Desmond Smail to a Mr A Chick, who mainly employed Aston Service Dorset and HWM to look after the car. The current vendor purchased the Aston from Mr Chick on 8th April 2006, at 50,803 miles. Since then the owner has spent approximately £60-70,000 on his Aston Martin with the most recent works carried out in March 2019, which included stripping and rebuilding of all the carburettors.

In 2005, while belonging to previous owner Mr Chick, the Vantage had won the Valspar Trophy at the AMOC's concours at Kingston Lacy in September. The car has also featured in three motoring magazines: Classic & Sports Car (March 1999), Classic Cars (December 2002) and Vantage (issue 22, summer 2018). Copies are on file.



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.



Vantage's scribe clearly enjoyed his time behind the wheel: 'From the big, comfy but still supportive driver's seat there's another stunning view over a small acreage of bonnet, and when you turn the key there's an instant aura of big, lazy power and a classic slightly offbeat V8 note that can go from burble to blare, from Maidstone to Mulsanne. It's actually a pussycat to drive. The clutch is easy, the gearshift long of throw but positive enough. First is on a dogleg, away and back, but that works well, because once you're on the move you're never going to need it again. In fact, on these B-roads, third is all you really need, from 20mph to as fast as you dare.'

Described by the private vendor as in very good-to-excellent condition, this extremely well cared for and fastidiously documented X-Pack is offered with the aforementioned invoices, numerous old tax discs, a large quantity of expired MoTs, a V5C Registration Certificate, current MoT, and instructions for the original Blaupunkt radio as well as the Original Aston Martin V8 Owners Handbook.

£320,000 - 360,000
€370,000 - 420,000



© Matthew Howell Photography / Vantage Magazine

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1966 ASTON MARTIN DB6 SPORTS SALOON

Registration no. NBY 929D

Chassis no. DB6/2450/R

- Present ownership since 1981
- Off the road 1982-2015
- Extensively restored between 2015 and 2018
- Fewer than 250 miles covered since completion





Little is known of the early history of this Aston Martin DB6, other than DVLA records showing 1 previous keeper to the vendor who purchased the DB6 in Leytonstone, East London in 1981 from a motor dealer. He used the DB6 daily until being taken off the road in 1984, remaining laid up until 2015 when a major restoration commenced.

Completed in 2018, this extensive rebuild is documented by invoices totalling £94,000 from Mega-Tech Engineering of Brandon, Suffolk for works carried out between February 2015 and February 2017, together with others for parts supplied by Aston Service Dorset to the value of £18,000. There are records to show that £4,000 was spent with LJ Harvey to ensure the paint work is up to Aston Martin standard. The DB6 comes with a photographic record of the restoration showing how structurally sound the car was after being completely stripped, requiring very little new metal.

Previously, in February 2006, the engine had been rebuilt by renowned marque specialists R S Williams Ltd; the dynamometer sheet records a maximum power output of 290bhp at 6,000rpm, with maximum torque of 295lb/ft at 4,500 revs. Other works carried out include fully rebuilding the transmission; installing a new wiring loom; re-trimming the seats and renewing the carpets (with soundproofing); and fitting a stainless steel exhaust system and MWS wire wheels.

It should be noted that the build sheet for the DB6 records it being ordered with automatic transmission but to the vendor's knowledge has always been fitted with a five-speed manual gearbox, possibly fitted by the factory prior to delivery as all parts used are of Aston Martin origin. The restoration was completed by D Wood MotorSport at Aston Service Dorset, with bills on file totalling over £10,500, including carefully re-commissioning the engine, since when the car has covered fewer than 250 miles. The vendor comments that the DB6 remains in commensurately excellent condition.

The Aston's enthusiast owner, a mechanical engineer, had intended to use the DB6 once restored but now feels that it is too good to use and has, regretfully, decided to offer it for sale. The vendor would like to express the sound nature of the car. Accompanying paperwork consists of an old-style logbook, a V5C registration document, and the aforementioned extensive restoration records and photographs.

**£200,000 - 250,000
€230,000 - 290,000**

217

1986 ASTON MARTIN V8 VANTAGE ZAGATO COUPÉ

Coachwork by Carrozzeria Zagato

Registration no. VZ 268

Chassis no. SCFCV81Z9GTR20018

- One of only 52 made
- One of only 27 right-hand drive, manual transmission cars
- Delivered new in the UK
- Recent extensive works by Nicholas Mee Limited





'The Vantage Zagato relies on its Italian styling to heighten the emotions of car collectors and Aston followers alike, harking back as it does the halcyon days of David Brown patronage at Newport Pagnell when 19 DB4 GTs wore gorgeously curvaceous lightweight Zagato bodywork.' – Motor.

With the introduction of the Vantage Zagato, Aston Martin renewed its association with one of Italy's most illustrious carrozzeria, Zagato having been responsible for that most celebrated and desirable of all post-war Astons, the DB4 GT Zagato. Neighbouring stands at the 1984 Geneva Salon facilitated the initial contact between Aston Martin chairman, Victor Gauntlett and Elio and Gianni Zagato, and by the following year the project had progressed sufficiently for Aston to accept deposits on the 50 cars planned. Part of Zagato's brief was to shed some of the standard Vantage's not inconsiderable weight, which was achieved by shortening the wheelbase and deleting the rear seats, thus creating Aston's first production two-seater since the DB4 GT. In doing so, Zagato was able to shed all of 168kg (370lbs) from the four-seater V8 saloon's not inconsiderable weight.

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

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



Eventually 52 cars would be constructed, including the pre-production '20010' and prototype '20011'. Of the 50 'production' cars, only 27 were right-hand drive manual transmission models like that offered here, though one of these - '20042' - was re-created as the prototype of the Zagato Volante. If subsequent engine enlargements are taken into account, it is estimated that only 20 right-hand drive manual transmission Vantage Zagatos remain in their original specification like the one we offer. Arguably the pinnacle of the V8 era, these exciting driver's cars now form the centrepiece of many important Aston Martin collections.

'20018' is presented in its original colour scheme of Lightning Silver with Burgundy interior trim. The car was delivered new in the UK in 1986 before being resold via Aston Martin Sales in 1987 and exported to Hong Kong. Maintained by Aston Martin Hong Kong, the Zagato was re-imported to the UK in 2006 and has been in single ownership since.

In 2017 (at 4,223 miles) over £10,000 was spent on preparation and upgrades with renowned marque specialists, Nicholas Mee Limited. These included a service to schedule; a Harvey Bailey handling kit (front anti-roll bar, front dampers, new springs front and rear); set up to Nicholas Mee specification; and other remedial works. In addition, an appropriate registration number, 'VZ 268' has been obtained, bringing '20018' into line with many of its fellow Zagatos that have had carried 'VZ' numbers from new. All of Nicholas Mee's invoices are in the file together with some from the car's time in Hong Kong.

Since the current vendor purchased the car in 2017 it has benefited from a full service, carried out in August 2018 at Aston Martin Works, with all minor niggles corrected at the same time (see bill for £11,223 on file). In excellent condition and with very low mileage recorded, this rare and attractively specified Vantage Zagato is supplied fully prepared and serviced, ready to enjoy the celebrations of Carrozzeria Zagato's centenary in 2019.

£420,000 - 480,000

€490,000 - 550,000



1969 ASTON MARTIN DBS SPORTS SALOON

Registration no. 928 DOK
Chassis no. DBS/5373/R

- Original right-hand drive, UK market car
- ZF five-speed manual transmission
- Imported from the USA five years ago
- Maintained by Aston Service Dorset and D Wood MotorSport



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

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

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

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

Chassis number '5373/R' was built in right-hand drive configuration for the UK market and left the factory in September 1969 fitted with desirable ZF five-speed manual transmission. The accompanying BMIHT certificate records the original colour scheme as Silver Birch with dark blue interior trim, and lists power assisted steering, Avon tyres, and a radio as items of factory-fitted equipment. The destination dealer was Eton Garages Limited.

'5373/R' was imported from the USA by the current vendor five years ago and since then has been maintained by renowned marque specialists Aston Service Dorset and their associates D Wood MotorSport. As one would expect of ASD, everything needed to keep the car reliable and enjoyable has been done. Very nicely presented, the DBS is offered with sundry bills, current MoT, a V5C registration document, and the aforementioned BMIHT certificate.

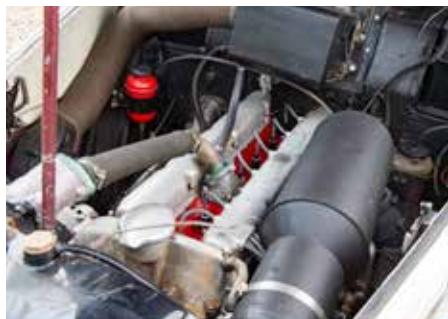
£100,000 - 120,000

€120,000 - 140,000

1952 LAGONDA 2.6-LITRE DROPHEAD COUPÉ

Registration no. XMY 138
Chassis no. LAG/50/450

- Designed by W O Bentley
- Elegant British Gran Turismo
- Present ownership since 2016
- Good history file



It is said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings, and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he did leave behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas.

Although it retained a separate chassis, Bentley's 2.6-Litre Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. It had been intended that the new Lagonda would exploit a perceived gap in the luxury car market between Jaguar and Rover at one end and Rolls-Royce and Bentley at the other. W O's design succeeded brilliantly in this, being able to carry five persons and their luggage at high speed and in great comfort.

One of Lagonda's, and David Brown's, greatest assets was stylist Frank Feeley, the man responsible for the Italianate flair of the DB2, and while Feeley's 2.6-Litre looked back nostalgically at the Lagondas of pre-war years, his prototypes produced on that chassis in the late 1940s hinted at the 3-Litre model to come. Production of the 2.6-Litre amounted to 543 cars.

First registered in March 1952, chassis number 'LAG/50/450' was acquired by the current vendor in October 2016 having benefited from re-trimmed interior and a new maroon hood circa 2013. We are advised that the paintwork is too good to be original, and it appears that the car has had plenty of work done, although it is not known whether or not it has been fully restored at any time. Exempt from testing but professionally prepared to MoT standard, the car is offered with paperwork consisting of a quantity of expired MoTs, numerous bills dating back to 1978, an old-style logbook, and a V5C Registration Certificate. A workshop manual, an original sales brochure, and a box of assorted spares are included in the sale. The spare wheel is present and the car is expected to possess a jack and wheel brace by time of sale.

£70,000 - 80,000
€80,000 - 92,000

220

1966 ASTON MARTIN DB6 VANTAGE SPORTS SALOON

Registration no. to be advised
Chassis no. DB6/2498/R

- Delivered new in the UK
- Vantage specification from new
- Present ownership since 2009
- Extensively refurbished by Aston Martin Works (2017-2019)
- Fewer than 1,000 miles covered since completion





This manual transmission DB6 Vantage was sold new via Broadway Autos of Cricklewood to first owner W Miller & Sons Ltd of London E3 and originally registered as 'LLB 111D'. The accompanying copy guarantee form records the original livery as Dubonnet with black leather interior, and lists 'non-standard' equipment that included the Vantage engine, chromed wheels, heated rear screen, 3-ear hubcaps, Motorola radio and power-operated aerial. Although the build sheet lists SU carburettors, service records from 1967 suggest that Webers were fitted from new.

From 1972, '2498/R' resided in New Zealand, returning to the UK in 2001. The Aston then passed into the ownership of Mr Michael Ryan in the Republic of Ireland where it was registered as '66 WW 504', forming part a small but distinguished stable of cars in that country. Its immediately preceding owner acquired the Vantage in 2008, keeping the car for only a relatively short time before offering it for sale at Bonhams' Goodwood Revival auction in September 2009 (Lot 223) where it was purchased by the current vendor. Over the last two years '2498/R' has been rebuilt by Aston Martin Works and returned to its original exterior colour of Dubonnet; original components were retained wherever possible and the extensive related bills are on file. Fewer than 1,000 miles have been covered since the rebuild's completion earlier this year and this stunning DB6 Vantage is presented in commensurately excellent condition.

Accompanying documentation includes the aforementioned copy guarantee form and restoration bills, a V5C Registration Certificate, and current MoT. An application to return the original registration to the car is currently underway. The car is expected to have been issued with the all-important certificate of Aston Martin Assured Provenance – Gold Standard by time of sale.

A recent introduction, Aston Martin Assured Provenance is a programme designed to assess the originality, condition, and historical significance of the company's Heritage cars. The process consists of a bumper-to-bumper inspection of the car; a 3D scan to assess its structural integrity; build specification comparison; road test and report to assess mechanical health; and a thorough assessment of the outcome of these inspections and the car's provenance records by a committee of Aston Martin experts. On approval, the client receives the Assured Provenance Package consisting of a richly illustrated record book; a USB containing records of all digital data collected; a pair of dash plaques; a pair of sill plaques; and the Heritage Assured Provenance certificate all contained in hand-crafted presentation box.

£330,000 - 370,000

€380,000 - 430,000

221

1989 ASTON MARTIN V8 VOLANTE

Registration no. F507 GNT

Chassis no. SCFCV81C5KTR15757

- Fitted from new with the Vantage-type bonnet, front spoiler, and blanked grille
- Maintained by R S Williams
- Full service history
- Circa 18,500 miles from new





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

Chassis number '15757' is a fuel-injected Series 2 model equipped with automatic transmission. The car was purchased new from Aston Martin Sales Limited on 27th January 1989 by one Ryder Ascott Esq of Blackheath, London SE3.

A copy of the sales invoice records that '15757' was delivered fitted with a Vantage type bonnet and front spoiler, and a blanked front grille. The car also comes with a copy of the original warranty document recording the first registration as 'F878 PYV'.

In May 1998, '15757' was sold by renowned marque specialists R S Williams Ltd, probably to Mr I Miller of Woodside Park, London N12. There are numerous RSW service invoices on file made out to Mr Miller and subsequent owner Mr D Gradi of Willaston, Cheshire (believed to be football manager Dario Gradi of Crewe Alexandra). The current vendor purchased the Aston from R S Williams in December 2015. Expired MoTs on file confirm that it has covered only 10,000 miles in the last 10 years. Offered with a current V5C document and full service history, '15757' has covered only some 18,500 miles since it left the Newport Pagnell factory and is presented in generally excellent condition.

£220,000 - 250,000

€250,000 - 290,000

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. BXA 850B
Chassis no. DB5/1436/R

- Five owners from new
- Present ownership since 2013
- Comprehensive history file





Chassis number '1436/R' was sold new by supplying dealership Callanders on 21st March 1964. The original copy guarantee form records chrome road wheels, heated rear screen, Motorola 818 radio, power operated aerial, two Marchal fog lamps, and two wing mirrors as items of additional equipment, while the car's original colour scheme was Aegean Blue with White Gold Connolly leather interior trim.

'1436/R' has had five owners from new. The first onward sale, recorded by a Bill of Sale, was on 10th November 1977 when Paradise Garage of Parsons Green, West London sold the Aston to Lt Cdr G Q S Parker, RN for £3,850. The comprehensive history file records a bare-metal re-spray completed in May 1985 for the sum of £1,840. At this point in time, '1436/R' was painted a light Mink Brown. There are numerous bills on file for the period 1978–1989 from Aston Service Dorset and many other specialists, while a further bill on file dated 30th June 1989 from Village Industries Ltd of Stafford is for substantial mechanical repairs totalling £1,688.51.

Lt Cdr Parker owned the Aston for some 14 years, using it as a daily driver until 7th September 1991 when it was sold to a Mr Brian Hall-Tomkin of Bideford, Devon for £31,500. There is a letter on file dated 22nd July 1991 to Bob Fountain of Aston Workshop from Mr Hall-Tomkin asking him to find a DB5.

The car next changed hands on 25th July 1993, passing to Mr G Kelsey of Shortlands, South London for in the region of £23,000. There are many bills on file dating from Mr Kelsey's ownership from marque specialists Pugsley & Lewis for servicing and repairs to the car for the period 1995 to 2013. There are also some 25 MoTs in the history file dating from 1981 (at 60,352 miles) up to the present day at 103,480. The car was little used during Mr Kelsey's ownership, and in the last 24 years has only covered some 6,700 miles. The numerous invoices on file substantiate the mileage records during the earlier period.





In 2013, the DB5 was purchased by the current owner, who decided to have it restored in 2016. Completed in 2018, '1436/R' is now resplendent in the classic combination of Silver Birch paintwork with a black leather interior. Undertaken by marque specialists Prestige Paintworks of Golden Cross, East Sussex, the restoration of the body and paintwork took in excess of 1,200 hours and cost £60,000 excluding the refurbishment of the chrome (c.£8,500). On completion of the bodywork, the car was returned to Pugsley & Lewis, who carried out a comprehensive mechanical restoration and interior refresh costing c.£136,000 (bill on file).

'1436/R' is only offered for sale as the vendor has another DB5 nearing the completion of its restoration and, after much soul searching, has decided to sell '1436/R' to make way for this new addition. Described by the vendor as 'driving superbly and looking absolutely immaculate,' this beautiful Aston Martin DB5 is 'on the button' and ready to delight its fortunate next custodian.

£620,000 - 680,000
€720,000 - 790,000



One owner from new

1996 ASTON MARTIN V8 COUPÉ

Registration no. P491 RSK

Chassis no. SCFDAM2S9TBTR79009

- One of the rarer members of the Aston Martin V8 family
- Circa 12,450 miles from new
- Stamped service booklet
- Original condition



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

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer restated its Aston Martin V8 forerunner's muscular 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. The Virage continued Aston Martin's tradition of fine craftsmanship with its hand-beaten aluminium body and fine leather upholstery, complimenting the highest standards of modern technology applied to the design of chassis and engine.

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

Finished in Antrim Blue with Parchment leather interior, this automatic transmission V8 Coupé was purchased new from Five Oaks Garage, Jersey and taken to the UK mainland when the owner moved to Bermuda. First registered in this country on 16th February 1998, the car benefits from a full service and extensive refurbishment undertaken by Aston Martin Works in November 2017. Works carried out at that time included replacing the fuel pump, air conditioning compressor and front shock absorbers; fitting Le Mans-specification anti-roll bar drop links; fitting four new Pirelli Rosso Assime tyres; overhauling the brake callipers; and replacing the engine coolant. The relevant bill is on file and the car also comes with a V5C Registration Certificate and its original service book, stamped by Aston Martin Works and independent specialists. With only some 12,450 miles covered from new, this well cared-for V8 Coupé is described by the private vendor as original and in good condition throughout.

£70,000 - 90,000
€80,000 - 100,000

1990 ASTON MARTIN VIRAGE 7.0-LITRE COUPÉ

Registration no. MSV 827
Chassis no. 50119

- Converted to '7.0' specification by R S Williams
- Manual transmission
- Good history file
- An AMOC concours winner at Blenheim Palace in 2010 and Greenwich in 2013



Ahead of its forthcoming twin-supercharged Vantage, Aston Martin offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage and Virage Volante that had been developed by the Service Department. When first released, the '6.3' produced 456bhp at 6,000rpm and 460lb/ft of torque. The resulting performance gains - 0-60mph in 5.5 seconds and a top speed of around 175mph (depending on the axle ratio) - required serious chassis modifications, the '6.3' boasting sports suspension, 18"-diameter alloy wheels shod with Goodyear 285/45ZR18 tyres, and double vented and cross-drilled 14" front disc brakes. Outwardly the '6.3' in its 'wide body' configuration was distinguishable by flared wheel arches and new front, side and rear valances.

And if all that was still insufficient, enthusiasts with an appetite for even more power could opt for a conversion to 7.0 litres by renowned marque specialists R S Williams Ltd. RSW has been upgrading Aston Martins since its inception in 1968, offering enlargements to 4.2 and 4.7 litres for the DB4/5/6, and to 5.7 and 7.0 litres for the V8s. The '7.0' is available in different specifications, with power and torque characteristics tailored to suit either manual or automatic transmission. These RSW-converted engines are, of course, unleaded compatible.

An AMOC concours winner at Blenheim Palace in 2010 and Greenwich in 2013, chassis number '50119' was acquired by the current vendor in July 2014, since when it has been kept in storage.

This particular car has numerous distinctive features including modified wheelarches; a louvred bonnet; headlamp conversion (square with twin lights); Vantage front spoiler with recessed licence plate; Vantage rear end with round tail lights; flared V550 Vantage-style side arches; Vantage wings with side vents; and split-rim wheels like the '6.3'.

The history file contains numerous photographs detailing the restoration of the entire chassis, together with lots of bills from R S Williams and Aston Martin Lagonda. Very tidily presented and freshly MoT'd, the car also comes with old/current V5C documents; a quantity of expired MoT certificates and tax discs; and its original service booklet, handbook, tool kit, jack, and warning triangle.

£90,000 - 110,000
€100,000 - 130,000

225

1963 ASTON MARTIN DB5 SPORTS SALOON

Registration no. YBY 777

Chassis no. DB5/1336/L

- Delivered new in the UK
- Left-hand drive
- One of only 42 DB5s originally finished in Fiesta Red
- Recent restoration work





'Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – Autocar, 21st May 1965.

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

For the new car, engineer Harold Beach drew up an immensely strong platform-type chassis featuring independent front suspension by means of unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. The engine was still an all-alloy, twin-cam six, but the old W O Bentley-supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. This new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Five series were built as the model gradually metamorphosed into the DB5 of 1963. The latter's distinctive cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. Its 3,995cc engine - first seen in the Lagonda Rapide - was mated to a four-speed overdrive-equipped gearbox; a proper ZF five-speed unit being an option at first and standardised later. Famously featured in the James Bond movie, '*Goldfinger*', the DB5 was immensely popular, with demand swiftly outstripping the factory's ability to supply following the film's release in 1964. In total, 1,021 examples were built between 1963 and 1965.

This left-hand drive DB5's chassis number suffix has been typed over on the guarantee form, possibly indicating a change of intended specification between the initial order and the car's completion. One of 42 DB5 saloons originally finished in Fiesta Red, it was the only one with a White Gold interior (recently re-trimmed in black). Its first owner is recorded as one A J R Whiteway of North Common, Chailey, Sussex, who kept the car until 1970 when it passed to one D Blackmore of Esher. '1336/L' was last taxed in the UK in October 1993 and is known to have been in Germany in 2005.



In 2016, the DB5 was sold to a buyer in the Middle East before being acquired by the current vendor. By this time the car had been fully restored, though, sadly, the history file had been lost. A copy of the guarantee form and service record has been obtained from the factory together with a letter of confirmation, but there is little else in the file apart from a photograph of the DB5 winning a concours in the Middle East. All taxes have been paid, NOVA certification obtained, and a V5C Registration Certificate applied for.

Currently undergoing full health check at Stratton Motor Company, the Aston is said to drive very well and will be freshly MoT'd prior to sale. The car comes complete with spare wheel, wheel hammer, warning triangle, and a (non-original) jack.

£625,000 - 700,000

€720,000 - 810,000



1979 ASTON MARTIN V8 VOLANTE

Registration no. UUJ 634
Chassis no. V8COR15077

- One of 849 V8 Volantes made
- Known ownership history from new
- Extensively restored by R S Williams in 1998
- Full service history from 1986 onwards





Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version.

The 77th V8 Volante completed, chassis number '15077' was first registered (to a dealer) on 30th May 1979 before being purchased on 30th July of that year by its first owner, Mrs J Clark of London. On 6th February 1984 ownership was transferred to Mrs Clark's husband's company.

Messrs Hines kept the Aston until 15th December 1986 when they sold it to Mr N H Taylor of Middlesex. At this time the Volante was still finished in its original black. On 7th February 2014, N H Taylor sold the car to Mr G Banks of Guildford. The present owner acquired the Aston from Mr Banks through dealer Parkhurst Automobiles Limited, Surrey.

There is no service history prior to 12th June 1986 but it is complete from then onwards. Until 1998 the Volante was mainly maintained by H W Motors Limited (Aston Martin and Lagonda distributors). At some point, the car must have been damaged, as can be seen from the restoration estimate provided by Aston Martin Heritage specialists R S Williams in April 1998.

Between April and July 1998 the Volante was restored by R S Williams, the exterior colour being changed to the present Buckingham Green in the process (see MoT certificate dated 1st August 1998). R S Williams maintained the car during the remainder of Mr Taylor's ownership (up to 2014). Since then the present owner had major services carried out by R S Williams and Aston Service London (Desmond J Small). Invoices relating to R S Williams' restoration are on file and the car also comes with an old-style logbook, current MoT, and a V5 Registration Certificate. A non-functioning electric hood mechanism (the hood must be operated manually) is the only notified fault.

£120,000 - 160,000

€140,000 - 180,000

227
NO LOT

1992 ASTON MARTIN VIRAGE VOLANTE

Registration no. K136 EYH
Chassis no. 60021

- Four previous owners
- Present ownership since 2005
- Maintained by Stratton Motor Company since 2005



The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. 'The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles,' declared *Fast Lane* magazine.

The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements.

Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual 'box continued to be available as an option.

One of the finest British performance sports cars of its time, the Virage Volante rapidly became a prized collector's item. This example has had only four previous owners and has belonged to the current vendor since 2005. Stratton Motor Company has maintained the car since 2005, though no major restoration work has been required; currently displaying a total of circa 65,600 miles on the odometer, it is presented in good condition throughout. One of the more affordable soft-top Aston Martins, this well cared for Virage Volante is offered with its full tool kit, jack, space-saver spare wheel, tonneau cover, hood bag, owner's manual, and service booklet. There is plentiful service history on file and the car also comes with fresh MoT and a V5C Registration Certificate.

£70,000 - 80,000

€81,000 - 92,000

1990 ASTON MARTIN VIRAGE 6.3-LITRE COUPÉ

Registration no. H941 VKS
Chassis no. 50131

- Three owners from new
- Last owner since 1995
- Maintained by Stratton Motor Company since 1995
- Good service history



After almost 20 years in production, Aston's well-liked V8 was updated for the 1990s as the Virage. The existing Lagonda chassis and suspension were used in revised form for the new car, while engine development was entrusted to Callaway Engineering of Connecticut. Immensely strong, the old V8's bottom half was retained but fitted with new cylinder heads boasting four valves per cylinder and hydraulic tappets. Launched in October 1988, the sensational newcomer restated its forerunner's muscular looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds.

Ahead of the company's forthcoming twin-supercharged Vantage, Aston Martin's Service Department offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage. This project had been conceived by Service Department bosses Kingsley Riding-Felce and David Eales, and was given the green light by Walter Hayes, newly installed as Aston Martin CEO by new owners the Ford Motor Company. The project's aim was simple: convert the stock 330bhp Virage into a 475bhp, 178mph supercar. Introduced in January 1992, this package also incorporated improvements to suspension and brakes - now featuring ABS for the first time - and could be ordered new or retro-fitted to customers' existing cars.

Given the '6.3' development car to try, Road & Track magazine was surprised to discover 'there was hardly any tendency for the wide front tyres to wander, even over rough road surfaces, and not much bump-thump over small potholes. ...the car transmits a feeling of even greater security and tautness than that of the standard Virage. It also adds an element of excitement'.

This particular 6.3-litre Virage has had three owners in total, the last since 1995 when it was sold to them by Stratton Motor Company, who have serviced the car ever since. '50131' comes with good service history, including among the bills one from Aston Martin for £60,770.54 for the full factory conversion to 6.3 litres. Described by the vendor as a very good car, this high-performance Virage is finished in British Racing Green with fawn interior, the latter featuring sheepskin over-mats. Freshly MoT'd and offered with old/current V5C Registration Certificates, it comes complete with its original tool kit, jack, tyre welding kit, space-saver spare wheel, and warning triangle.

£100,000 - 120,000

€120,000 - 140,000

230

1957 ASTON MARTIN DB MARK III DROPHEAD COUPÉ CONVERSION

Registration no. SFO 914
Chassis no. AM/300/3/1361

- Delivered new to New York, USA
- Professionally restored by Post-Vintage Engineers 1989-1996
- Converted from saloon to drophead coupé configuration
- Converted from left- to right-hand drive



The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications.

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

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



Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph. Total DB Mark III production amounted to 551 cars, of which 85 were drophead coupés and four were fixed-head coupés.

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

A matching-numbers example, this DB Mark III was delivered new to Aston Martin's United States East Coast agent J S Inskip as a Tickford-bodied saloon in left-hand drive configuration. Originally finished in Storm Grey with red Connolly hide interior trim, '1361' was delivered on 4th November 1957 to its first owner, a Mr Charles Berrick of New York, USA.

Many years later, in 1988, the car found its way back to the UK, arriving in highly original but rather tired condition. Its new owner, a Mr Benson, then commissioned a full restoration, which was undertaken by well-known Aston Martin specialists Post-Vintage Engineers between 1989 and 1996 (see history file). It was decided that the original body was in such poor condition that a replacement would be required.

Accordingly, an original Tickford body was sourced from Aston Service Dorset and then converted to the desirable drophead coupe configuration. At the same time the car was converted from left- to right-hand drive, and the colour scheme changed to dark blue with grey interior. Post-Vintage Engineers remembers this car well and has followed it for most of its life since the 1980s.

In 2006, the car was sold by Post-Vintage Engineers to a Mr B Halton. Further work was undertaken over the next five years, mainly servicing and maintenance, mostly by Aston Martin specialists Four Ashes Garage. In 2012, this DB Mark III participated in the AMOC's Windsor Concours of Elegance, and in 2014 was bought by the current owner to form part of his distinguished classic car collection. An older restoration showing virtually no signs of age, the car remains in lovely condition. We have had the pleasure of driving it a few miles and can report that it performed excellently.

A head-turner at any event and the ultimate evolution of the DB2/4 model, the car is offered with a copy guarantee form confirming the chassis and engine numbers; Post-Vintage Engineers' quote, correspondence, and invoices for the 1989-1996 restoration; invoices from Four Ashes Garage for work carried out; a quantity of expired MoTs; and old/current UK V5C Registration Certificates.

£200,000 - 300,000
€230,000 - 350,000

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

231

1987 ASTON MARTIN V8 VANTAGE 'X-PACK' VOLANTE

Registration no. D266 FLL
Chassis no. 15569

- *Full service history*
- *Maintained by Stratton Motor Company since 1990*
- *Circa 37,300 miles from new*
- *All original books and tools*



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.



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

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

Produced to satisfy demands from the USA, the Volante debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers.

The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-Pack' engine like this example. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

First registered on 21st May 1987, this rare X-Pack equipped Vantage Volante has had three former keepers; the first two, though, were same person, so '15569' is effectively a two-owner car from new. Stratton Motor Company arranged the Aston's sale when new and sold it to the current owner in 1993. Finished in Chichester Blue with blue-piped Parchment hide interior, the car comes with full service history, initially with Marshall's followed by Aston Martin Lagonda and since 1990 with Stratton Motor Company, whose bills detailing the works carried out are on file. Stratton knows the Volante very well and can vouch for the fact that everything is original and as it should be.

Described by the vendor as a very good car in very nice order - good paintwork, driving well, etc – this beautiful Vantage Volante X-Pack comes complete with fresh MoT, a V5C document, and all its original books, tool kit, jack, and spare wheel.

£300,000 - 350,000

€350,000 - 400,000

232 †

2019 ASTON MARTIN VANQUISH ZAGATO SHOOTING BRAKE

Registration no. MGZ 4297
Chassis no. SCFNLCUZ7KGJ54496

- One of only three believed to have the bronze front and rear grills
- The 68th of only 99 built
- Unique and exceptional specification
- 43 miles from new
- Right-hand drive







Periodically, Aston Martin has renewed its relationship with the celebrated Italian styling house of *Carrozzeria Zagato*, continuing a fruitful collaboration that had started back in the early 1960s with the building of 19 special competition cars on the DB4 GT chassis.

Zagato had forged its not inconsiderable reputation by building a succession of lightweight aerodynamic sports and GT cars, most notable on Alfa Romeo and Lancia chassis, so its choice as partner for the development of the somewhat more utilitarian shooting brake concept may seem surprising at first. In fact, the Shooting Brake was just one of four new Zagato-styled models to be built on the V12 Vanquish platform, the others being a Speedster, a Coupé, and a Volante Convertible. The planned production was for 99 Coupés, 99 Volantes, 28 Speedsters, and 99 Shooting Brakes, making 325 cars in all. All four designs are the result of close creative collaboration between Aston Martin and Zagato.

First member of the family, the Vanquish Zagato Coupé had commenced production in late 2016. Next in line was the Vanquish Zagato Volante Convertible, the announcement of which on 15th August 2017 in Carmel, California, USA marked another milestone in what is recognised as one of the most enduring creative partnerships in the global automotive industry. At the same time it was confirmed that not only would a Vanquish Zagato Speedster enter production but that it would be joined by a spectacular Vanquish Zagato Shooting Brake.

Tantalisingly, the Shooting Brake was illustrated in a press photograph mostly covered, and it was not until October 2017 that images showing the entire car were made available. Even before the Shooting Brake was officially announced, all 99 had been pre-sold.

With all four designs based upon the Vanquish S, each Zagato enjoys the combination of 600PS naturally-aspirated V12 engine mated to the smooth, slick-shifting Touchtronic III transmission. Boasting adaptive suspension damping – fine-tuned for each model - the Vanquish Zagato family promises exceptional driving pleasure that is every bit as stimulating and memorable as their design.

The Shooting Brake is still a strict two-seater, but one conceived as an individual and exceptionally practical Gran Turismo. Its extended roof features the iconic Zagato 'double-bubble' profile complete with glass inlays to let light flood into the cockpit. The sculptural roof culminates in a powered tailgate that opens onto a luxuriously trimmed rear cabin area, complete with a tailored luggage set. Up front the dramatic herringbone carbon fibre fascia features anodised bronze rotary controls, extensive 'Z' motif quilting, and the option of fully aniline leather upholstery.

Aston Martin's Chief Creative Officer, Marek Reichman, said of the Vanquish Zagato family: 'We haven't released Zagato models as a family before, at least not in this way, but the idea is not without precedent.'



Think back to the DB7 Zagato and DB AR1, or the V8 Zagato Coupé and Volante, for example. We've simply taken things a few steps further. Why create a family of Zagatos? Well, many of our customers want different things. Some prefer the purity of a Coupé, but others love the idea of something more extreme, like the Speedster. And yes, some of them have ordered one example of each. There's always an over demand from our clients and patrons. We could easily fulfil demand for more cars than this, but we want Zagato to remain something very special. We're creating collectibles, future concours cars. With only 325 cars worldwide, divided between 99 Coupés, 99 Volantes, 28 Speedsters and 99 Shooting Brakes - they are still the rarest of the rare."

Andrea Zagato, Zagato's CEO, said of the enduring creative partnership: 'Zagato's relationship with Aston Martin began with my grandfather and the DB4 GT Zagato, almost sixty years ago. To have a creative "marriage" thrive for three generations is something as unique as the cars themselves. My family name is associated with all kinds of wonderful designs, but for many enthusiasts and collectors around the world those that combine the Z of Zagato with the wings of Aston Martin are the most special. Collaborating closely on the design of four complimentary, yet completely different Vanquish Zagatos has been an incredibly exciting challenge. I'm proud to continue the story my grandfather started and thrilled that our partnership with Aston Martin continues to realise such exciting cars.'

This beautiful Aston Martin Shooting Brake is finished in Lava Red Metallic with contrasting black leather, red stitched throughout including the 'Z' motifs. Additional options include the Villa D'Este Pack; carbon fibre side fender; black Zircotec tailpipe finisher; carbon fibre roof; interior fascia in carbon fibre twill; black leather One-77 steering wheel; auto-dimming mirror with garage door opener; Aston Martin Tracking; umbrella and holder; carbon fibre load area; and the Q duo-tone bronze front and rear grilles. In the creation of these extraordinary pieces of automotive jewellery, the front grille is machined from a single billet of aluminium, the process taking approximately 200 hours.

Representing a wonderful opportunity for the Aston Martin collector to own one of the marque's rarest and most exclusive cars, this Vanquish Zagato Shooting Brake is truly one of the best-specified to come out of the factory, and is believed to be one of only three that have the optional bronze grilles. As a way to enjoy the forthcoming celebrations of Zagato's centenary in 2019, there can be none more satisfying than this latest sublime manifestation of the Italian coachbuilder's craft.

Should the vehicle remain in the EU, VAT of 20% will be payable on the hammer price and buyer's premium.

£625,000 - 750,000

€720,000 - 870,000

233

2004 ASTON MARTIN DB AR1 ROADSTER

Coachwork by Carrozzeria Zagato

Registration no. AT53 BOU

Chassis no. 800039

- Number 39 of 99 made
- Present ownership since 2014
- Circa 2,000 miles from new
- In storage since 2014

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Elégance in 2001.

The result was a stylish coupé, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the DB AR1 was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited edition were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage.





This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving. An AP twin-plate racing clutch combined with a revised quick-shift gear lever for the six-speed manual transmission enable the driver to maximise use of the increase in power and torque and enjoy a faster gear-change.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top speed of 185mph makes the DB AR1 the world's fastest true roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn or challenging back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot callipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" F/R) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

As one would expect of a modern supercar, there was electronic traction control and power-assisted rack and pinion steering, while the well appointed interior boasted electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, and alarm/immobiliser with remote central locking and boot release.

The 39th of 99 constructed, this beautiful low-mileage AR1 Roadster was first registered in the UK on 1st July 2005 and has had four former keepers. The current vendor acquired the car in 2014, since when it has been kept in storage. Accompanying paperwork includes a Certificate of Origin; VCA (UK Type Approval) certificate; original radio code booklet; old/current V5C Registration Certificates; and a quantity of expired MoTs verifying the recorded mileage of only 2,030. A nice clean car, freshly MoT'd, '39' also comes with its original tool kit, battery conditioner, First Aid kit, and two umbrellas in their original casing, together with a bespoke after-market tonneau that covers the entire cockpit.

£300,000 - 350,000

€350,000 - 400,000

234

1985 ASTON MARTIN V8 VANTAGE SPORTS SALOON

Registration no. B535 LNU

Chassis no. 12472

- *The fastest Aston Martin of its day*
- Manual transmission
- Good history file





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

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm instruments. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375-380bhp - in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'.

In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car' and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph. With such high speeds attainable, aerodynamic refinements were called for. Thus the Vantage gained a deep front 'chin' spoiler, blanked off front grille, and a boot lid spoiler, the latter being bolted on to the earliest cars and later integrated into the bodywork. There were commensurate improvements to the suspension, brakes, and tyres.

Offered here is an example of the (AMOC designated) 'Series 2' Vantage, which featured the extensive mechanical and bodywork revisions of the 'Series 4' (Oscar India) V8 saloon. '12472' appears to have benefited from an extensive restoration at some point in its past, these works included renewing the sills and a full re-spray, and has bills on file for other work carried out by marque specialists Oselli. The history file is substantial, containing numerous bills from Aston Martin, a quantity of expired tax disks and MoTs; a CD-ROM of photographs; and old/current V5C Registration Certificates. Freshly MoT'd, the car also comes with its original jack, tool kit, triangle, spare wheel, and a spare set of keys.

£220,000 - 260,000

€250,000 - 300,000

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

Registration no. H5 TRO
Chassis no. SCFDAM2CXPBR60083

- First owner from 1993 to 2016
- Converted to '6.3' specification by Aston Martin in 1995
- Recent restoration work
- Full service history



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

The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements.

Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual gearbox continued to be available as an option. By this time the design had undergone extensive revision in other areas, becoming a four-seater (early cars had only two seats) and a much neater hood stowage arrangement.

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



Chassis number '60083' was ordered new in May 1993 by the previous owner, since deceased, who had visited the Newport Pagnell factory to finalise its specification. Aston Martin Sales Limited's letter on file records the specification as follows: Gladiator Red exterior, black hide interior with matching piping, grey Alcantara headlining, black mohair hood, grey carpets edged in matching hide, driver's side air bag, front seat headrest pads, fog lights in spoiler, and a boot lid spoiler. The original purchase price was £147,862.

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

'H5 TRO' also comes with its original service booklet, which has been stamped by Aston Martin Works Service nine times up to 2001 (at 7,818 miles). Subsequent stamps record servicing by Trinity Engineering, AM Works, Harwoods and, finally, Chicane Classics in July 2012 (at 22,363 miles).

The current vendor purchased the Virage at Bonhams' Aston Martin Works auction in May 2016 (Lot 203), at which time the odometer reading was circa 26,000 miles. Since then the car has benefited from a recently completed full bodywork restoration, including trim sections and rubber seals and a change of colour to 'Black Kirsch' at a cost of around £25,000. Presented in beautiful condition, 'H5 TRO' represents an opportunity for the Aston Martin collector to acquire a rare, high-performance variant of an already exclusive model, benefiting from fastidious, single-owner stewardship for its first 23 years.

£150,000 - 180,000

€170,000 - 210,000

One owner from new

2007 ASTON MARTIN DB9 VOLANTE

Registration no. VU07 VTY

Chassis no. SCFAC02A87GB07966

- Full service history with H.R. Owen Aston Martin of Cheltenham
- Circa 10,700 miles from new
- Semi-automatic transmission
- All original books and tools



'The Aston Martin DB9 is a thoroughbred sports car with GT levels of comfort and refinement. Combining Aston Martin's unique character with an uncompromising design philosophy, the DB9 was borne out of a synthesis of traditional craftsmanship, high-tech manufacturing, modern components and use of the finest materials.' - Aston Martin.

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

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

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

Owning from new by the current vendor, this DB9 Volante is finished in black with tan interior and has the semi-automatic transmission. The car was purchased from Broughtons Aston Martin of Cheltenham (now H.R. Owen) and has been serviced by them since acquisition. The service booklet records annual services with Broughtons, the most recent on 13th February 2018 (at 10,376 miles), and the car is currently MoT'd. As one would expect of a pampered one-owner example, '07966' comes complete with its original bill of sale, tool kit, Aston Martin-branded first aid kit, owner's manual, specification sheet, Aston Martin tracking user guidebook, Navteq onboard navigation system manual, and an unused Aston Martin umbrella. Used sparingly (the current odometer reading is only 10,673 miles), this beautiful soft-top Aston is described by the private vendor as in good condition throughout.

£35,000 - 45,000

€40,000 - 52,000



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1928 BENTLEY 4½-LITRE TOURER

Coachwork by Vanden Plas



A matching numbers example

1935 ALFA ROMEO 8C 2300 'LE MANS' TOURER



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*The ex-Nigel Mansell, Riccardo Patrese, five time
Grand Prix-winning, Adrian Newey-designed*

1992 WILLIAMS-RENAULT FW14B

Chassis no. FW14-08



1998 JAGUAR XJ220



1966 FORD GT40

One of only 14 experimental prototypes
2013 MCLAREN P1 XP





Adam Swords Photography

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1953 FIAT 8V SUPERSONIC

Coachwork by Ghia

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The only official
membership Club
for Aston Martin
owners and
enthusiasts



The Aston Martin Owners Club is the largest and only official worldwide club for everyone interested in the iconic marque, boasting over 6,000 Members.

The Club's aims, which go back to the original formation of the Club in 1935 are to create an interest in Aston Martin, celebrate the pastime of motoring and motorsport and encourage Members to share their passion for these wonderful cars.

Every year the Club, by means of its network of National and International Area Representatives, organises a diverse range of events for its Members in the UK, and throughout the rest of the world. Many events are open to non-members, helping to enable everyone to enjoy the beauty of Aston Martin.

The Club is delighted to continue hosting The Bonham's 'Aston Martin' sale at The Wormsley Estate, Stokenchurch in Buckinghamshire, and combining its own Spring Concours spectacular on the same day as the 'Aston Martin' sale.

In the Aston Martin Owners Club, there is always a reason to celebrate: as the history of the Club and Aston Martin has a collective 106 years to create 'great memories' from.

In 2019 the Club is set to celebrate and be part of a variety of many events to be enjoyed by as many as possible.

For further information on joining The Aston Martin Owners Club:

- take a look at the Club Website: www.amoc.org
- e mail membershipadmin@amoc.org
- Telephone: 01865 400400

May

Sunday 19th

AMOC Spring Concours
Wormsley Estate, Buckinghamshire

June

Thursday 6th/Sunday 9th

AMOC London to Edinburgh Tour

Saturday 8th

AMOC Racing at Brands Hatch

Saturday 15th/Sunday 16th

Le Mans 24 Hours

60th Anniversary AM DBRI

Win at Le Mans

Friday 21st

AMOC Track day @Blyton Park

Saturday 29th/Sunday 30th

DBS/DBSV8 Celebration

July

Saturday 6th

AMOC Racing-Oulton Park

Saturday 26th/28th

AMOC @ Silverstone Classic

August

Saturday 31st

AMOC Racing-Snetterton

September

Saturday 1st

DB7 Anniversary Celebration

Thursday 5th/Saturday 7th

Concours of Elegance

Sunday 29th

AMOC Autumn Concours

Holkham Hall, Norfolk

October

Saturday 5th

AMOC Racing-Silverstone

November

Friday 8th/Sunday 10th

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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *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 you as 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*, and 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. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition 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 items or parts are sold for their artistic, historic or cultural interest and 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 or any other fees payable by the Buyer, which are detailed in paragraph 7 of the Notice to Bidders, below*. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* 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 *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without 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. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* 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.

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 reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our Sales.

If you are a new client at Bonhams or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the Sale at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or Bonhams or be detrimental to Bonhams' reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

Bonhams will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the *Buyer*, which are contained in paragraph 3 of the *Buyer's Agreement*, set out at Appendix 2 at the back of the Catalogue.

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) 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.

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* including the warranties as to your status and source of funds. 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*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

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 £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobilia
25% up to £175,000 of the *Hammer Price*
20% from £175,001 to £3,000,000 of the *Hammer Price*
12.5% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the Catalogue and which are sold for a *Hammer Price* of €1,000 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*).

Hammer Price	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, shown beside the Lot number, 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
- ¤ 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. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

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: 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.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

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.

Debit cards (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or be detrimental to Bonhams' reputation.

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

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

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 licensing 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 Licensing

Floor 1, Zone 17, Temple Quay House

2 The Square, Temple Quay

BRISTOL BS1 6EB

Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

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, restitutary 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 restitutary 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 11 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

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 attempt to detail, as far as practicable, 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. All Lots sold under Bond, and which the Buyer wishes to remain under Bond, will be invoiced without VAT or Duty on the Hammer Price. If the Buyer wishes to take the Lot as Duty paid, UK Excise Duty and VAT will be added to the Hammer Price on the invoice.

Buyers must notify Bonhams at the time of the sale whether they wish to take their wines under Bond or Duty paid. If a Lot is taken under Bond, the Buyer will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

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.
 - TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
 - W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
 - Δ Wines lying in Bond.
 - AR An Additional Premium will be payable to us by the Buyer to cover our Expenses relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
 - The Seller has been guaranteed a minimum price for the Lot, either by Bonhams or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.
 - ▲ Bonhams owns the Lot either wholly or partially or may otherwise have an economic interest.
 - Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.
- , †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, 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 and the relevant terms for Bidders and Buyers in the Notice to Bidders 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 or on the Bonhams website, 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.

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, the remainder of which *Entry* 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 *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 after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. 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* beyond 7 days from the day of 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 in full 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 should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers'* agreement set out in Appendix 2 have been completed to *Bonhams'* satisfaction.

7.4 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.

7.5 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*.

7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):

8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;

8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;

8.1.3 to retain possession of the *Lot*;

8.1.4 to remove and store the *Lot* at your expense;

8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;

8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;

8.1.7 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;

8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;

8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and

8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* 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 *Seller* or to *Bonhams* by you.

8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* 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 *Seller* becomes liable to pay the same until payment by you.

8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.

9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term

	that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	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.	APPENDIX 2
BUYER'S AGREEMENT			
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,	10.4 Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o Bonhams at its address or fax number in the Catalogue (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.	IMPORTANT: These terms may be changed in advance of the <i>Sale</i> of the <i>Lot</i> to you, by the setting out of different terms in the <i>Catalogue</i> for the <i>Sale</i> and/or by placing an insert in the <i>Catalogue</i> and/or by notices at the <i>Sale</i> venue and/or by oral announcements before and during the <i>Sale</i> at the <i>Sale</i> venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.5 If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.	1 THE CONTRACT
9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutary claim or otherwise;	10.6 References in the <i>Contract for Sale</i> to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.	1.1 These terms govern the contract between Bonhams personally and the <i>Buyer</i> , being the person to whom a <i>Lot</i> has been knocked down by the <i>Auctioneer</i> .
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutary claim or otherwise.	10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.	1.2 The Definitions and Glossary contained in Appendix 3 to the <i>Catalogue</i> for the <i>Sale</i> 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 <i>Notice to Bidders</i> , printed in the <i>Catalogue</i> for the <i>Sale</i> , and where such information is referred to it is incorporated into this agreement.
9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation".	1.3 Except as specified in paragraph 4 of the <i>Notice to Bidders</i> the <i>Contract for Sale</i> of the <i>Lot</i> between you and the <i>Seller</i> is made on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , 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 <i>Buyer's Agreement</i> .
10	MISCELLANEOUS	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.	1.4 We act as agents for the <i>Seller</i> and are not answerable or personally responsible to you for any breach of contract or other default by the <i>Seller</i> , unless Bonhams sells the <i>Lot</i> as principal.
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .	1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
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 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> .	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> .	1.5.1 we will, until the date and time specified in the <i>Notice to Bidders</i> or otherwise notified to you, store the <i>Lot</i> in accordance with paragraph 5;
10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial	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 Bonhams, 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.	1.5.2 subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, we will release the <i>Lot</i> to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the <i>Seller</i> ;
11	GOVERNING LAW	10.13 we will provide guarantees in the terms set out in paragraphs 9 and 10.	1.5.3
		All transactions to which the <i>Contract for Sale</i> 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 <i>Sale</i> takes place and the <i>Seller</i> and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the <i>Seller</i> 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.	1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, <i>Guarantee</i> , warranty, representation of fact in relation to any <i>Description</i> of the <i>Lot</i> or any <i>Estimate</i> in relation to it, nor of the accuracy or completeness of any <i>Description</i> or <i>Estimate</i> which may have been made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made orally or in writing, including in the <i>Catalogue</i> or on Bonhams' <i>Website</i> , or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the <i>Sale</i> . No such <i>Description</i> or <i>Estimate</i> is incorporated into this agreement between you and us. Any such <i>Description</i> or <i>Estimate</i> , if made by us or on our behalf, was (unless Bonhams itself sells the <i>Lot</i> as principal) made as agent on behalf of the <i>Seller</i> .

2	PERFORMANCE OF THE CONTRACT FOR SALE	or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.	paragraph 4.2. These storage fees form part of our Expenses.
	You undertake to us personally that you will observe and comply with all your obligations and undertakings to the <i>Seller</i> under the <i>Contract for Sale</i> in respect of the <i>Lot</i> .	3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:	4.5 Until you have paid the <i>Purchase Price</i> and any <i>Expenses</i> in full the <i>Lot</i> will either be held by us as agent on behalf of the <i>Seller</i> or held by the <i>Storage Contractor</i> as agent on behalf of the <i>Seller</i> and ourselves on the terms contained in the <i>Storage Contract</i> .
3	PAYMENT AND BUYER WARRANTIES	3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;	4.6 You undertake to comply with the terms of any <i>Storage Contract</i> and in particular to pay the charges (and all costs of moving the <i>Lot</i> into storage) due under any <i>Storage Contract</i> . You acknowledge and agree that you will not be able to collect the <i>Lot</i> from the <i>Storage Contractor's</i> premises until you have paid the <i>Purchase Price</i> , any <i>Expenses</i> and all charges due under the <i>Storage Contract</i> .
3.1	Unless agreed in writing between you and us or as otherwise set out in the <i>Notice to Bidders</i> , you must pay to us by not later than 4.30pm on the second working day following the <i>Sale</i> :	3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;	4.7 You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .
3.1.1	the <i>Purchase Price</i> for the <i>Lot</i> ;	3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;	4.8 You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i>), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.
3.1.2	a <i>Buyer's Premium</i> in accordance with the rates set out in the <i>Notice to Bidders</i> on each lot, and	3.10.4 items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and	
3.1.3	if the <i>Lot</i> is marked [AR], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> 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 <i>Sale</i> .	3.10.5 that you consent to Bonhams relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.	
3.2	You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.	3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i> , to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i> , postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.	
3.3	All payments to us must be made in the currency in which the <i>Sale</i> was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the <i>Notice to Bidders</i> . Our invoices will only be addressed to the registered <i>Bidder</i> unless the <i>Bidder</i> 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.		5 STORING THE LOT
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.		We agree to store the <i>Lot</i> until the earlier of your removal of the <i>Lot</i> or until the time and date set out in the <i>Notice to Bidders</i> , on the <i>Sale Information Page</i> or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i>) and, subject to paragraphs 3, 6 and 10, to be responsible as <i>bailee</i> to you for damage to or the loss or destruction of the <i>Lot</i> (notwithstanding that it is not your property before payment of the <i>Purchase Price</i>). If you do not collect the <i>Lot</i> before the time and date set out in the <i>Notice to Bidders</i> (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i>) we may remove the <i>Lot</i> to another location, the details of which will usually be set out in the relevant section of the <i>Catalogue</i> . If you have not paid for the <i>Lot</i> in accordance with paragraph 3, and the <i>Lot</i> is moved to any third party's premises, the <i>Lot</i> will be held by such third party strictly to Bonhams' order and we will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.
3.5	We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i> , the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i> , any <i>Expenses</i> and VAT and any interest earned and/or incurred until payment to the <i>Seller</i> .		
3.6	Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i> , 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 <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to Bonhams.		
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:		
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or	4.1 Subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, once you have paid to us; in cleared funds, everything due to the <i>Seller</i> and to us, and once we have completed our investigations under paragraph 3.11 we will release the <i>Lot</i> to you or as you may direct us in writing. The <i>Lot</i> will only be released on production of a buyer collection document, obtained from our cashier's office.	
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.	4.2 You must collect and remove the <i>Lot</i> at your own expense by the date and time specified in the <i>Notice to Bidders</i> , or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> .	
3.9	You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion	4.3 For the period referred to in paragraph 4.2, the <i>Lot</i> can be collected from the address referred to in the <i>Notice to Bidders</i> for collection on the days and times specified in the <i>Notice to Bidders</i> . Thereafter, the <i>Lot</i> 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 <i>Notice to Bidders</i> .	
		4.4 If you have not collected the <i>Lot</i> by the date specified in the <i>Notice to Bidders</i> , you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "Storage Contract") with the <i>Storage Contractor</i> for the storage of the <i>Lot</i> on the then current standard terms and conditions agreed between Bonhams and the <i>Storage Contractor</i> (copies of which are available on request). If the <i>Lot</i> is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per <i>Lot</i> per day) will be payable from the expiry of the period referred to in	
			6 RESPONSIBILITY FOR THE LOT
			6.1 Title (ownership) in the <i>Lot</i> pass to you on payment of the <i>Purchase Price</i> to us in full in cleared funds, although we reserve the right not to release the <i>Lot</i> to you until our investigations have been completed to our satisfaction under paragraph 3.11.
			6.2 Please note that under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> if earlier, and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .
			7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS
			7.1 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 unless otherwise provided below), 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>):

7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the Lot under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the Lot is a Forgery only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the Lot;				
7.1.3	to remove, and/or store the Lot at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the Purchase Price) and/or damages for breach of contract;				
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;				
7.1.6	to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless you buy the Lot as a Consumer) 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 Lot or part thereof;	8.1.1	retain the Lot to investigate any question raised or reasonably expected by us to be raised in relation to the Lot; and/or	9.4	You authorise us to carry out such processes and tests on the Lot as we in our absolute discretion consider necessary to satisfy ourselves that the Lot is or is not a Forgery.
7.1.7	to sell the Lot Without Reserve by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the Lot to a person other than you; and/or	9.5	If we are satisfied that a Lot is a Forgery we will (as principal) purchase the Lot from you and you will transfer the title to the Lot 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 Purchase Price, Buyer's Premium, VAT and Expenses paid by you in respect of the Lot.
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 Sale) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.7	If you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph will cease.
7.1.10	on three months' written notice to sell, Without Reserve, 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 Sale) and to apply any monies due to you as a result of such Sale in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:	9.8	Paragraph 9 does not apply to a Lot made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a Stamp or Stamps or a Book or Books.
7.1.11	refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the Purchase Price of any Lot of which you are the Buyer.	8.2.1	may be exercised at any time during which we have actual or constructive possession of the Lot, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
7.1.12	having made reasonable efforts to inform you, to release your name and address to the Seller, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Bonhams' Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
7.2	You agree to indemnify us against all legal and other costs, all losses and all other Expenses (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	FORGERIES	10.2	Our duty to you while the Lot 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 Lot or to other persons or things caused by:
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the Purchase Price of the Lot (or where you have purchased more than one Lot pro-rata towards the Purchase Price of each Lot) and secondly to the Buyer's Premium (or where you have purchased more than one Lot pro-rata to the Buyer's Premium on each Lot) and thirdly to any other sums due to us.	9.1	We undertake a personal responsibility for any Forgery in accordance with the terms of this paragraph 9.	10.2.1	handling the Lot if it was affected at the time of Sale to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:	10.2.2	changes in atmospheric pressure; nor will we be liable for:
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the Lot and that invoice has been paid; and	10.2.3	damage to tension stringed musical instruments; or
		9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a Forgery, and in any event within one year after the Sale, that the Lot is a Forgery; and	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.
		9.2.3	within one month after such notification has been given, you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a Forgery and details of the Sale and Lot number sufficient to identify the Lot.	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 restitutory claim or otherwise.
		9.3	Paragraph 9 will not apply in respect of a Forgery if:		
		9.3.1	the Entry in relation to the Lot contained in the Catalogue 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		

- 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 restitutive 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 restitutive 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 BOOKS MISSING TEXT OR ILLUSTRATIONS
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- but not if:
- the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or
- the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or
- it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or
- the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- ## 12 MISCELLANEOUS
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 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.
- 12.3 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.
- 12.4 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.
- 12.5 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.
- 12.6 References in this agreement to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 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.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 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.
- 12.12 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.
- ## 13 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" Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.
"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.
"Bonhams" Bonhams 1793 Limited or its successors or assigns. Bonhams is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".
"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.
"Business" includes any trade, *Business* and profession.
"Buyer" the person to whom a *Lot* is knocked down by the Auctioneer. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by Bonhams with the Buyer (see Appendix 2 in the Catalogue),
"Buyer's Premium" the sum calculated on the Hammer Price at the rates stated in the Notice to Bidders.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Website" Bonhams Website at www.bonhams.com

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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20th Century Fine Art

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Aboriginal Art

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Australian Colonial Furniture and Australiana

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Scientific Instruments
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Travel Pictures
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+44 (0) 20 7447 7401 fax
To bid via the internet please visit
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• Indicates independent contractor

THE BONHAMS MOTORING NETWORK

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(Attendee / Absentee / Online / Telephone Bidding)

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Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: THE ASTON MARTIN SALE		Sale date: Sunday 19 May 2019																									
Sale no. 25452		Sale venue: The Wormsley Estate																									
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table> <tr><td>£10 - 200</td><td>by 10s</td><td>£10,000 - 20,000</td><td>by 1,000s</td></tr> <tr><td>£200 - 500</td><td>by 20 / 50 / 80s</td><td>£20,000 - 50,000</td><td>by 2,000 / 5,000 / 8,000s</td></tr> <tr><td>£500 - 1,000</td><td>by 50s</td><td>£50,000 - 100,000</td><td>by 5,000s</td></tr> <tr><td>£1,000 - 2,000</td><td>by 100s</td><td>£100,000 - 200,000</td><td>by 10,000s</td></tr> <tr><td>£2,000 - 5,000</td><td>by 200 / 500 / 800s</td><td>above £200,000</td><td>at the auctioneer's discretion</td></tr> <tr><td>£5,000 - 10,000</td><td>by 500s</td><td></td><td></td></tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£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		
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Company name (to be invoiced if applicable)																											
Address																											
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Post / Zip code	Country																										
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Lot No	Year	Model
201	1970	David Brown 990 Selectamatic Tractor
209	1955	Aston Martin DB2/4 3.0-Litre Sports Saloon
204	1959	Aston Martin DB MkIII Sports Saloon Project
230	1957	Aston Martin DB Mark III Drophead Coupé Conversion
205	1961	Aston Martin DB4 Series III Sports Saloon
210	1963	Aston Martin DB4 Series V Convertible
225	1963	Aston Martin DB5 Sports Saloon
222	1964	Aston Martin DB5 Sports Saloon
220	1966	Aston Martin DB6 Vantage Sports Saloon
216	1966	Aston Martin DB6 Sports Saloon
218	1969	Aston Martin DBS Sports Saloon
211	1974	Aston Martin V8 Sports Saloon to 'Vantage' Spec
208	1979	Aston Martin V8 Series 4 'Oscar India' Sports Saloon
214	1979	Aston Martin V8 Vantage Sports Saloon to 'X-Pack' Spec
226	1979	Aston Martin V8 Volante
234	1985	Aston Martin V8 Vantage Sports Saloon
217	1986	Aston Martin V8 Vantage Zagato Coupé
231	1987	Aston Martin V8 Vantage 'X-Pack' Volante
215	1987	Aston Martin V8 Vantage 'X-Pack' Sports Saloon
221	1989	Aston Martin V8 Volante
229	1990	Aston Martin Virage 6.3-Litre Coupé
224	1990	Aston Martin Virage 7.0-Litre Coupé
228	1992	Aston Martin Virage Volante
235	1993	Aston Martin Virage Volante 6.3-Litre 'Works Special'
223	1996	Aston Martin V8 Coupé
202	1998	Aston Martin DB7 Volante
203	1999	Aston Martin V8 Coupé
233	2004	Aston Martin DB AR1 Roadster
212	2004	Aston Martin Vanquish Coupé
236	2007	Aston Martin DB9 Volante
207	2013	Aston Martin V12 Vantage Coupé
232	2019	Aston Martin Vanquish Zagato Shooting Brake
219	1952	Lagonda 2.6-Litre Drophead Coupé



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